

Issue 05



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# Welcome...



I CAN'T BE THE ONLY PERSON OUT THERE WHO, while watching a film from a bygone era, finds themselves surveying the cars in the background in fine detail as well as laughing at the mullets and the kipper ties. There's the gritty, geezerish realism of *Get Carter*, offering an acreage of English iron

in the North East. There's the balls-out action of *Bullitt*, with the stripped down growl of a Ford V8 tearing through the streets of San Francisco, not to mention the throaty grumble of the drug dealer's Countach in *Miami Vice*. Cars are manifestations of the engineering brilliance, design innovation and entrepreneurial balls of a certain place and time – they continue to fascinate, inspire, revolt and titillate by turn. Celluloid only heightens the experience. We hope you enjoy the ride. Here, now and forever.

Michael

Michael Fordham

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I ALWAYS HATED ECHO AND THE BUNNYMEN. It was the summer of 1984, and I had just scored my driving licence, but had yet to score. I'd done a deal with my Grandad years before. "No tattoos or earrings or motorbikes by the time you're seventeen, son, and I'll buy you a motor." With him being a honourable old git – and me being obsessed with the idea of having my own car – he stuck to his word and I remained respectable in his Victorian eyes. So there I was, just turned seventeen, raging with testosterone and doing laps at last of Romford town centre in a slightly knackered but cool-as-fuck 1975 orange MK1 Escort. This would be my ticket to the world of carnality. All I needed was a girl.

Me and my mates had turned up at a club called the Pink Toothbrush in a godforsaken corner of deepest darkest Essex on a Thursday night. New Romantic night. Oh well, an easy mistake. She had long, long legs and was slightly gothic and I was all skin-tight stonewashed, slip-ons and a head full of Luther Vandross. An unlikely meeting, alright. She'd laughed and my bowl wedge and Tacchini tracky top as she sipped her snakebite through a straw, and I took the piss out of her trench coat here at the height of summer. But the ribbing soon turned to flirtatiousness and I told her I'd drop her home. We ended up driving all the way to the coast and parked up overlooking the beach as the sun rose, her slagging off Thatcher and me telling her that the miners were a bunch of lazy northern gits. I must have fancied her rotten because I let her play her mix tape and tell me about her A-level exams. What I remember most, though, is the embarrassing noise the black vinyl interior made as we moved and the way it seemed, at first, an ergonomic impossibility. But in the end it happened, just as a Joy Division tune began to beat its gloomy dance in my ears. She unwound on the vinyl and I was never the same again. These days, when I see a picture of a MK1 Escort I get a twinge of nostalgia for that time and that place. But I still hate Echo and the Bunnymen. ✱

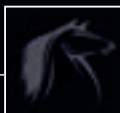
# Losing it

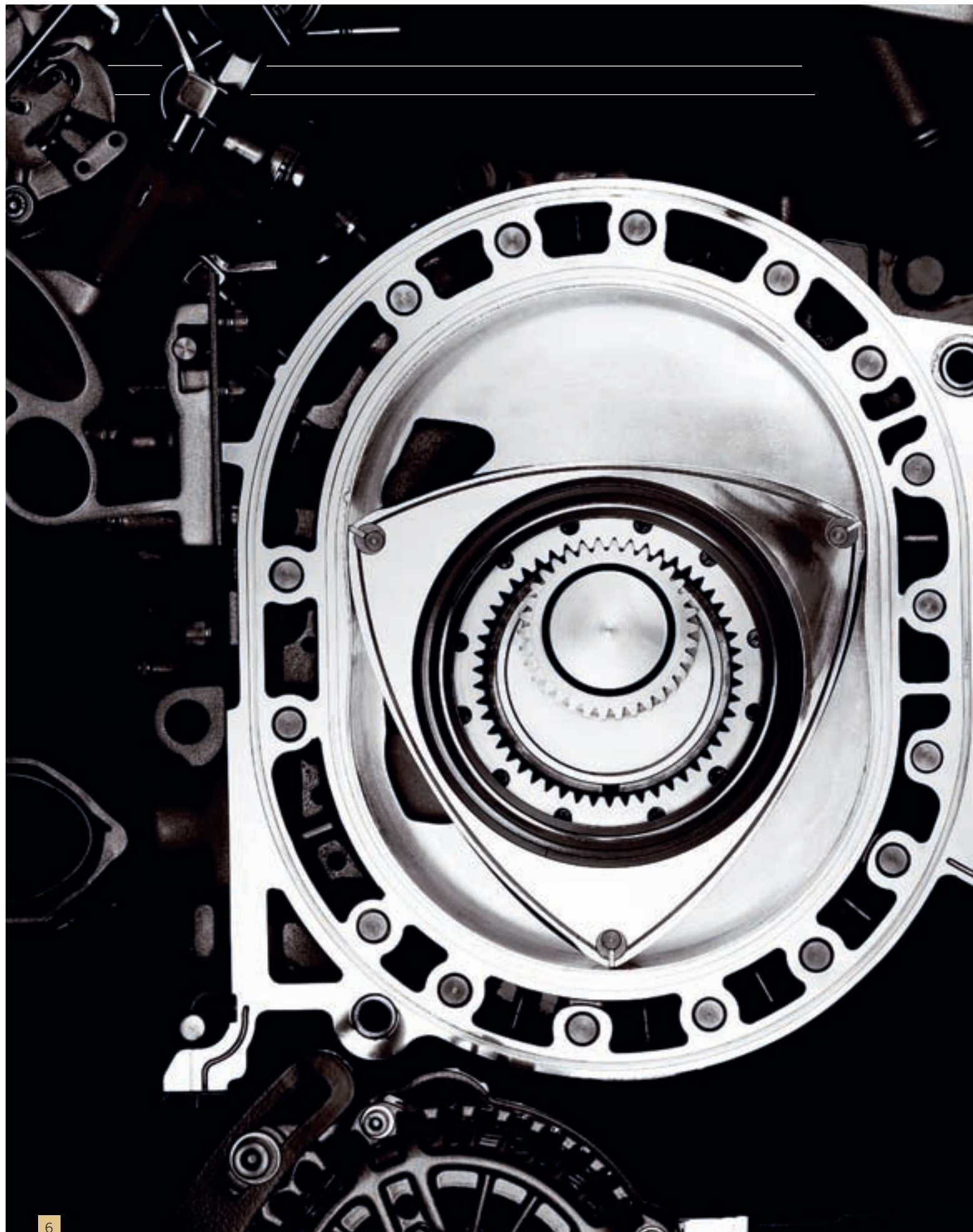
## TheInterior

Trench coats, bowl wedges and first fumbings – vinyl moments in a Escort MK1

Photography Richie Hopson









**ThePower** The rotary engine is a triumph of vision over conformity

# Wankel's Way

FELIX WANKEL WAS A BEAUTIFUL FREAK. Sitting there in the Weimar Republic of 1924, with perfectly fine piston engined Mercedes-Benz motors rumbling around all over the place, the young mechanical engineer was sure he could do better. His thinking went thus; in a piston engine the cylinder does four different jobs – intake, compression, combustion and exhaust. Once the pistons have done their energy-consuming job, then you need loads of moving parts to connect it to the drive shaft. Why not, thought Felix, build an engine that does these same four jobs, but with each job happening in its own part of the central block? Instead of pistons and all the associated bits and pieces, like camshafts, valves, springs, rockers, belts etc, why can't the central housing of the engine itself rotate? This would dispense with the need for all those annoying bits and pieces

that not only cause vibration, add weight and cost, but are much more likely to go wrong.

Fast-forward forty-odd years, and Mazda signs a licence to exploit Dr Wankel's rotary engine, under the tutelage of engineering guru and design visionary Kenichi Yamamoto. The company spent \$50 million developing the engine and, in 1967, launched its first rotary engined car, a stylish, Italian looking, two door coupé called the Cosmo 110S. Although Mazda's early development work on the rotary engine was beset by reliability problems, but their current range of rotary-motored vehicles are prime examples of Dr Wankel's original vision. They rev high with ease and deliver power more smoothly than any piston engine known to man, but are a little juicy and hug the upper level of emissions regs.

Even so, the rotary engine is the result of an engineering vision which refused to accept that the preconceived paradigm was the only way to go. Ironically, in an age of technological convergence and environmental imperatives to find new ways of doing things, the Wankel engine just may be the way forward. ✱





The Ekon imagines a future where the car is just another portal for digital communication, and changing your motor's appearance is as easy as getting a new skin for your iPod

**The Exterior** The Ekon concept brings digital communication to the open road

# The Digital



YOU'RE SEVENTEEN. IT'S A WIRED WORLD and everyone is plugged in. You socialise on Facebook and bebo. You download music and video from the web. You blast online buddies in a post-apocalyptic cityscape through your games console. You watch films stored on a hard drive on your HD plasma screen. For much of your day, the world and the people with whom you interact are pixelated avatars who behave exactly how you want them to.

However, when you jump in your car, it all goes a bit wrong. As your analogue radio fades in and out with Edith Bowman's banal intonations, you're forced to deal with real things in real time,



# Ekonomy

such as traffic jams, potholes, speed cams and the miserable gits slumped next to you on the slip road. And you probably think that you'll have to put up with the tedious reality of the day-to-day driving experience forever, don't you?

Thomas Pinel obviously doesn't. That's why the recent graduate of Coventry University's Automotive Design MA has come up with the Ekon. Pinel's idea is that a new generation of Xbox, iPod and web-bred car consumers will be coming into the marketplace, and won't be content with the dull, one-dimensional surfaces and analogue technology offered by most entry-level cars. The Ekon's basic concept is that your

digital communication won't have to stop once you get in the car. Through a network of light sensitive, tactile interfaces, the Ekon will allow this new generation of drivers to communicate with others through the light and shade of a series of digital devices. Not only will they be able to turn the car from, say, lime green to phosphor blue with a wave of the hand, but they can also 'post' images, movies and music to the car's plasma-wrapped exterior panels.

The Ekon is like the wired world in motion, one in which the car you drive – already a style statement, whether you like it or not – can communicate on demand. ✱





influx05

IGNITION Two-Lane Blacktop

## TheMovie

Small on plot and big on atmospheric silences, this counterculture classic is still the coolest car flick you'll ever see

OVER THIRTY FIVE YEARS HAVE PASSED since director Monte Hellman presented the world with his poetic hymn to the American road. Despite the fact that, through the pious lens of the 21st century, it appears riddled with political incorrectness, *Two-Lane Blacktop* remains the film every self-respecting petrolhead needs to own.

Right from the opening credits Monte lets you know that this is no cheesecake piece of automotive trivia. Just listen to the soundtrack. There's no incidental atmos here, just the poetic growl of bulbous Hemis, punctuated by such redneck faves as *Me and Bobby McGee*.

A street race. Crowds of biker gangs and kids line the strip. Pink slips and dirty glances are exchanged. Money changes hands. The dialogue is as stripped down as the Chevy's paintjob, consisting of a series of elliptical aphorisms. The Driver (played by languid folk-rocker James Taylor) and the Mechanic (essayed by the coolest of the Beach Boys, Dennis Wilson) win their drag in their primer-coated, 455-rocking 1955 Chevy sedan. They take off across country with the cash, heading east, a pair of existential outlaws prowling the hick towns of middle America for mug egos in custom cars – who, to a man, judge the battered Chevy by its appearance. A surly hippy chick hops in the back of the Chevy at a roadhouse. The three of them drive off without a word. Later, the Mechanic ends up in a motel room with her,

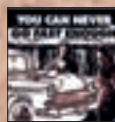
# you can never go fast enough

while the Driver cruises the cocktail lounges of another hick town. Soon, the enigmatic threesome are racing a blustering, bullshitting middle-aged dude (the superb Warren Oates) in a stock and shiny 1970 Pontiac GTO to Washington DC for pink slips. Oates's character is a braggart at the washed-up end of the American dream, spinning tales of his imagined prowess to a series of weird hitchhikers. Like the rest of his generation, he's terminally unhip to Wilson and Taylor's intense edge-dwellers.

But for all its allegorical silences and grease-encased metaphors, *Two-Lane Blacktop* is about the cars and the freedom that they represent. The film leaves you with the desire to hit the road and feel the Tarmac rip away beneath you. It's worth another watch, if only for that. And, of course, there's the grind and growl of those V8 engines...\*



## Music for the open road...



### You Can Never Go Fast Enough

The essential tribute album, with a suitably elliptical Will Oldham, Sonic Youth, Cat Power & Leadbelly.

Plain Recordings 2003



### Pacific Ocean Blue

Dennis Wilson's classic, out-of-print paean to blissed-out California livin' finally gets a CD release in May.

Sony 2008







**influx**

Jaguar XJ13







# Cat Power

From streamlined, curvacious classics, to the cutting edge of a new dawn in design, Jaguar has captured the imaginations of generations of auto obsessives

**Words** Paul Skilliter & Ben Oliver **Photography** Keith Shillitoe





**Engineering  
indulgence**

Although the XJ 13 never made it to Le Mans, the project encapsulated the design ethos and performance ideals of Jaguar's top engineering minds





#### Test Pilot

Norman Dewis contemplates the lines of the XJ13 before putting her through her paces. See overleaf for Norman's take on Jaguar's new star

The XJ13 was a beautiful oddity, completed in secret during 1966, when its curvaceous shape already looked almost anachronistic. The car's engine was a 4,994cc V12, a hugely impressive unit that hit 502bhp at 7,600rpm. Norman Dewis, who carried out most of the XJ13's development testing, revealed that this output would have been increased further, had a serious race program been undertaken.

The shape of the car had been evolved by Malcolm Sayer, to give maximum speed on Le Mans' Mulsanne Straight. Sayer had wanted to produce a mid-engined Le Mans car many years earlier, so the XJ13 was essentially a revised version of a design that originated as far back as 1954. No surprise, therefore, that it looked so different from the new generation of mid-engined cars that were racing by 1966.

Although the XJ13 was a runner by March 1966, no racing programme was instigated. On the contrary, no sooner was the car finished than a written edict came down from Jaguar boss Sir William Lyons, that on no account must it even be tested! This was immensely disappointing to those closely concerned with the car, namely Malcolm Sayer, engineer Mike

Kimberley and, not least, test development driver Norman Dewis, who were all itching to see how it performed around a suitable circuit.

In fact, the XJ13 proved too much of a temptation and, a few weeks later, the new car was discreetly transported to the MIRA circuit for a morning's illicit testing. With Mike in attendance, Norman took the car out on the banked circuit, at gradually increasing speeds. He found it somewhat raw but, as Mike reminded him, this was the first mid-engined car that Jaguar had ever produced, and developing the XJ13 was bound to be a learning process.

Straight out of the box, in its original, raw 'ideas car' state, and probably costing just a few tens of thousands of pounds to build, the XJ13 clearly proved that it was very nearly on par with the Ford GT, which had likely consumed many millions during its development process. That fact – and its beautiful lines, which echo both its antecedents and Jaguar's beauties of the 1970s – is the true legacy of the XJ13. **PS**





# XF

“As someone who fell in love with Jaguars in the 1960s, I can’t let down that notion of what those cars were like. **They had beauty but they were entirely modern**”

**T**he first time you see one, you’ll know exactly what you’re looking at. The word ‘Jaguar’ is spelled out on three sides of the new XF saloon, and the front gets the firm’s iconic ‘growler’ emblem. By the subtle standards of other premium carmakers, this is a surfeit of badging, but Jaguar Chief Designer Ian Callum admits that, without it, you might not guess what it is.

That’s quite an admission. For four decades, Jaguar saloons have been among

the most recognisable on the road, echoing the look of Sir William Lyons’ seminal XJ6 of 1968. But the design had grown tired, a fact reflected in Jaguar’s flagging sales and heavy losses. For the new XF, the car likely to be Jaguar’s biggest seller and central to the firm’s survival under its new owners, Callum decided that a bold new look was required.

He risks alienating Jaguar’s old-school buyers, but they’re a dying breed and the

## DEVELOPING THE LEGEND



“THIS IS THE ONE...” says Norman Dewis, Jaguar’s legendary chief test engineer at the wheel of the XF. Norman should know. He was the man responsible for the development of 25 of the greatest Jaguars, including the C, D and E-types.

“I had this talent as a driver and an engineer, to be able to get into a car and to work

out what was right and wrong,” Norman reflects. “You can’t learn that, you’re just born with it. In my opinion, the XF will put Jaguar firmly back on the map.”

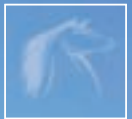


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### Changing its spots?

Its pedigree may not be instantly obvious, but examine the flowing lines of the XF and you can recognise a truly British thoroughbred.





potential prize is much greater. The market for premium badged cars is growing exponentially; in particular, sales of BMWs and Audis have skyrocketed over recent years. However, buyers who are newly able to afford premium badge cars have largely ignored Jaguar, and that's mainly due to its outmoded, retro styling.

Callum aims to change that. Despite having been at Jaguar for seven years, the XK coupe and cabriolet of 2006 were his first ground-up designs for the firm. The XF, which was revealed at the Frankfurt Motor Show 2007 and will start to be delivered to its first customers in March, follows the XK's philosophy: be respectful of Jaguar's heritage, but not enslaved by it.

Callum argues that a clean-sheet design is actually truer to Jaguar's traditions than yet another pastiche of past glories: "As someone who fell in love with Jaguars in the 1960s, I can't let down that notion of what those cars were like. They had beauty but they were entirely modern – maybe they even went a step too far. If I can't, with my team, produce something as good as that, I've failed. And failed myself."

Decide for yourself if Callum has succeeded when you first see his XF in the steel. The critics love it – it has already won the *What Car?* Car of the Year award. The XF's interior has won particular praise, for its cool, phosphor-blue lighting, the starter button that pulses red, and a rotary gear selector which rises up from the central console as you start the car.

"We have broken away from the obvious," Callum says. "At the risk of sounding immodest, the XF is as significant as the XJ6 of 1968 in what it means for the brand and for design. To me, that car is a benchmark and I hope we've created another one." \* BO

## Ian Callum's inspirations for the Jaguar XF

### 1. JAGUAR MKII, 1959



"The MkII always fascinated me, and it was a very strong influence on this car. It has great purity and proportions. It's very sporty and nimble

with a wonderful silhouette. The MkII itself was inspired by sports cars, and you can really see it. That purity, in particular, is reflected in the XF, and the shape of the bonnet over the headlamps was also directly inspired by the MkII. But there are more lines on the XF, which we used to create more tension."

### 2. JAGUAR E-TYPE, 1961



"The E-type has the most sensational shoulders, and we've given the XF the deepest shoulders we could; certainly the deepest in the class. It

takes a lot of time and effort to make them work. The E-type also has a very interesting total shape – if you look at it from above it's quite egg-like, in the way it wraps in at the front and back. It doesn't really have defining borders and there's nothing jarring about it. The XF is very similar; it has a lot of 'plan view' so your perception of it shifts as you view it from different angles."

### 3. JAGUAR MKX, 1961



"The MkX probably has the best execution of the classic Jaguar saloon's twin round headlights, and of course they're still there in a modern

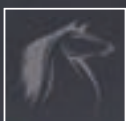
form in the XF. The MkX also has this wonderful line that runs from front to back and the XF has exactly the same. It's a beautiful, elegant sweep in both cars but it takes forever to get right. It has to peak in just the right place and you get designers debating every millimetre for weeks."

### 4. JAGUAR XJ6 SERIES 1, 1968



"I remember a friend of my father's criticising the XJ6 when it first came out. 'It doesn't look like a Jag', he said, 'it's too fresh around the

front.' Yet that is the one we now look towards as the inspiration. It was incredibly modern; BMW and Mercedes weren't doing anything as bold. And I've always loved it, particularly the front grille treatment, which is echoed in the XF. I also love the slimness of the pillars, they have such great visual efficiency."



I THOUGHT I WAS GOING TO BE A long distance lorry driver when I grew up but, somehow, I've become a fashion photographer / art director/ film director. I've always loved cars: I guess all boys do. It's fair to say, though, that cars have always meant more to me than just a means of getting from A to B. I grew up in a village in Sussex, seven miles from the nearest train station, and where buses only ran till 6.30pm. So, because of my teenage isolation, cars have always signified freedom.

My first car was an Alfasud Sprint. I bought it for £16. It was completely knackered but went like a rocket. I was only 16, so obviously

I had no insurance, licence, tax or MOT. My parents thought it didn't run and it sat on their drive most of the time. One day I had to explain how it was broken down three miles away from our house. After I passed my driving test, I developed a habit of writing-off my dad's Volvo 340s. My first legitimate ride was a Mini Clubman Estate. I killed that within two months, but managed to perfect handbrake turns before it finally died. Then came a Triumph Dolomite, and a bright red Datsun 280ZX with Targa top – very exotic.

A few years later, the day I met my wife, I destroyed the gearbox of my black 1982 Pontiac Trans Am (otherwise known as

*Knight Rider*), trying to impress her by doing doughnuts in the sand off Burgh Island in Devon. I replaced the Trans Am with a Camaro. There's something about American cars. It's that freedom thing again. And they're cheap.

The current 'Perou mobile' is a 2004 GMC Yukon with 22" chrome spinners – pure pimp style. My Yukon isn't fast, but it is comfy. It's got automatic everything and driving it is like motoring around in a sitting room. It can run on LPG so do my best to save the planet. I live 100 miles out of town and my car has to be voluminous, as I regularly travel with all my camera gear. I guess I'm finally fulfilling my destiny – I am a long distance lorry driver. ✴

Perou

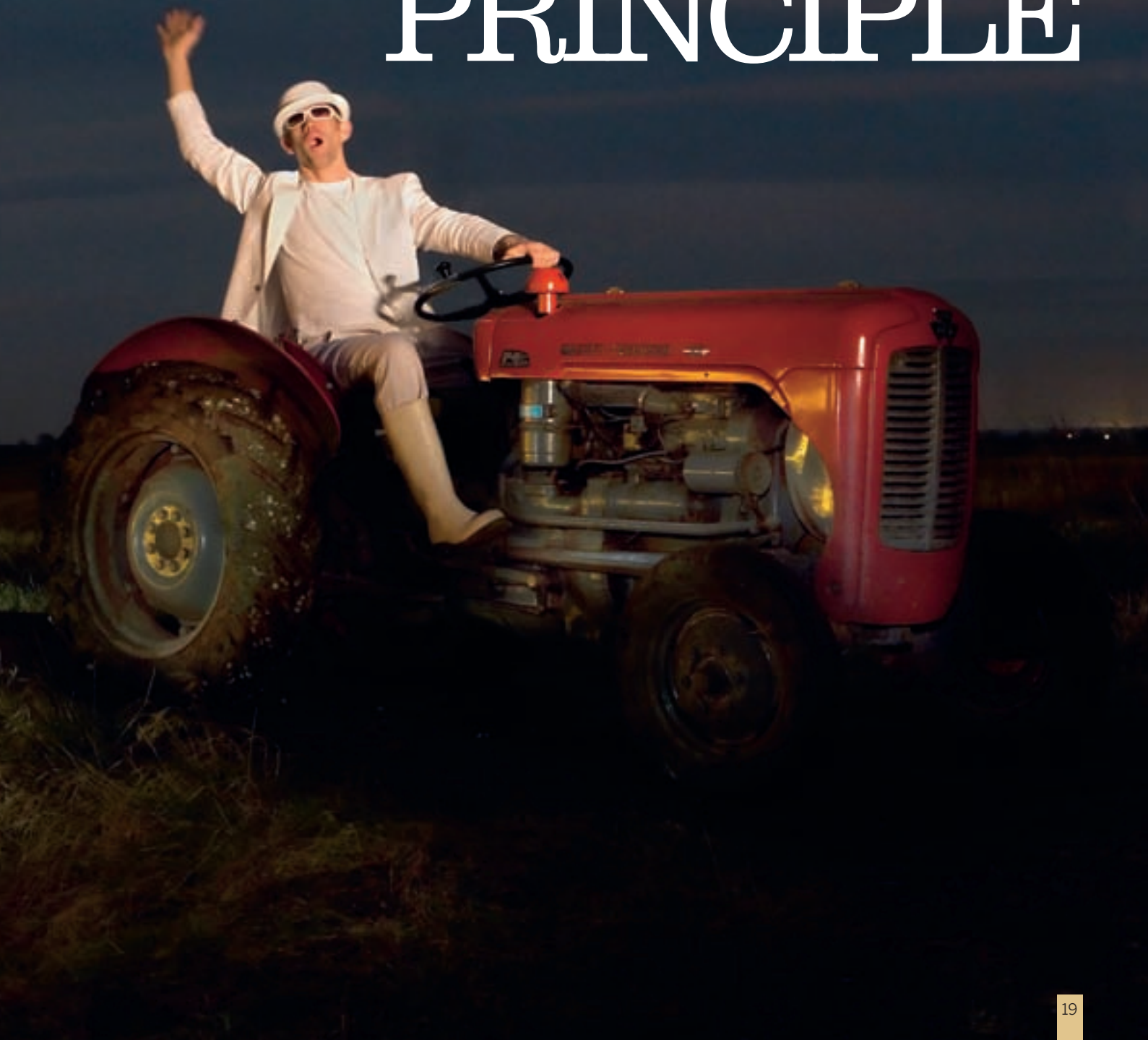




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# PEROU'S FREEDOM PRINCIPLE





# ENGLISH IRON

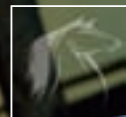
Cars from these class ravaged islands have the influences of the ages encoded in their DNA. We meet three English classics that reflect the spirit of their particular times.

**Words** Michael Fordham

**Photography** Richie Hopson







## ESCORT **MK1 RS Mexico: A Fanfare for the Common Man**

In 1968 the original 1.6-litre Escort Twin-Cam started its competition career in an astonishing opening season - by winning rallies in Ireland, the Netherlands, Austria, Greece and Scotland – all these victories coming in one eight week period. By the end of its first season, the Escort had also won the famous 1000 Lakes Rally in Finland, which helped Ford secure the World Rally Championship for manufacturers, a feat the company repeated in 1969. It was only logical, then, that Ford should exploit this hard-won race pedigree for the road. In 1970 Ford Advanced Vehicle Operations (AVO), and the Ford Rallye Sport (RS) dealer network were setup. AVO was to build performance versions of the Ford range of cars and manufacture tuning equipment while the Rallye Sport dealer network was to merchandise the AVO

products to the public. Boy racers all over the land were inspired. That year, the 16,000 mile London-Mexico World Cup Rally resulted in an incredible victory for the Ford Works team. Escorts also came in 3rd, 4th and 6th. England's reigning world champion footballers may have gone out of the World Cup that year humiliated and with Bobby Moore accused of robbery, but at least the cars kept England's competitive candle burning. The Mexico emerged from that heady season, and was soon an iconic, race-bred fixture on the streets of Britain. With such a rock-solid pedigree and a relatively affordable price tag, what lad wouldn't have wanted to own one? The Mexico was everyman's aspiration, and in its various guises the Escort remained so right through the seventies and into the eighties.

**Made in:** Dagenham →









## LOTUS Esprit S2 Theme Tune: Space 1999

Lotus and designer Giorgetto Giugiaro unveiled what would become the Lotus Esprit as the 'Silver Car' concept at the Turin motor show of 1972. Giugiaro had wanted to call the car Kiwi, but Colin Chapman was having none of it. Lotus cars always began with an E, and soon, the Kiwi was just a fading glimmer in the Italian's eye. Between 1975 to 1978 only 714 Series 1 were produced, and it wasn't until the S2 arrived that the car became truly popular, despite Roger Moore's submarine drive in the 1977 Bond flick *The Spy Who Loved Me*. The S2 was launched in the summer of 1978, with various aerodynamic improvements and newly sprouting air intakes at the back of the doors. Claimed top speed remained at 138mph, but according to owners the most noticeable driving development was a new level of stability at speed. The aesthetics were improved by the inclusion of 'Speedline' alloy wheels and the huge, slightly out-of-place looking tail lights from a Rover 3500. The S2's interior was, though, like something out of a Gerry Anderson animation. Switches were electric, dials were illuminated by fibreoptics, and the wrap-around moulded dashboard combined with the Esprit-branded wheel was straight out of Moon Base Alpha. The S2's extreme angles and low profile screamed supercar, but the S2 only came with a two litre, four cylinder engine capable of producing a relatively miserly 160 Horsepower – way below what the Lambos and Ferraris of the time were putting out. It wasn't until the advent of the V8 version that the Esprit could claim performance that matched its looks. The extreme anglo-Italian design might have had a faintly beating heart, but it was super cool all the same.

THE FUTURISTIC  
INTERIOR OF THE  
LOTUS ESPRIT S2  
WAS STRAIGHT OUT  
OF AN ANIMATION BY  
GERRY ANDERSON



Made in: Hethel →







## ASTON Martin V8 Vantage

**Theme: Pomp and Circumstance**

Aston Martin unveiled the muscular DBS V8 in 1969. Although capable of almost 160 mph, and as such one of the fastest cars of its time, the V8 was a four seater that weighed a huge 1800 KG. The car steadily evolved into a weighty trinity of the Vantage, an awesome 170 mph super car, the elegant convertible Volante and the brutal beauty that was the Zagato. At the top of the performance tree, though, was the V8 Vantage with the X-Pack, which raised the power output of the motor to an astonishing 530 Horsepower. This fleet footed, aristocratic beast could out accelerate both Ferrari's Testarossa and the 512 Berlinetta Boxer. This was the first true supercar to be born of this sceptered Isle, and though its nose heavy, haunchy design stuck around for a little too long than was healthy, it remains one of the most decadent yet genteel performance four seaters in automotive history. The firmly planted nose section is counterposed elegantly with a delicate tail area that hints at its brute energy. Everything on the car clunks with an haughty assurance. The V8 Vantage could propel little Tarquin back to Boarding school faster than mummy could re-set her pearls, and its layout echoes down the ages into the current crop of world beating Aston Martins.

**Made in:** Newport Pagnel \*

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**Styling** Sally Anne Argyle

**Hair and make-up** Bethany Rich at Terri Manduka  
using Redken and Rimmel



Nestled in the sleepy hollows of South Gloucestershire is the home of a new English supercar

**F**arbio proprietor Chris Marsh might be at the helm of one of the boldest independent automotive production initiatives in recent history, but he retains an air of disarming calm – boyishness, even.

Having nurtured the concept of the Farbio GTS since 2003, when he first collaborated with designer Arash Farboud, Chris – at the time of writing – has a full order book. With his super savvy approach, an appealing design and the in-house engineering chops to produce supercar-like performance and handling in a relatively affordable package, it's not difficult to see why the car has proved so popular.

The vehicle itself is a GT in miniature, with manageable boot space, a big tank and even sat nav and a hi-spec hi-fi as standard. It comes in a normally-aspirated and a supercharged version, the latter boasting a power-to-weight ratio that beats both the Ferrari F430 and the Lamborghini Gallardo. "We chose to go with the Ford V6 because it's simply a very reliable, powerful engine that works well at the low end as well as in the upper ranges," says Chris. "This, combined with the high standard basic spec, means this is a car you can live with day-to-day – it's not just a track day charger."

Swathed in a carbon fibre body that's hand cut and moulded in the Farbio workshop, the car's steel space frame chassis is visibly sturdy and very lightweight. The whole Farbio package boasts a beautifully bespoke feel and a road-hoovering appearance that looks set to draw interest from anyone considering an investment in the £50-70k range. It's a crowded market, but a large one, and the exclusivity and appearance of the GTS has a good chance of taking sales away from the big boys. ✱

■ FOR MORE: [www.influx.co.uk](http://www.influx.co.uk)

Words Michael Fordham

# Local Hero

manageable boot space

big tank

sat nav and hi-spec hi-fi

### Ford V6 engine

**FARBIO GTS SUPERCHARGED**

**ENGINE: MID-MOUNTED**

**3 LITRE V6**

**BHP: 384**

**PWR: 360**

**0-60: 3.9**

**MAX: 175**

**TRANS: 6-SPEED MANUAL**

**PRICE: £71,000**



hand-cut carbon fibre body

steel space frame chassis





**influx05**

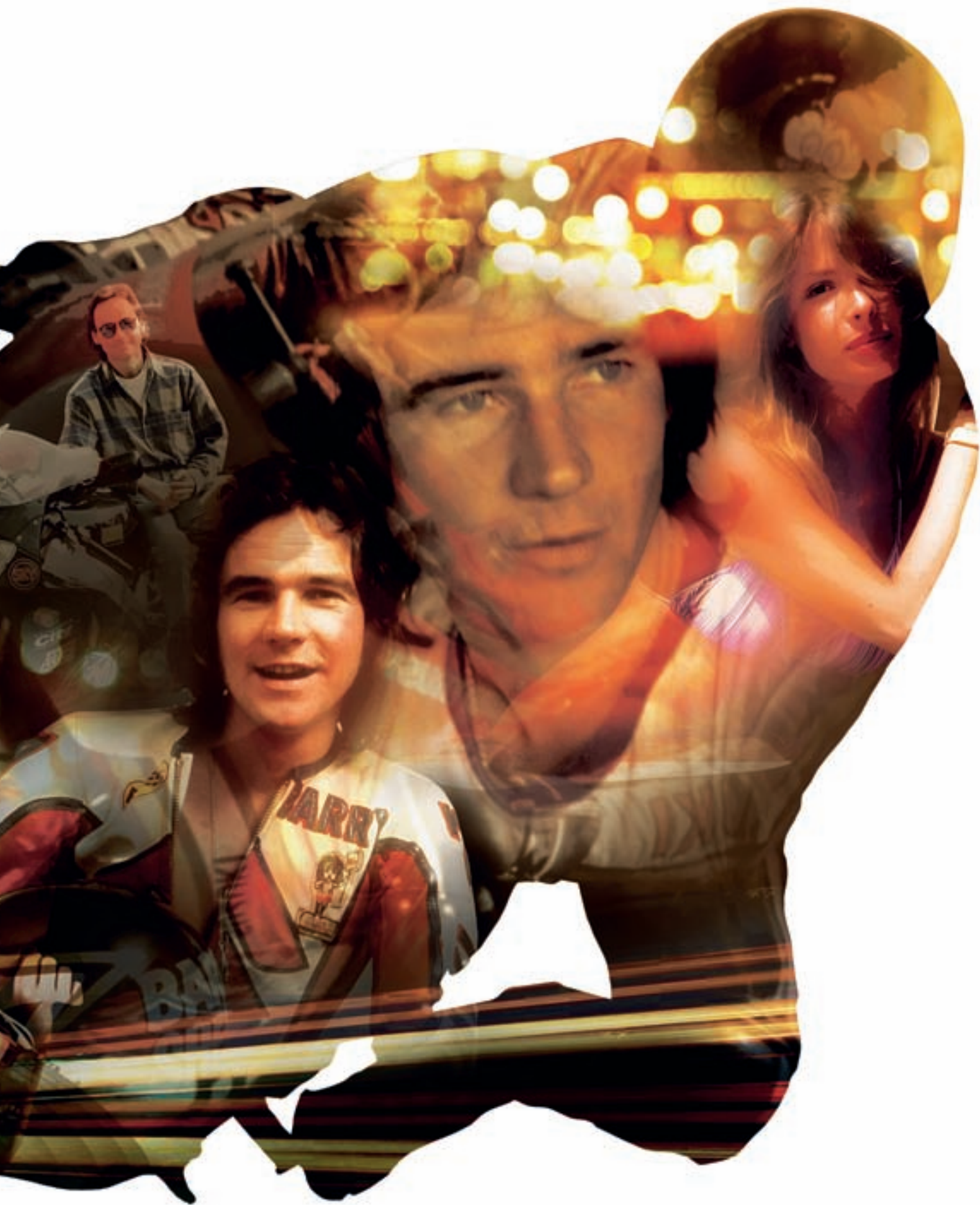
LEGEND BARRY SHEENE

“I WAS COMING  
AROUND THE  
BANK AT THE  
FASTEST PART OF  
THE CIRCUIT, **FULL  
THROTTLE,**  
**AT ABOUT**  
**175 MPH** AND  
THE BACK WHEEL  
JUST SEIZED UP.  
**I THOUGHT I  
COULD HOLD  
IT...**”

**Words** Peta Van Artsdalen **Illustration** Flatliner V2

“**B**ARRY WAS A CHEEKY LITTLE SOD.”  
Barry Sheene’s wife and Playboy  
cover girl, Stephanie McLean  
couldn’t have summed up the  
motorcycle racing legend better. When  
he succumbed to cancer on 11 March,  
2003, the world lost more than just  
a talented bike racer. It lost a two-  
wheeled hero. →









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LEGEND BARRY SHEENE

**“HE WAS THE GUY WHO MADE MOTORBIKE RACING FAMOUS, ONE OF THE GREATEST RIDERS WHO EVER LIVED. BUT ALSO A SUPREME NICE MAN...”**

**MURRAY WALKER**

→ During his career, Sheene won 19 500cc Grand Prix races and brought motorcycling into the public eye with his multiple crashes, flamboyant lifestyle and outright cheeky sodder.

Characters like Sheene and his contemporaries summed up the fragrant 1970s. In the world of football, George Best was known to like a drink or two (and the odd stunning blonde), and Sheene was his bike racing equivalent. Barry liked women and cigarettes almost as much as he loved going very fast on a motorbike. He was photographed smoking in bed, during his time in hospital following the spectacular 175mph crash at Daytona that propelled him to international stardom, and was often seen with a tab in his hand. It was an ugly irony that, in the end, it was the fags that killed him.

Today, we have the clean cut Valentino Rossi, a man who has revived the public's interest in motorcycling for the 21st century. Rossi moved to London for its nightlife and to maintain his anonymity. Sheene also moved to London for the nightlife, but he wasn't seeking anonymity – he wanted to be closer to the capital's movers and shakers and, importantly, to be seen. Like Rossi, he also endorsed products, stealing Henry Cooper's spotlight in the Brut commercials and posing in his underpants for clothing company Fruit of the Loom. While Cooper made the pungent tang of Brut 33 aftershave appeal to thirtysomethings, Sheene gave it youth appeal. Sheene and Cooper flew to a foreign GP meet, to film some ad footage, and Sheene ended up crashing at 120mph. "He had a bruise the size of a football," Cooper recalled. "He was in real pain, but was on set laughing and joking like he always was. Talk about fighters being game, Barry was as game as they come."

And Sheene knew how to play the game, too. He knew how much value there was in the fame and attention he received after his well-documented Daytona crash. He instigated a walkout of riders at one GP, in protest at slack safety standards, which led to improvements. Sheene's huge salary of £150,000 is on a par with the current figure enjoyed by Rossi – who also uses his status to fight for improved track safety. Sheene immediately capitalised on this power of personality, appearing on TV at every opportunity, including the *Parkinson* show, *This Is Your Life*, and even co-hosting the Saturday night

#### BARRY SHEENE TIMELINE



**1950**

Born, in Holborn, central London

**1957**

Falls off stationary bicycle and breaks arm

**1971**

First GP win at Spa Francorchamps, Belgium on a 125cc

**1971**

Falls off Suzuki 500 at Mallory Park and suffers compression fractures to three vertebrae

**1972**

Thrown off Yamaha 250 at Imola, pulverising his left collarbone. Receives the first of his extensive internal metalwork

**1973**

First MCN Man of the Year award (also won again in 1975-6 and 1979)

**1973**

First international championship: FIM Formula 750



From the race track to the back roads, we'll insure your bike  
**Ring 0800 089 0050 to find out more.**



Rex Features (4), Getty Images (3)



**Above** Sheene dropped his bad boy image for a day in 1978 when he received his MBE **Left** Back to familiar territory: dolly birds and motorbikes

primetime schlock-fest that was *Just Amazing*. His new-found fame enabled him to live the high life. He bought his first Rolls Royce, a Silver Shadow, soon after a big crash in 1975, to cheer himself up. He replaced it regularly, but was never short of wheels, as manufacturers fell over themselves to lend him their sports cars, in order to bring kudos to their brand.

Helicopters were another passion – Sheene got his pilot's licence in 1981 and owned a Mercedes that wore a bumper sticker which said "Helicopter pilots get it up quicker."

According to George Best, the man was, "a legend, the glamour boy of the era". Murray Walker said: "He was one of the true greats of motorcycling and such a personality with it. He made a success of everything."

But it was what Barry himself said to Fred Walmsey, who built Manx Nortons for classic bike events, that truly captured his spirit. "Don't wait for your ship to come in," Sheene proclaimed, "swim out and meet the bloody thing." ✱



#### 1973

Manages to tear several toenails off his foot during the King of Brands meet

#### 1974

Loses driving licence for 18 months for drink driving

#### 1975

The infamous 175mph crash at Daytona: snaps left leg, right arm, several ribs and damages more vertebrae. An 18" pin is inserted into his leg femur

#### 1975

Yet more metalwork is inserted into his right knee after it collapses at Cadwell Park, following a failed wheelie on a dirt bike

#### 1975

Meets Playboy Bunny Stephanie McLean at the Tramp nightclub, while on crutches with a fractured leg

#### 1976

Wins five 500cc GPs, bringing him his



first World Championship. He retains the crown in 1977 with six GP victories

#### 1979

Breaks collarbone at Imola during a Nations Cup meeting

#### 1980

Traps his left pinkie under the handlebars during a crash at Paul Ricard circuit, which major surgery fails to save. Becomes known as 'Nine Fingers'

#### 1981

Receives his helicopter pilot's licence



#### 1982

His second biggest crash, during free practice at Silverstone, sees him smash up both legs. He's lucky to survive and, after major surgery, becomes even more of a problem for airport metal detectors

#### 1984

Retires from professional bike racing. Barry and Steph get married

#### 1987

Leaves Britain for Australia's warmer climate, kinder to his aching bones





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LEGENDS FANGIO & MOSS

# MOVING MOMENT

Two of the greatest drivers who ever lived share a rare thing: respect. In an age of industrial espionage, it warms the cockles.

“I learned to approach racing like a game of billiards. **If you bash the ball too hard, you get nowhere.** As you handle the cue properly, you drive with more finesse.”

JUAN MANUEL FANGIO



**I would have done  
anything for  
Fangio.** I had  
the same kind of  
respect for him as I  
had for my father.

STIRLING MOSS







# MADE IN BR ITAIN

Automotive sorcery in Bentley's Pym's Lane plant

Words Tom Blake Photography Benedict Redgrove




**B**entley is about as British as a brand could possibly be. Coming to engineering consciousness in the heat of the earliest days of the British motoring industry, the young W.O. Bentley was responsible for the design and manufacture of the engine that powered the Sopwith Camel (the aircraft that achieved dominance over the battlefields of France during WWI). In 1919, with the war safely won, he focused his attention on applying his engineering chops to producing an engine and a car worthy of his name. Soon, the first Bentley 3 Litre emerged from a

garage in a quiet mews round the back of Baker St. Ninety years on and Bentley's factory has migrated north and his company is owned by the Volkswagen Group, but the brand and the product retains its English essence.

It's not just the red bricked, industrial ambience that makes the Bentley plant in Crewe's Pym's Lane one of the most interesting corners of the automotive world. It's the fact that, despite the vagaries of the economy, the bland imperatives of emissions regulations, and the small fortune required to buy a Bentley, they are still built ground-up in England. Simply uttering the name evokes a Proustian aroma of deep leather and turboprops. That the company has managed to do this is testament to the power that →

**Main** Every single component of a car built at Bentley's Crewe plant is filed on computer in minute detail and can be tracked back through each stage of its development  
**Above** All cars that emerge from Pym's Lane are assigned to particular customers





The Continental GT has represented a new dawn for the Bentley marque. Crewe's monsoon test consists of spraying 1,820 litres of water containing a trace dye at each completed car. In the darkened drying area, it is then checked for leaks under ultra-violet light



**influx05**

Bentley Factory



THE CONTINENTAL  
GT WAS A MESSIAH  
WROUGHT IN STEEL  
AND LEATHER THAT  
REIMAGINED WHAT A  
BENTLEY COULD BE

→ the brand has over us. We thought it necessary to visit the place where this alchemy has been performed.

Since Rolls Royce was bought out by BMW and moved to Goodwood in the leafy south east, Bentley has been the exclusive resident of the classic factory at Crewe. Having spent upwards of £100 million upgrading and retooling the plant to gear up for the launch of the Continental GT and the various upgrades of the Arnage, the plant is now a mixture of cutting edge digital technology and enough of that hand wrought excellence to make the product that emerges from its doors whisper of another, altogether more genteel motoring era. If the Bentley was, for a while just a Roller with wings, clear water exists between the →

#### **Obsessive engineering**

A shake rig used at Crewe to identify suspension, body or interior noises can be set to replicate any road surface from motorway concrete to back roads; 'Four axis' measuring machines check 2,500 measuring points on car bodies



The 600 horse power Continental GT Speed is the most powerful production Bentley ever and the first to top 200mph. A dedicated Bentley engineering team of over 400 people has optimised engine efficiency by the use of lower friction, lighter-weight components and a new engine management system





**The finished product** is a finely rendered culmination of W.O. Bentley's engineering vision

■ FOR MORE: [www.influx.co.uk](http://www.influx.co.uk)

→ brands these days, and in that divide rests a race-bred heritage and a focus on performance and passion.

And the formula seems to be working. In January 2008, Bentley announced its best year ever, with sales reaching the 10,000 mark for the first time. With markets like China and Korea moving ever upwards and heavy orders in from the US, the future looks better than ever for the sort of car that was at one time rumoured to be an uneconomical anachronism. The truth is that as long as cars move us there will be drivers who desire the sort of ride that only a classic like Bentley provides. It seems that despite the slings and arrows of the last couple of decades, there is still more than enough demand for the grace and power of Bentley. ✱

#### **God is in the detail**

It takes at least 15 cows to provide the 400 pieces of hide needed for one Bentley; Every piece of glass in a Bentley is given its final polish with finely powdered pumice normally used to polish optical lenses; Specialist engineers test each engine by machine, but also by ear





**influx05**

Land Rover Defender



**Modern primitive**  
Having reached an unparalleled height of offroad adaptation, Defender's chassis remains independent of its body. No monocoque needed, or desired



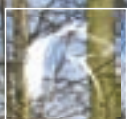


# let them eat mud

Land Rover celebrates its 60th this year and the new Defender – a rugged icon that embodies this automotive bulldog breed – is the brand's best yet

Words Michael Fordham Photography Matt Harvey





## influx05

Land Rover Defender



# T

here's been a steady programme of alienation going on in the motoring industry.

Since the first Land Rovers emerged from the production line during 1948, alienation from the outside world and the driver experience has been the dominant motive of mainstream car builders. With the exception of a few balls-out, stripped-down supercars, it seems that every mass-produced motor is swathed in a sense-depriving aether of onboard entertainment, and acres of alacantra and trim, plus softly-glowing

LED, ad nauseum. The triumph of the latest incarnation of the Land Rover is that it softens up the experience just enough but, in doing so, let's you know that the elements are there raw, in tooth and claw, and reassures the driver that you can tackle any obstacle, good and proper.

On a particularly wet February day in the Malvern hills we put the theory to the test. Roger Crathorne is one of those guys that you know you can rely on, akin to those steely characters who shored up the nitty-gritty of Empire, once the toffs had screwed up the programme. He's the guardian of the marque's identity and the inventor of the Land Rover Experience (LRE), where punters, professionals and adventurers alike can learn about

### All mod cons

Such fancy refinements as heated seats, CD player and new a/c don't detract from the superiority and utility of the latest Defender's torquey diesel engine, its wide-ratio 6-speed transmission and the acreage of interior space available. Defender drives with poise, the kind that can only come as a result of the 60 years of design development in its DNA, in even the most extreme terrain

driving Land Rovers off road. All the worse then, that when taking the helm of Del Boy – an immaculate 1948 Series One Land Rover, one of the automotive family's prodigal sons – Roger looks at me worriedly, grips the rail on the dash, and comments, "The thing about older cars is that you have to feel their eccentricities and work with them."

I nod sagely and, as I try to pull away in third, the non-synchromesh gearbox roars gruffly.

Fast forward an hour, and 60 years in the development of Land Rover technology. With a test pilot's studied understatement, senior LRE instructor Alf Bates talks me through the intricacies of guiding a Land Rover Defender down a very steep hill.



# DEFENDER IS THE ULTIMATE IN UTILITARIAN BRAWN



## Meet the ancestors A quick zip through Land Rover evolution



**2007 DEFENDER 110  
DOUBLE CAB**  
**Engine** 2.4 litre diesel  
**Gearbox** 6-speed  
**Power** 120bhp  
**Tank** 75-litre



**1985 SERIES 3 109  
STATION WAGON**  
**Engine** 2.25 litre petrol  
**Gearbox** 4-speed  
**Power** 73bhp  
**Tank** 60-litre



**1948 SERIES 1**  
**Engine** 1.6 litre petrol  
**Gearbox** 4-speed  
**Power** 43bhp  
**Tank** 38-litre

“Pop it into first, gently lift the clutch and keep the foot on the brake,” he cautions, “that’s right, let her go over the edge on idle”.

With that, the nose of the 110 Crew Cab elegantly descends a 60 degree mudslide into a six-foot wide gully. The Defender’s ingenious anti-stall device, fitted as standard, enables me to handle the situation with grace, even though I’m going boldly where no sensible car owner should dare to go.

Truth is, it’s difficult to believe the sort of terrain that the Defender can conquer. In its latest manifestation, it’s possible to deny that you’re in the wilds, but there’s no getting around the engineering evolution the ultimate off-roader represents. It’s a proud, powerful legacy. ✱



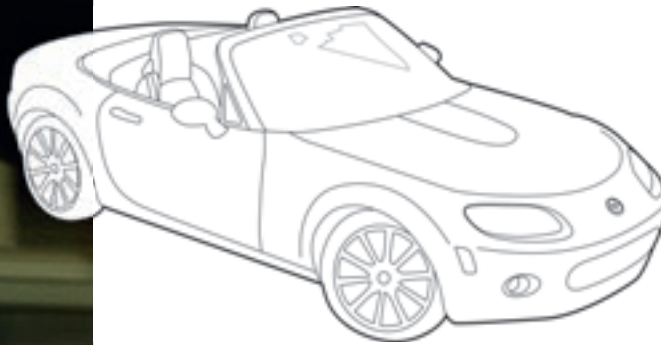
# 10 Defining Automotive moments

Adrian Flux's most dedicated petrolheads came up with these definitive moments in car culture **Illustrations** Sam Scott





1.

**1. Mazda MX-5**

**It's a hairdresser's car** but one worthy of Vidal Sassoon himself

**Surprisingly**, businessmen of a certain age love it

**2. Lotus 7**

**You have to love it** because the basic design hasn't changed for a generation, and it still eats M3s for breakfast  
**Essential style accoutrements** are a waxed Barbour and a flat cap

**3. Mk3 Golf GTI 8V**

**Notoriously**, the worst GTI of them all.

**Driven by** wannabe revheads and mothers who think they have an attitude

**4. Toyota Levin (Corolla) AE86**

**The mother of** all drifters  
**Acceptable** in the 80s

**5. Lamborghini LM002**

**Okay, it's a tractor**, but the sexiest one ever  
**Only** the Saudi army could afford the Rambo Lambo

**6. Skoda Octavia**

**Known for** finally dragging Skoda's reputation out of the gutter

**Driven by** sensible people

**7. Porsche 924**

**It saved** the company from going skint

**It's still** the cheapest way to own a Porsche

**8. BMW 2002 Turbo**

**There's something about** Martini branding and a turbocharger

**That reminds us of** VICTORY!

**9. Brabus Unimog**

**Don't you wish** you worked for the German lecky board?

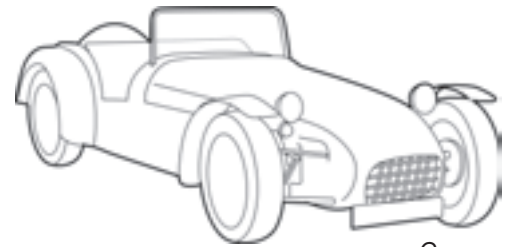
**The ultimate in brutal**, utilitarian beauty

**10. Mercedes 600 Pullman**

**Pretend** you're remaking *The Day of the Jackal*

**A little understated**, if you're Idi Amin

2.



3.



4.



5.



6.



7.



9.



10.

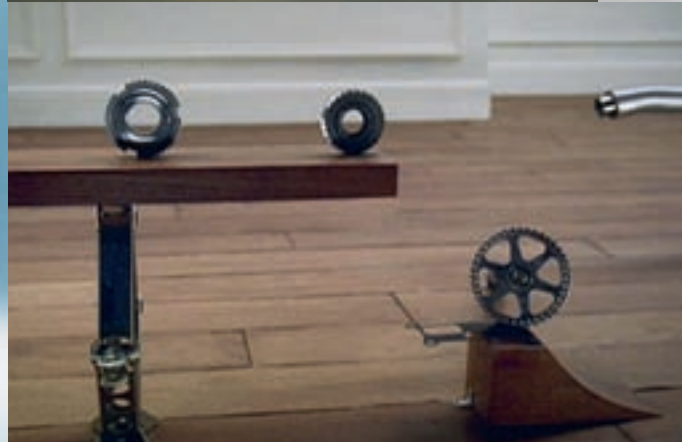






**influx05**

Honda



**Clockwise  
from above:**

**I, Robot** Honda's Asimo droid, the only humanoid robot capable of negotiating stairs

**HondaJet** This supersonic private jet is another prime example of Honda's drive for innovation

**Green car** Honda's

FCX, the world's first zero-emissions hydrogen fuel cell car

**Badge of honour**

The red 'H' badge is exclusive to racing Hondas and commemorates the company's debut F1 victory in 1965

**'Cog'** This iconic 2003 ad boosted the profile of the Accord



# The Testament of a Hondamentalist

Engineering brilliance, humdrum appearances, stunning marketing. Honda is an object lesson in the creation of an automotive phenomenon **Words** Ben Oliver

**F**or consistency, no other performance badge comes close to Honda's Type R. Yes, since the appearance of the NSX-R in 1992, the badge has produced far fewer models than Mercedes' AMG or BMW's M, and had less need or opportunity to change its mind. But its consistency goes way beyond simple engineering principles. Type R cars all feel the same, and if you've driven just one, even briefly, you'll know what we mean. They all offer the same unfiltered connection between the driver and the car, and produce the same sensation, particularly in the gear change, of parts machined to racing tolerances but built for truck-like dependability. Both experiences are amplified by the need to keep the small-capacity, high-output engines spinning at the kind of speeds that would reduce those from inferior makers to a pile of swarf. And Type Rs are comparatively cheap – it's aristocratic engineering at democratic prices.

Honda's latest high performance effort is sitting on my driveway as I write this. The Civic Type R looks sensational, like it's straining forward, even at standstill, and its hunched, rounded form suggesting the explosive

power of a dum-dum bullet. Given the choice, I'd have mine in Championship White, the colour Honda races in. Partly for historical correctness, but also to better show off the red 'H' badge reserved for racing Hondas, introduced to commemorate Richie Ginther's RA272, which scored Honda's first F1 GP win at Mexico City in 1965. Honda doesn't make much profit on these cars, to bring power to the people, so maybe my bright red Type R is appropriate for a product of the world's only Marxist tuning arm.

As you can probably tell, serious, borderline-terminal car enthusiasts like me get all worked up when it comes to Honda. And it's not just the headline-grabbing, high-performance Type R kit that we fetishise. Honda Motor Company celebrates its 60th anniversary this year but its reputation for brilliant, original and affordable cars goes back even further than that, to the earliest years of its founder, Soichiro Honda. In his 20s, he literally reinvented the wheel with a new, lightweight, metal-spoked design that replaced the wooden versions used by early cars. During his 30s, and in the midst of WWII, Soichiro gained national hero status across Japan by mechanising the production of aircraft propellers, which cut the time needed to make one from a full week to just 15 minutes. At 41, he established →

## Civic responsibility

The first Honda Civic Type R appeared in Japan in 1997, a high performance version of the firm's best-selling Civic hatchback. The current Rally model is the most powerful, razor-sharp looking Civic ever (and it's entirely road legal...)





# “IF YOU LISTEN TO MIKIO SUZUKI, THE CIVIC TYPE R’S CHIEF ENGINEER, TALK ABOUT HIS CAR THE WORD HE USES MORE THAN ANY OTHER IS ‘FEELING’”

→ Honda to build the tiny scooter that would go on to be the world’s best-selling vehicle.

But cars were always his real passion. When a very early motorcar roared unexpectedly through his village, the infant Soichiro is said to have gone chasing after it and fallen to his knees to sniff a spot of oil it had dropped. In 1963, funded by the success of his scooters, Honda finally developed his own car. Unsurprisingly, it was a sports car: the S500. Its tiny, twin-cam, four-cylinder engine revved to 8,500rpm: all facts it shares with my Civic Type R, but unimaginably advanced 45 years ago. Snooty BMW engineers simply didn’t believe that the 500cc engine could rev so high, so they bought a S500, removed the engine and strapped it to one of their dynamometers to measure its true performance. It revved to 14,500rpm, at which point the German-made dyno broke.

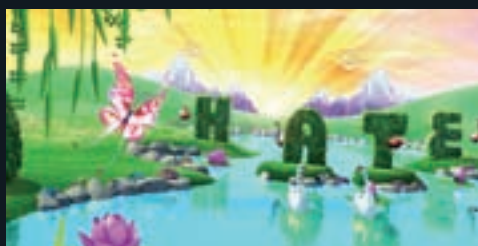
The compact, affordable Civic of 1972 gave Honda’s cars worldwide scale and success. It also caused the brand to be misunderstood by people who don’t really know cars. Yes, a standard Civic or Accord may seem a little dull on the surface, but real buyers need that. They need a car that is affordable, practical and utterly dependable. Producing a car like that requires the same engineering genius as went into that first S500 or my Type R, it just isn’t as obvious.

And the vast profits from all those Civics and Accords have been ploughed into crazy projects, of which Soichiro, who died in 1992, would have approved. He was around to demonstrate the jet-pack Honda made. He would have loved Asimo, the only humanoid robot able to walk up and down stairs. He would have been the first to ride in the four-set supersonic private jet Honda is developing. And he would have been relieved to see his firm working to ensure the car as a whole has a future – Honda’s FCX is the world’s first production, zero-emissions hydrogen fuel cell car.

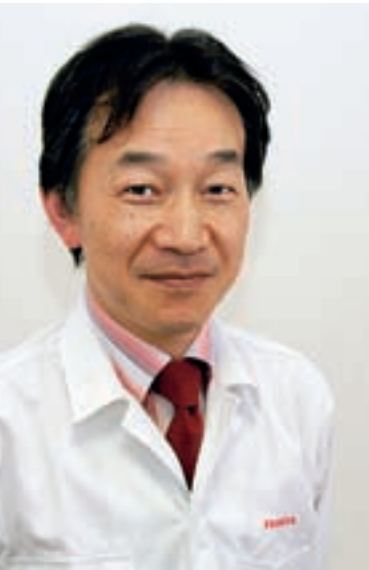
Of course, communicating all this to people who can’t see past car parks full of Civics isn’t easy. But Honda has done a far better job of it over the past five years, with the inspired ad campaigns devised by the Weiden+Kennedy agency. ‘Cog’ was the first in 2003, and it has proved hard to top: a two-minute mechanical chain reaction using parts from the then-new Accord, including tyres rolling uphill and windscreen wipers walking across the floor. Filmed in just two takes, it perfectly captured the firm’s offbeat genius. The ‘Impossible Dream’ campaign of 2005 – in which the hero rides, drives and flies Hondas, from a tiny bike, and Ginther’s F1 car to a hot air balloon – helped get across the breadth of Honda’s achievements. And the most recent campaign, ‘Problem Playground’, is all about the spirit of restless invention that Soichiro left as his legacy.

For all its idiosyncratic engineering innovation, Honda does occasionally get things wrong. It persisted with air cooling and ignored the rise of diesel in Europe for far too long. Some might argue that Honda’s attachment to natural aspiration is also fundamentally wrong. There’s a snootiness about turbo-charging at Honda; it views it as a cheap and dumb solution to a question it would rather answer with its Swiss-watch engineering. But most engineers agree that the combination of direct injection and turbo-charging is the template all petrol engines need to follow, in order to cut capacity, fuel consumption and emissions. We wonder how long Honda will hold out.

Listen to Mikio Suzuki, the Civic Type R’s chief engineer, talk about his car and the word he uses more than any other is ‘feeling’. If you’re a Honda type of person, you’re probably in safe hands. Asked how Soichiro Honda would react if he could see the new car, Suzuki says, “He would say, ‘let me drive it’. And after driving the car he would have a big smile. And he would shake my hand.” ✱



**Far left** Another of Honda’s memorable ad campaigns found a choir mimicking the sounds of a Civic  
**Left** The ‘Hate Something, Change Something’ advert promoted Honda’s new diesel engine with the help of fluffy bunnies and rainbows



**Clockwise from top left:**

**Mikio Suzuki** Chief engineer of the Civic Type R and keen disciple of the company's founder, Soichiro Honda  
**R-Type** The sexy new Civic Type R, acclaimed as the hot hatch of 2007 by *Top Gear* magazine

**Chequered flag**

Richie Ginther grabbed Honda's inaugural F1 win at the 1965 Mexico GP  
**Sports star** The NSX-R was designed to celebrate Honda's sporting heritage  
**Going green** Honda hopes to begin mass producing its fuel cell powered FCX by 2018





influx05

Watches

2

1

3

# Wrist action

Stay on track with Influx's selection of time pieces

Photograph Jonathan Green

1 'T' Chronograph by Breitling for Bentley £5110 2 Cayenne Classic Chronograph by Porsche Design £2200

3 Ferrari Scuderia Automatic £3295 4 Jaguar Classic Chrono £1750 5 Honda Sportura by Seiko £425





**T**HE 'BRAND' IS EVERYTHING these days. You know the score. Support the team, buy the away top. Watch the TV show, collect the spin-off merchandise. Drivers who identify with their cars can now strap the official watch to their wrists, deepening their relationship still further. When you're talking brand extensions, the fact that car companies are moving into the world of high-end watches actually makes a lot of sense. After all, both are reliant on quality design and engineering. And if either goes wrong, chances are you won't be getting to work on time. The current crop of watches bearing the branding of our favourite marques take this aspirational link between classic car and top quality time piece to its logical conclusion. Here are some of our all-time favourites. \*





**influx05**

GG Quadster





# GRÜTER'S GG Quadster

The **GG Quadster** is 160-plus horses of four-wheeled, faintly ridiculous fun. And we love it  
Words Ralph Aurness Photography Simon Dodd



On an unglamorous end of Bristol on an ice white February morning, I'm waiting to mount a mutant machine that looks like it's been dropped out of the heavens, onto this grimy corner of earth from the planet ridiculous. A geezer in a battered beetroot, gives me a complexion of unripened beetroot, of course. Out of the corner of my eye, I notice that the lights are now amber. So I kick the selector down, load up on revs and pop the clutch on the green.

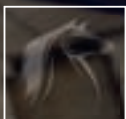
When you pull away, it feels like a herd of bulls are trying to pull your arms out of the sockets. Opening the baby up, the exhausts emit a raucous, almost immoral note. It's like sliding around on a particularly nasty stallion that doesn't care whether or not you know which way is up, or if it makes any sense to be riding a 1200cc, 167bhp quad bike that only weighs 400kg. That's a pretty serious power to weight ratio.

Taking a corner at speed involves a counter-intuitive push on the handlebars in the direction you're turning, and an anti-gravitational, somehow illogical lean to the opposite side of the corner's apex. Everything seems wrong, riding a four-wheeled beast like this with handlebars. Except it's not. It's really pretty cool. The big thing about the GG Quadster is that, despite its power and undoubted glory. →

**Street styled**  
It may cost the same price as a German sports tourer, but it'd stick out in the Waitrose car park a little more than your M3







**influx05**

GG Quadster



“THIRD AND FOURTH  
GIVE AN UNBRIDLED  
KICK IN THE PANTS AND  
IT'S NOT LONG BEFORE  
YOU'RE BARELY LEGAL”

**TECH SPEC**

**ENGINE:** BMW 1200CC

**BHP:** 167

**PWR:** MASSIVE

**0-60:** SUB-FOUR SECONDS

**MAX:** 145 MPH

**TRANS:** 6-SPEED

**PRICE:** £35,000

→ you can ride it with a plain old car licence and there's not even any legal requirement to wear a helmet. Perfect, then, for exposing to the world one's finely-chiselled features, but not so ideal if you plan on pushing it anywhere near its limit. The GG Quadster may be the preserve of the seriously rich, the incredibly vain or the hugely irresponsible, but you have to admit, it looks pretty good. Engineered in a dark corner of Switzerland by Walter Grüter, the engine is a 1200cc BMW lump. The rest is pure, custom-milled engineering perfection. Everything, from the lightweight space frame to brake callipers, is built from the ground-up in Walter's Lucerne workshop. Power is driven to the rear alloys via a tricked-out limited-slip differential and an ingenious gearbox that allows six reverse plus six forward gears.

Though the possibilities of absurdly dynamic rear-to-forward-facing power slides flicker through my consciousness as I power up and over the north flyover, towards the M4, it's only the usual instincts of self-preservation kicking in that prevent me from fully teasing out the power right through the cogs. Third and fourth give a pure, unbridled kick in the seat of the pants, and it's an absurdly short period of time before you're barely legal. Boom Trikes, the exclusive UK dealers of GG quads, reckon it's good for upwards of 140mph and will go to 60 in a Ferrari-like sub-four seconds. It certainly feels like it. \*

■ FOR MORE: [www.influx.co.uk](http://www.influx.co.uk)





#### **18-inch alloys**

The wheels come complete with low-profile rubber discs and calipers. Brakes are operated from a single foot pedal, just as you would in a car

#### **Swiss engineering**

The old cliché about the cuckoo clock may have a bit of truth to it, but the precision of the Quadster's hand-milled steering mechanics and dampening system eclipses even that of the boys in Bayern

#### **Race spec shox**

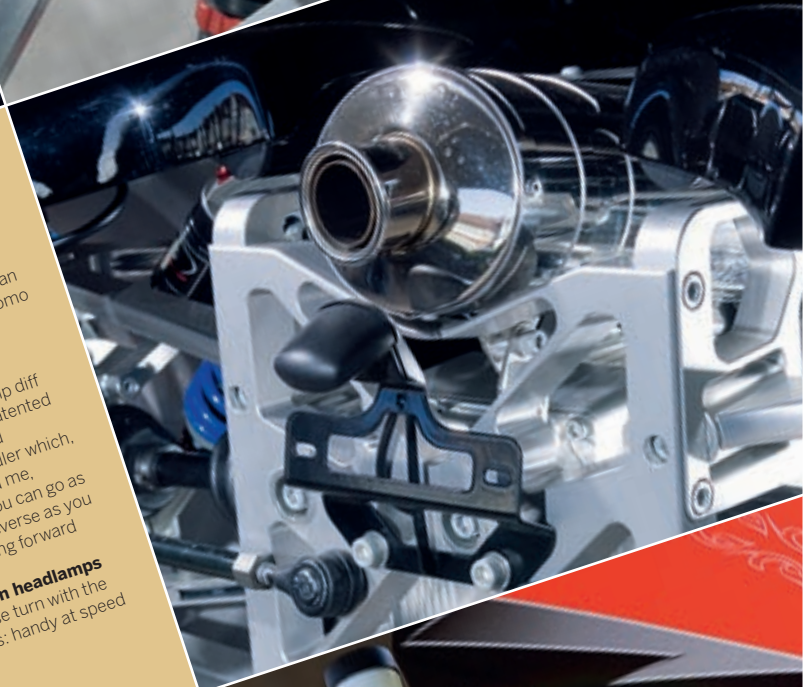
These help to make the Quadster's ride firm and its handling precise, even if it feels as if you should be rocking an alacantha-clad Momo instead of bars

#### **Transmission**

The limited-slip diff contains a patented air-operated reversing idler which, to you and me, means you can go as fast in reverse as you can going forward

#### **Xenon headlamps**

These turn with the bars: handy at speed







**influx05**

Spaces & Places



**Did you know?**

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



# Country Life

Deep in the heart of the West Sussex countryside, the Lodge is a traditional house with thoroughly modern values

**Words** Jai Orton

**T**HE PROBLEM WITH MODERN ARCHITECTURE IS THAT IT tends to alienate people – particularly the country dwelling English. The angular edges of the modernist vision mess with the field of our imagined utopia, which comes replete with tumbledown cottages, a perfect village green and the comforting soundtrack of leather on willow. So it's refreshing and not a little surprising that the Lodge, architect James Gorst's new house, set in rolling hills outside Chichester, won its appeal and got the go-ahead from planners. Described variously as a "contemporary barn" and a "modern agricultural shed", the house features a traditional gabled structure but is cleft in the middle and wrought with a thoroughly modern mixture of timber, steel and glass. Village green? Probably. Warm beer, spinsters on bikes and cricket bats? Definitely not. ✱



David Churchill/Arcaid.co.uk









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## JAGUAR ENTHUSIASTS' CLUB



# Big cat diaries

Even classicists rate the new **Jaguar XF**



"I LOVE THE NEW XF. I'D BUY THE DIESEL TOMORROW."

These are not the words you might expect to come from the mouth of Graham Searle, founder of the Jaguar Enthusiasts' Club (JEC). Presiding over one of the biggest single-badge car clubs in the world, you might, in fact, expect Graham to be a little sniffy over the newcomer to Jaguar's noble lineage. Far from it: "As long as it retains that classic Jaguar quality, you can't really go wrong." The club has been around since 1984 and, since then, membership has comprised of an increasing number of owners of newer Jags. You don't have to be a driver of a vintage E-type to join. "If the only reason to join was the classified section of the magazine you get as part of the £32 annual membership, it'd be worth it," says Graham. "It's one of the biggest and most comprehensive Jag marketplaces on the planet."

Apart from these advantages, as a JEC member you also qualify for up to a 15% discount with Adrian Flux on your car insurance. And Graham's favourite Jag? "I've owned them all over the years, but I've got a soft spot for my 1958 Mk 8," he reveals. "It's been a labour of love for the last 12 years."

It's good to know that someone this intimate with the Jaguar brand rates the modern as well as the classic. [www.jec.org.uk](http://www.jec.org.uk)



**Graham Searle** at JEC can save you money on Jaguar insurance.

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## QUADS & TRIKES

# Quadrophenia

Tearing it up with the four-wheeled monsters of the biking fraternity

➔ If you're looking for a mode of transport that'll turn more heads than Beyoncé and Rihanna in matching hotpants, then an off-road ATV certainly fits the bill. We take the GG Quadster for a spin on p50, but we're also hugely impressed by the Yamaha YFM700R (pictured left). An absolute beast of a bike, its handling is ultra-sharp and it's driven by a 686cc four-stroke engine that kicks out huge levels of torque.

### QUAD AND TRIKE OPTIONS:

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- Convictions covered
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- Any size of engine
- Free legal cover



“AN OFF-ROAD ATV WILL TURN MORE HEADS THAN BEYONCÉ AND RIHANNA IN MATCHING HOTPANTS”

## Life on two wheels

Riding pillion with bike legend, Barry Sheene

➔ ALMOST AS FAMOUS FOR his high-speed crashes and playboy lifestyle as he was for his championship-winning prowess, when he actually managed to keep the bike upright, Barry Sheene's insurance premiums don't bear thinking about.

Barry's life and times are celebrated

over on p28 and, despite the numerous accidents and a body infused with more metal pins than RoboCop, the great man would almost certainly have found a policy to suit him with Bikesure, Adrian Flux's motorcycle specialists. Bikesure can arrange a specific policy to suit just about any bike, including cruisers, choppers, custom bikes, superbikes and classic bikes.

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4X4s



## There will be mud

The landed gentry of the off-road pack

➔ FROM THE FIRST-EVER LAND ROVER, LAUNCHED in 1947 and designed by Maurice Wilks on his farm in Anglesey, Wales, through to the spanking new Defender (see p38), Land Rover has maintained its position as the premium brand in off-road motoring. Rugged enough to handle just about any situation you put them in, you'll be secure in the knowledge that all of those scrapes can be covered by Adrian Flux's specialist 4x4 off-road insurance.

**Inside view** The interiors may have changed, but Land Rover's reputation stays the same



### 4X4 OFF-ROAD OPTIONS:

- Standard & classic policies
- Agreed value and limited mileage discounts
- Competitive prices on ex-MODs, modified, imports and Q-plates
- Up to 15% owners club discount
- Free legal cover



### PRESTIGE CARS

## Winged wonder

Bentley keeps the flag flying

➔ PRESTIGE CARS DON'T COME ANY more prestigious than that paragon of British motoring, the Bentley. Fresh from a trip to the Bentley factory in Crewe (see p32), it's abundantly clear that the company is undergoing something of a renaissance – a fact borne out by Bentley enjoying its best year ever in 2007, as sales hit the 10,000 mark for the first time.

### PRESTIGE CAR OPTIONS:

- Protected no claims bonus
- Limited mileage policies
- Agreed value cover
- Up to 15% discount for owners club members
- Discounts for security precautions
- All high performance cars, including imports and exotica

### HOT HATCHES



## Civic hero

Celebrating Honda's Type R

➔ AS OUR SPECIAL Honda feature on p44 testifies, the Japanese automotive giant holds a special place in the hearts of many true believers. Honda's reputation for innovation and engineering genius is exemplified by the Civic Type R, one of the hottest hatchbacks on the road. The latest model has won huge acclaim for its dynamic performance and sporty design. It's come a long, long way since the original two-door Honda Civic coupé, first introduced back in 1972.

### HOT HATCH OPTIONS:

- Up to 25% discount for Pass Plus
- Like-for-like cover on modifications
- Limited mileage policies available
- Up to 15% discount for owners club or members of badge-specific online forums
- Discounts for security precautions

## HOMES



# Non-standard home insurance

Feel secure, no matter where you live



WHILE IT CAN BE EASY TO GET A DECENT QUOTE ON a regular semi-detached, if you live in a home that's a little out of the ordinary – like the futuristic Lodge we visit on p56 – getting a fair price on your insurance isn't always so straightforward. Adrian Flux will make sure you get the right quote, based precisely upon the type of property you own.

## HOME INSURANCE OPTIONS:

Adrian Flux home insurance provides cover for:

- Home owners and tenants in the UK
- Park homes
- Specialist insurance needs
- Landlords insurance
- Buy-to-let insurance
- Student lets
- Bedsits
- Unoccupied homes
- Flats and maisonettes
- 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

## Another country

The thoroughly modern Lodge may be found in the idylls of the Chichester countryside, but it's about as far from the traditional country pile as you can get



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Getty Images

Words James Drake

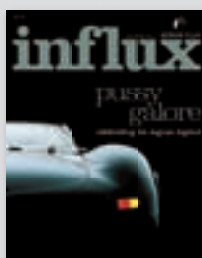
# Rear View

**Y**OU'VE HEARD DRIVERS of ST Mondeos rattle on about how, since the rampant bull came under the aegis of Audi, the current crop of Lambos have lost an element of their Italian vigour and Latin temperament. Through their lives of quiet desperation, this small-minded, misinformed mass

of men are simply envious. It hurts them to know that there are folks out there with the means to pull up to a Lambo showroom and shell out the readies for one of these Roman gladiators, which are engineered and finished with the precision of the Teutons. This view is as close as most of us will get to a Murciélago's hind quarters. Enjoy. ✱

Like what you've seen? Letters, questions or comments: [influx@futurenet.co.uk](mailto:influx@futurenet.co.uk)

Visit the magazine website: [www.influx.co.uk](http://www.influx.co.uk)

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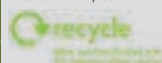
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