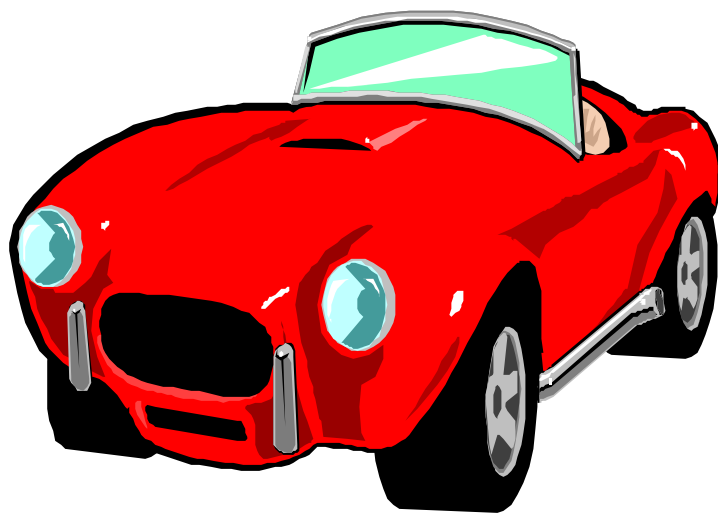


FAST
FURIOUS
AND FUN



But what could he do about it? Even if Zero was somehow alive after more than four days, how would Stanley ever find him? It would take days. He'd need a car.

Or a pickup truck. A pickup truck with a tank of water in the back.

Stanley wondered if Mr. Sir had left the keys in the ignition.

He slowly backed away from the line, then circled over to the side of the truck. He looked through the window. The keys were there, dangling in the ignition.

Stanley felt his fingers start to twitch.

He took a deep breath to steady himself and tried to think clearly. He had never driven before.

But how hard could it be?

This is really crazy, he told himself. Whatever he did, he knew he'd have to do it quickly, before Mr. Sir noticed.

It's too late, he told himself. Zero couldn't have survived.

But what if it wasn't too late?

He took another deep breath. Think about this, he told himself, but there wasn't time to think. He flung open the door to the truck and climbed quickly inside.

"Hey!" shouted Mr. Sir.

He turned the key and stepped on the gas pedal. The engine revved.

The truck didn't move.

He pressed the pedal to the floor. The engine roared, but the truck was motionless.

Mr. Sir came running around the side of the truck. The door was still open.

"Put it in gear!" shouted Twitch.

The gear shift was on the floor next to the seat. Stanley pulled the lever back until the arrow pointed to the letter D, for Drive.

The truck lurched forward. Stanley jerked back against the seat and tightly gripped the wheel as the truck accelerated. His foot was pressed to the floor.

The truck went faster and faster across the dry lake bed. It bounced over a pile of dirt. Suddenly Stanley was slammed forward, then instantly backward as an airbag exploded in his face. He fell out of the open door and onto the ground.

He had driven straight into a hole.

HOLES

by Louis Sachar

Extract from Holes by Louis Sachar

BOND'S VEHICLES

Land

Aston Martin

Goldfinger, Thunderball, On Her Majesty's Secret Service, The Living Daylights, GoldenEye

In *Goldfinger*, Bond is initially reluctant to part with his beloved Bentley Mark IV, but M and Q have other ideas. His super-sleek replacement, the classic Aston Martin DB5, comes kitted with fairly standard "refinements" - revolving licence plates, bullet-proof windshields, tyre shredders and high-pressure water canons. It remains ahead of the field until *The Living Daylights* when Q introduces the gadget-tastic 1986 Aston Martin Volante. Here "modifications" include outrigger ski rails, port and starboard missiles, rear-mounted rocket engine booster, hub cap-mounted laser beam, spiked gripping tyres, and an all-band scanner radio. Naturally Bond blows the whole shebang by running the car into a snowbank and activating the self-destruct system. The DB5 makes a brief reappearance in *GoldenEye*, this time with a refrigerated glove box for a bottle of Bolly.

Moonbuggy

Diamonds are Forever

Developed by billionaire recluse **Willard Whyte** for future missions to the moon, this prototype is equipped with a remote controlled robotic arm with claws. In it Bond makes a hasty, if slightly wonky, escape from Whyte's Nevada lab chased by scary security guys on three-wheeled, all-terrain dirt bikes.

The Lotus Esprit Special

The Spy Who Loved Me

Bond and Anya scoot off a pier to escape a machine-gun toting helicopter piloted by Stromberg's PA Naomi. Luckily their Lotus also doubles as a sub - complete with quad propellers and rear rudders, a dashboard-cum-submarine control panel, a nautical guidance system, and a host of wicked weaponry: oil slick camouflage, rear cement spray and harpoons. Apparently the underwater sequence took four months to plan and shoot - all for around three minutes of final footage.

Lotus Esprit Turbo

For Your Eyes Only

A brief but explosive appearance at Cuban hitman Hector Gonzales' pad in Spain. Typically ignoring the red "Burglar protected" sign on the window, Gonzales' heavies try to smash their way in - unaware that the Turbo has vibration sensors on all windows, magnetic seal points on doors and boot and, crucially, four packs of C4 explosive in the front and rear. Lo and behold the car explodes in typically spectacular style. Again, sadly, this appealing alternative to the straightforward immobiliser is not available as an anti-car theft device.

BMW Z3 roadster

Goldeneye

"Now pay attention 007. First your new car. BMW. Agile, five forward gears, all-points radar, self-destruct system and, naturally, all the usual refinements. Now this I'm particularly proud of. Behind the highlights - stinger missiles." The Z3 is also equipped with emergency rear parachute braking and an ejector seat, but for all its high-tech smarts sees very little action save a brief rendezvous with CIA man Jack Wade.

BMW 750il saloon

Tomorrow Never Dies

Star of one of the most Bond-tastic car chases ever, this Beemer is a techno-boffin's dream: voice-assisted navigation, tear-gas jets, rear-bumper metal spikes, a rack of rockets in the sunroof and a metal cutter behind the BMW badge. And - coolest of all - Bond drives it with his Ericsson mobile via remote control while he's lying on the back seat dodging bullets.

BRITAIN: FAST, FURIOUS AND FUN

Britain, traditional home of the open sports car, continues to produce an extraordinary variety of performance models although its motor industry is now almost exclusively in the hands of overseas owners.

Jaguar, arguably the country's most famous sporting make, has since 1989 been owned by Ford and the first car to be built under its aegis was the potent XK8 of 1996.

With its origins reaching back to the memorable SS sports cars of the 1930s, Jaguar, as the company became in 1945, is forever remembered for its five wins at Le Mans in the 1950s, for the fast, stylish XK family and, above all, for its sensational E-Type built between 1961 and 1974.

Ford has, since 1987, also owned Aston Martin, a company that has been making sports cars since 1922. Best remembered in its recent history for the famous DB series cars of the 1960s, the famous prefix was recently revived for the acclaimed DB7 coupe of 1993. Thus reinvigorated, Aston Martin now has a second line in a model portfolio headed by the fearsome Vantage V8 600.

This is powered by the company's own V8 engine, but a Ford unit of that configuration is widely employed by British manufacturers of performance cars. It was used to power AC's Anglo/American Cobra of 1962-69 vintage and is currently to be found under the bonnets of the open two-seater Ace and its Aceca coupe stablemate.

Similarly, a revived Jensen's S-V8 is Ford V8-powered. For a firm best remembered for its Interceptor grand tourer, this two-seater roadster represents a move into a new market sector. Happily Jensen is British-owned and the same goes for Marcos, a make born in 1959. It is V8-powered although the new MantaRay also uses a Rover unit.

All these are of American origin but Dare DZ's four-cylinder twin-cam is the Ford engine created for its Mondeo saloon. The cheeky two-seater DZ coupe is produced by the Walklett brothers co-founders of the Ginetta marque, which dates from 1957.

One of the Ginetta's great contemporaries was the potent, sure-footed Mini Cooper of 1961. Although discontinued ten years later, the concept was revived in 1990 by the Rover Group, which stills builds the standard Mini, and the Cooper is once again commonplace on Britain's roads. Rover, owned since 1994

by BMW, is also custodian of the MG marque, which dates from 1924. In the post-war years its T Series Midgets, MGA and MGB were the most popular British sports cars to be sold in America and although the B ceased production in 1980, the make was revived after a 15-year hiatus in 1995 with the arrival of the acclaimed mid-engined MGF roadster.

It is powered by Rover's own K Series engine and this unit is also used in the similarly configured Lotus Elise. This is a latter-day statement of the no-frills but thrills-aplenty Lotus Seven of 1957 that was followed by the gorgeous but noisy Elite coupe. No longer British owned, in 1996 Lotus was bought by the Malaysian Proton company.

The versatile Rover K four also powers the stark but deceptively sophisticated Westfield FW400 of 1998. It is based on a light but costly carbon-fibre substructure and this material is extensively featured in the sensational McLaren F1 coupe of 1993. Although production ceased in 1997, its top speed of close on 240mph (386km/h) still makes it the world's fastest road car.

Designed by Gordon Murray, this engineer also played a key role in the creation of that memorable racer for the road, the Rockett, that outwardly has more in common with a 1950s Formula 1 single-seater than the 1990s.

One British sports car that has been effectively reborn in the last decade of this century is the now thriving TVR company. Owned since 1981 by Peter Wheeler, this sports car maker is fortunate that its proprietor is also a supremely talented stylist who has not only completely transformed the Blackpool-built car's appearance, but also its mechanical integrity. TVRs are now powered by their own engines.

Wheeler made his money as an oil industry chemist and, coincidentally, Klaas Zwart, who created the new 200mph (322km/h) Ascari Ecosse coupe, also made his fortune servicing this North Sea enterprise. In these two instances at least, this relatively new industry has lubricated the wheels of an older but still buoyant one!