

free
car
mag



JENSON BUTTON GETS MUDDY · BENTLEY JETS · JOHN STEED'S JAG

*Sir
Chris*
H

*2 Wheels
Good*
*4 Wheels
Brilliant*

Y



FIND YOUR BREAKING POINT

POINT BREAK

COMING SOON



SEE IT IN REALD 3D



This week

It's not very often that sports stars transfer successfully from one competitive discipline to another. It is even more remarkable when someone goes from a self-propelled two wheeled bike to a fire breathing, petrol propelled racing car and wins a title. Well Sir Chris Hoy is a remarkable sportsman and we take a look at what he's been up to with Nissan.

Then there is the case of sportsmen trying a different competitive discipline. So instead of a tarmac track, where they are very much at home, Jenson Button and David Coulthard went for a rather muddier Rallycross circuit. This was a bit of fun and for a future telly programme, but here's proof that we should all try something a bit different. You never know we might be good at it.

Meanwhile, Free Car Mag is saving up to bid at auction for Janis Joplin's Porsche and John Steed's Jaguar. For the moment though we are just looking at the pictures on page 12 and 13.



James Ruppert

EDITOR james@freecarmag.co.uk

The Team

Editor/Publisher James Ruppert

james@freecarmag.co.uk

Contributor Pammy Gill

Advertising Dee Ruppert

ads@freecarmag.co.uk

Product Tester Livy Ruppert

Web Design Chris Allen

The Free Car Mag is published every Monday morning and is distributed free.

Sub Editor Marion King

Accounts Dee Ruppert

Tel 0788 540 1977

Email contact@freecarmag.co.uk

Phassouri House, School Road,

Norfolk IP25 7QU

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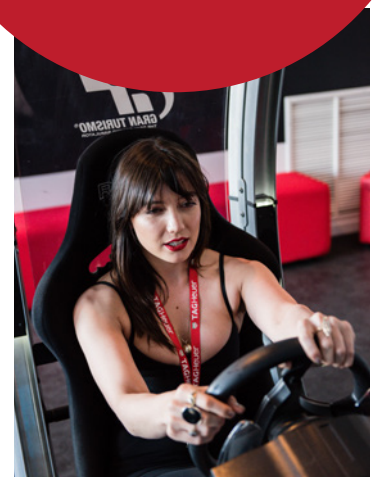
Ricky Wilson

We met Ricky in Issue 15 when he was learning to become a racing driver behind the wheel of a Honda Civic. Well here he is collecting a brand new Civic Type R. "What an amazing feeling. This is the first time I've ever had a new car and it's also the first time I've had a car that's a boy. My other two cars were girls!"

"I got in the car and instinctively I knew where everything was. I feel at home in it already... and I'll get home even quicker!"

Ricky was also treated to a tour of the birth place of his car and added; "It was like a movie - I could hear the Terminator theme music in my head as I walked around. The technology and scale of the operation is out of this world."

SPOTTED
OUT AND
ABOUT



Daisy Lowe

She's been hanging out with Tag Heur this summer as you can see. This was at Goodwood earlier in the year.



Spectre is coming

We can't wait for the latest Bond and Issue 20 will be our Spectre special. In the meantime here is actor, David Bautista (Mr. Hinx) and actress, Naomie Harris (Miss Money Penny) with the Range Rover Sport at the global unveiling of the Jaguar Land Rover Bond cars ahead of the Frankfurt Motor Show. Let's get David and Naomie's look.

Get the look



1 Range Rover Sport SVR, from £93,000. landrover.com

2 Navy pinstripe slim suit jacket, £50 [River Island](http://RiverIsland.com)

3 White long sleeve Oxford shirt, £28 topman.com

4 Levi's blue slim fit jeans, £90 topman.com

5 Bisenti black, formal shoe, £279 [Oliver Sweeney](http://OliverSweeney.com)

6 Ivory Crochet Shift Dress Now £27.50 dorothyperkins.com

7 Stella high heeled sandals, black and white, £25 newlook.com

Chris Hoy on Cars

SPEAKING AT SILVERSTONE CIRCUIT LAST YEAR SIR CHRIS HOY TOLD US WHAT IT WAS LIKE TO SWITCH FROM RACING BIKES TO RACING CARS.

Tell us about this new adventure and how it came about?

As part of Nissan's partnership with the British Olympic Association and their sponsorship of the 2016 Games in Rio, I came on board as an Ambassador. Then as a spin off project the opportunity to race in the Nissan GT-R came about and I didn't need to be asked twice. I raced my first season last year at a novice level so to get involved with Nissan and do the British GT Championship is a massive step up for me but it's a lovely, friendly bunch of people, an amazing car and amazing equipment. I'm racing with Alex Buncombe, a very experienced driver who is going to fast track me to improve my technique and my skills. It's a very exciting project but quite scary too. It's a big challenge but I'm really looking forward to it and can't wait to get stuck in.

You have a Nissan GT-R as your 'day car', what are the main differences between that and the NISMO GT3 version?

I've got a GT-R road car as my daily driver and it's an astonishing car. It's like nothing else I've driven on the road. This is my first time in the GT-R GT3 race car and it's equally impressive but in different ways. For a 500-odd horsepower car, it's funny to highlight it but it was the brakes that were the biggest surprise to me, just how quickly you can stop. I was absolutely flying down the Wellington Straight, the main straight here, but when you jump on the anchors it feels like your eyeballs are hanging out. It's absolutely incredible. It looks intimidating from the outside but it's actually really intuitive and I felt like I had done quite a few laps even after just one or two. It's by far the best race car I've ever driven, by a long shot.

Is this just a bit of fun, or do you have ambitions beyond this first year of racing?

It might sound ridiculous right now but my ambition in motorsport is to compete at Le Mans in the 24-hour race. Who knows if that's even remotely possible but that's my dream. I'm in the right place to do it. There are fantastic people here who have

the right experience so if I can do what they tell me to do, listen to them and develop, then it may not be a ridiculous dream. At the moment though I'm just thinking about British GT and we'll see how this season goes.

Why do you want to race at Le Mans? Is that a long-held dream?

The first time I became aware of Le Mans was when I had a Scalextric set when I was a wee boy. It had some Le Mans cars with lights that glowed, obviously for racing through the night. I didn't know why some of the race cars had lights that came on and some didn't then my Dad explained it was for the Le Mans 24 Hours as they race day and night for the whole 24 hours. I remember thinking then that sounds pretty special but never dreamt I would get the opportunity to start a motor racing career. It's still a long way off but who knows!

What do you think are the qualities you have from your previous career that can help you in motor sport? Is there any crossover at all?

I think on the surface racing cars and racing bikes seem like polar opposites. They're quite different sports with quite different techniques but when

you start to break it down there are many things I'm able to bring from my cycling experience across into the car. The biggest thing is listening to your coach, listening to the advice you're given, trying to apply techniques and skills that you're being instructed to do. That's been the biggest thing so far, just listening to Alex and doing what he advises me to do. Listen to the mechanics, listen to Bob (Neville – team boss) and try to soak up as much information as I can. You don't get as much time to practice in a car as you do on a bike. Sometimes I was training six or seven hours a day on the bike, six days a week, whereas you only get limited time in the car. I need to take the information in, process it and use it as quickly as I can.

Do you think fitness levels are important and can give you an edge?

I think in terms of physical demands I won't know until I've raced for one hour, two hours, three hours, 24 hours. I've raced very short races in the past, for 20 minutes or 40 minutes. Those races weren't too demanding in terms of physical output but you were exhausted at the end because of the concentration. You're sweating, your heart rate goes up but that's because (a) I'm terrified and (b) I'm not relaxing. You're supposed to relax on the straights, give yourself a chance to loosen your grip, as the corners can be quite high g-forces so you're trying to recover between the corners. So far I'm not thinking about the physical side of it as there are so many other things going on but obviously you do have to be very fit to be a racing driver at the highest level. These guys train incredibly hard. A lot of them are into their cycling as well, which is fun because I'll be able to go out training with them on their bikes in the future.

I used to train for events that lasted anything from 9 seconds to a minute so it was all very explosive. Short powerful bursts of energy. This is about concentrating for extended periods of time so it's a very different physical challenge for me. I did do a fair bit of endurance training on the bike as well so hopefully it'll be an interesting physical challenge too.





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What is the one thing you are most looking forward to this year?

For me the highlight of the season will just be to get onto the grid at Oulton Park. It's the first track I raced on about four or five years ago so it's the one track that I'm relatively familiar with. To actually be there in an amazing car in an amazing series, against some top drivers, will be a real highlight. What happens beyond that, I don't know. I'm a competitor; I want to win all the time, no matter what I do, whether I'm racing bikes, racing cars, playing Monopoly, I'm always trying to win. I'm realistic with my ambitions. I'm realistic about the fact I'm very much a novice so I'm not expecting to win immediately but in every race I enter I'm trying to be the best that I can be and long term that will be to try to win.

What does your family think about this new challenge?

Obviously motorsport has its risks. You are aware of that and you have to respect that at all times, in the same way you do when you're out driving your car on the road. There are risks all around us, all the time. I think it's about managing that and not taking excessive risks, but it's part of the excitement when you're going fast. You're trying to control a race car. My wife actually finds it less stressful to watch me racing cars than when she watched me racing -bikes. When I was racing in the Olympic Games there was so much resting on the result – it was the gold medal or nothing, years of hard work, so much pressure and expectation – but there's less expectation in the car. Although that may change as the season goes on.

Will there ever be a time when Sir Chris Hoy is content to stop competing, or is it

something that is simply in the blood?

I've just turned 38 but when I get in a race car I have the same feelings, the same competitive instincts that I had when I was a kid racing a BMX, then when I got into track racing on the bike, the same instincts are there. Look at the gentlemen racers who are still racing in their 60s. They still want to win just as badly. They might not be as quick as they were when they were 20 or 30 but I think that instinct will always be with me, whether or not I pursue competition until I'm that old. Who knows? At the moment I'm just as driven and just as excited to be competing. It's the start of a new journey for me. I'm on the bottom rung of the ladder, it's a steep learning curve so every time you come down you see improvement and that's a nice feeling to have when you're at the start of something new.

Is it really possible to just switch from one sport to another?

I'm in at the deep end of the driver development spectrum. I've missed out the normal route that even the GT Academy drivers come through. It's quite intimidating when you come in because you realise this is a serious piece of kit that you're racing in. You're well aware of your limitations but the key thing is that I'm aware of the privilege to be in this position. There are guys all over the world who are fighting to get into GT Academy to get this opportunity so I don't want to waste it. I'll treat it with respect, give it my all and really take it seriously because these guys here are working to get the car on the track for me and Alex. I want to do my best and do these guys justice.

I can't wait to get out there and go racing, competing against other drivers. It's one thing taking the GT-R out on an empty track but the adrenalin and atmosphere of a race will be amazing. I really can't wait.





TOP CHAMP

Sir CHRIS HOY MBE, Olympic Gold Medallist, Sports Personality of the year and now motor racing (LM P3) champion, how did that happen?

Sir Chris Hoy, along with his Ginetta-Nissan team-mate Charlie Robertson, clinched the European Le Mans Series LM P3 title. The duo sealed championship victory with a stylish win at the Paul Ricard circuit in the south of France.

Since stating his intention to race at the Le Mans 24 Hours, Hoy has been on the same driver development programme that trains Nissan's GT Academy

winners, turning talent into real racing results. Approaching his motor racing with the same commitment that took him to Olympic glory, Hoy is now making the progress he needs so he can be ready to line up on the grid at the greatest race in the world, the Le Mans 24 Hours.

"I really can't believe how well the year has gone," said Hoy. "I can't believe I have been given

access to such a world class driver training programme as the Nissan GT Academy and I absolutely can't believe that I am allowed to race these amazing cars.

"To actually race them, then to win a race with them, and then a European title is just stunning," he continued. "The competitor in me though is now steeling myself for the next challenge ahead - I can't wait!"



M U D D Y R A C E R S

BUTTON AND COULTHARD SWAP F1 FOR RALLYCROSS AND GET REALLY MUDDY



British Formula One stars Jenson Button and David Coulthard visited Lydden Hill – home to the British round of the FIA World Rallycross Championship presented by Monster Energy – as both drivers tested a pair of Supercars as part of a BBC F1 feature which will be aired later this year. Button, whose father John competed in rallycross in the 1970s, spoke of an “unbelievable experience” while Coulthard acknowledged the huge talent of World RX drivers.

Button took a trip down memory lane as he took to the wheel of a 1974 VW Beetle – similar to the car that his late father used to race in the British Rallycross Championship. He later swapped to drive a JRM Racing prepared MINI RX Supercar while 13-time Grand Prix winner David Coulthard took to the track in the Citroen DS3 RX Supercar that Britain's Liam Doran currently uses in World RX.

“Today has been a mega experience and completely different to what I am used to,” grinned Button after jumping out of the JRM MINI. “You need a huge amount of skill to drive these cars – on your own it's scary enough, never mind going up against another four or five other drivers! World RX is an exciting Championship and it's great to see the sport growing again like it was in the eighties both in the British and on the world scene. Everybody racing in single-seaters or in circuit racing regards rallycross as very professional and a lot of fun.”

The 2009 Formula One Champion also took a moment to reminisce about his childhood as Button spoke fondly of the time he spent as a child in the rallycross paddock: “I grew up with rallycross – I used to watch my dad racing back in the mid-eighties and I used to love hearing the car. I would not have become an F1 World Champion if it hadn't been for my dad and the grassroots of rallycross – that was where I caught the





motorsport bug. Today has brought back some really nice memories but since then, I've also enjoyed watching World RX on TV. I remember seeing the footage from the Finnish round of the Championship last year and today confirmed just how great it is in real life too."

BBC F1 commentator Coulthard is no stranger to World RX having gone head-to-head with Petter Solberg in a Marklund Motorsport Polo RX Supercar at last year's Race of Champions.



"Rallycross is highly skilled - the drivers have to deal with an ever-evolving mix of asphalt and gravel that changes from lap to lap. I have tremendous respect for rallycross drivers, because there are just so many more variables," explained the Scotsman, who also attended last year's Norwegian RX round in Hell.

Coulthard echoed Button's comments about the growth of the sport admitting he's a big fan of RX. "I think it's a great Championship and it's fantastic to try rallycross which has made me appreciate how skilled the guys are at driving these cars. It's great to see that the Championship is growing so much too. I've watched it a bit in the past year but you can't play at this sport - it has serious world-class competition. I'd absolutely recommend anyone to come along and watch rallycross - the racing is fantastic and being here in person is the only way you can truly appreciate the skill of the drivers and the power of these terrific machines."



GROOVY '60S PORSCHE

Janis Joplin's Psychedelic Porsche 356C Cabriolet up for grabs in new York.

She may have famously sung "Oh Lord, won't you buy me a Mercedes-Benz", but legendary singer Janis Joplin personally drove an unmistakably wild 1965 Porsche 356C 1600 Cabriolet. This December, Joplin's iconic Porsche will be offered as a star attraction at RM Sotheby's exclusive Driven by Disruption sale in New York City.

"Janis Joplin's 356C is without question one of the most important Porsches of all time," says Ian Kelleher, Managing Director of RM Sotheby's West Coast Division. "It's a fantastic automobile that transcends art, pop culture and social movements, and is as groundbreaking and stunning as the renowned singer was herself."

Joplin purchased the Porsche in September 1968 and decided that the original Pearl White finish was slightly too conservative for the Queen of Rock and Roll. She engaged Dave Richards, a friend and roadie with her band, Big

Brother and the Holding Company, to customize the car with a kaleidoscopic mural. Described by Richards to represent "The History of the Universe," the dramatic artwork included such graphics as butterflies and jellyfish, as well as a portrait of Joplin with members of the band. The finished product was as colorful as the singer's personality and certainly representative of the era - a one-of-a-kind flamboyant symbol of San Francisco's psychedelic rock age. The car quickly became identified with Joplin, who was frequently seen driving it.

The Janis Joplin Porsche went on display at the Rock and Roll Hall of Fame in Cleveland in 1995, where it remained a permanent and popular display up until this week. Offered for sale by the Joplin Family, it is expected to bring in excess of \$400,000 when it crosses RM Sotheby's New York podium in December.

rmsothebys.com



SUAVE '70S JAGUAR



John Steed's New Avengers Jaguar XJC, the coolest '70s Jag.

Steed, Gambit, Purdey: cult fantasy secret agent series *The New Avengers* was one of the hits of the mid-1970s.

But the other star alongside Patrick Macnee, Gareth Hunt and Joanna Lumley was this 1976 Jaguar XJC 12, now for sale at H&H Classics on 14 October 2015 with the very modest estimate of just £10,000 to £12,000.

John Steed's famous Jag, in Racing Green, was the eighth XJC 12 made and originally an experimental model featuring a Broadspeed body kit and extra-wide wheels fitted for the TV series.

Dry-stored for many years and

now in need of restoration, it comes to the market as a dream project for someone who loves a 'barn-find'.

There can be very few British cars that speak more eloquently of the automotive culture of the UK in the 1970s than this burly, rakish, cool brute that was John Steed's Big Cat.

This smooth secret agent was well matched by the equally elegant but tweaked, tuned and pumped up version of Jag's pillarless XJ Coupe that boasted a dozen cylinders offering 5.3 litres.

Driven by an elegant man in Savile Row tailoring and a bowler hat, the car, gritty Gambit and purring

Purdey were perfect foils for him and the oh-so-British action.

Damian Jones, Sales Director of H&H Classics, comments: "Who of us who remember the series did not at one time or another fancy ourselves at the wheel of this car? Now there is a chance to make that fantasy a reality for a very nominal amount. And who knows, maybe the chance to find a modern-day Purdey in the passenger seat!"

All bidding enquiries should be directed to Damian Jones, Sales Manager at H&H Classics, on 01925 210035, or email damian.jones@handh.co.uk

Virtual to reality

Just because you can 'drive' a video game doesn't mean that you could do that on the track, or does it?



In 2008, Nissan and PlayStation® joined forces in Europe to create an experiment to see if a Gran Turismo® gamer could transfer their skills to become a real racing driver. Fast forward to 2015, and the Nissan PlayStation GT Academy has attracted over five million entrants and become an established route into top-level motorsport.

GT Academy is getting bigger and better each year. In 2015, 24 countries across the world have participated in three virtual-to-reality competitions. The fastest gamers on PlayStation's Gran Turismo®6 racing game take part in three ultra-competitive Race Camps where their skills and determination are put to the test behind the wheel of Nissan performance cars such as the 370Z and GT-R, under the tutelage of world class racing drivers. The three winners then take part in Nissan's all-encompassing

Driver Development Programme to ready them for a career as a racing driver.

The results of GT Academy have been spectacular. Lucas Ordoñez, an MBA student from Spain, spearheaded the programme in 2008. He now races for Nissan in the Super GT500 class in Japan and has two Le Mans 24 Hour podium finishes to his name. Jann Mardenborough, the 2011 winner from the UK, competes in the GP3 series and took another step towards Formula 1 last weekend when he raced in the GP2 class in Monza, Italy. A host of other NISMO Athletes, who won their opportunities through GT Academy, continue to impress around the world.

So racing helmets off to Nissan and PlayStation® for proving a point. All you need is talent and determination rather than sponsorship and all the right connections.

Have your say  @freecarmag1

QUOTES OF THE WEEK

'Gear Knobs'

SPECULATION GROWS THAT JEREMY CLARKSON'S AMAZON PRIME SHOW MAY BE CALLED GEAR SOMETHING OR OTHER.



'I was not offered a refund or exchange'

YU JE-HA SMASHES HIS TROUBLESOME £325,000 S63 AMG MERCEDES WITH GOLF CLUB OUTSIDE THE DEALERSHIP IN KOREA.

'To be fleecing tourists like that - it's just disgusting what they're doing'

LONDON CABBIE CATCHES RICKSHAW DRIVER TRYING TO CHARGE TOURISTS £206 FOR A JOURNEY FROM OXFORD CIRCUS TO MARBLE ARCH, WHICH IS A DISTANCE OF UNDER A MILE.

FIAT 500 VS MINI ONE

Super stylish small cars, here are two of the very best, but which one is the bestest?

FIAT 500

- Average Repair Cost: £272.80
- Axle & suspension failure rate: 45.95%
- Electrical failure rate: 28.81%
- Cooling & heating failure rate: 18.64%

Warranty Direct Rating: ABOVE AVERAGE

WHY BUY?

The Fiat 500 is without doubt the prettiest small car on the road today. Both inside and out here's a car that raises more than a smile. The MINI One brought the retro styling back in fashion but it isn't just about looks, the MINI handles like the original, it is sporty and fun.

WHICH MODELS?

The Fiat 500 arrived in 2008 and came with a ton of options. The standard Pop equipment is fine, but many cars are top Lounge specification, so worth finding. The MINI One was revised in 2006 with lots of options, most importantly the 2009 on models had air conditioning as standard.

ARE THEY RELIABLE?

Fiat's have never been the trustworthy cars mechanically but the 500 has changed all that as the Warranty Direct statistics prove. With the MINI the most surprising aspect is just how expensive they are to fix, so a neglected example can often be trouble.

HOW MUCH DO THEY COST?

The Fiat 500 starts at around £3000 for an early Popular model rising to £10,000 for the latest model, which has just been replaced so prices are set to fall. £3000 is the starting point for MINI, rising to £14,000 for a year old car because of the much larger model range.

MINI ONE

- Average Repair Cost: £431.50
- Electrical failure rate: 28.81%
- Axle & Suspension failure rate: 25.83%
- Engine failure rate: 18.69%

Warranty Direct Rating: BELOW AVERAGE

SUM UP

Fiat 500 makes the most sense according to Warranty Direct's figures and it's prettier than the MINI.

IN ASSOCIATION WITH



For more used car information and buying tips go to freecarmag.co.uk



"Cylinder Head £1500" - Source: Warranty Direct data, 2012

Are you driving a car that's no longer under warranty?

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Once your car reaches three years old the manufacturer's warranty protection usually expires. A warranty from Warranty Direct will protect your car and your wallet.

Call 0800 731 7001 | **buy online** www.warrantydirect.co.uk



Did you know?

Highest repair bills paid by Warranty Direct during 2013:

New Engine	£16,165.38	Drive Chains	£3,464.87
Complete Gearbox	£20,797.88	ECU	£3,395.84
Piston Rings	£2,285.26	Water Radiator	£3,497.71
Torque Converter	£3,182.50	Shock Absorber	£1,654.80



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The Breitling Jet Team are go

IN THE AIR, ON THE ROAD AND THE WRIST IT'S THE ULTIMATE COMBINATION OF AIRCRAFT, BENTLEY CONTINENTAL GT AND QUALITY BREITLING CHRONOGRAPH.

Breitling and Bentley unveiled the Bentley Continental GT Speed Breitling Jet Team Series at the Seattle Boeing Seafair Airshow. Owners of these bespoke Mulliner vehicles were presented keys to their seven cars in front of the seven jets by the matching jet pilot,

and also received the corresponding Chronomat 44 Breitling Jet Team Limited Edition numbered timepiece. After seeing their cars for the first time, guests experienced a once-in-a-lifetime passenger flight in formation with the Breitling Jet Team high above the Seattle skyline.



L-39 C Albatros

The Breitling Jet Team is the world's largest professional civilian flight team performing in jets, comprised of seven L-39 C Albatros Jets that can reach speeds of up to 565 mph and fly within just a few feet of each other. Like their automotive counterpart, the Bentley Continental GT Speed, the team is widely recognized for their breathtaking displays, incredible speed, and flawless performance.

Bentley GT

Designed through Bentley's exclusive Mulliner bespoke design program, complete with a special livery and interior materials designed to echo elements of the Breitling Jet Team aircraft. The vehicles are outfitted for the most discerning customers with a special exterior that includes a striking duo-tone split of Hallmark and Onyx with highlights of Breitling Yellow matching the jets.

Each of the seven cars is individually numbered to signify its place in the limited production run, which matches the number of jets in the team's fleet. In addition to the customized exterior, the interior has unique seats accented with the signature Breitling Yellow. The Continental GT Speed is Bentley's fastest production vehicle ever, powered by a 6.0-liter twin-turbo W12 with 626 hp and a top speed of 206 mph.



Breitling Chronomat 44

The Breitling Chronomat 44 Jet Team American Tour timepiece features the Breitling Jet Team logo on the dial, a sleek black steel case, Onyx black dial, and distinct yellow accents mirroring the colours of the Jet Team's fleet. The caseback features the Breitling Jet Team American Tour logo with the limited edition numbering.

ON SALE:
TO ORDER
PRICE:
From £292,000



ULTIMATE ARMoured 4 X 4

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ON SALE:
OCTOBER
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FASHIONABLE COMPACT SHOOTING BRAKE

MINI CLUBMAN

Unveiled as part of the GQ Style Night out, the new MINI Clubman is joined by Matthew Zorpas, 'The Gentleman Blogger', as it dazzled in the spotlight on Carnaby Street wearing

clothes inspired by the Pitto Umo collection that we featured in Issue 13 and full details about the Clubman are in Issue 14. At least you can actually Buy Now.



ON SALE:
2018
PRICE:
£65,275

LIMITED EDITION HIGH PERFORMANCE 4 X 4

JAGUAR F-PACE FIRST EDITION

We highly recommend that you really do 'buy now' as there will only be 200 available in the UK. F-PACE First Edition models get a unique paint colour: the stunning Caesium Blue a feature of the original C-X17 concept car, which is the inspiration for this special edition. new, super-fast and

super-intuitive In Control Touch Pro infotainment system. Unique design details include special 22-inch Double Helix Alloy Wheels with grey finish and contrast inserts, a unique interior with Houndstooth embossed 'Windsor' leather sports seats. This is a rather lovely and exclusive motor.

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TAG HEUER SPECIAL EDITION CARRERA “NISMO”

To celebrate Nissan's return to Le Mans Tag Heur created a special timepiece.
From £3500

The TAG Heuer Carrera “NISMO” Caliber 16 Day-Date Chronograph Special Edition: 43 mm, sporty. Black with charcoal grey and red bands on the dial in titanium, micro-blasted with titanium carbide, which is extremely resistant and lighter than steel. This watch is equipped with the famous caliber 16 movement, known for its reliability and robustness. The ceramic bezel is scratch proof, with a tachometer for measuring average speed. Domed sapphire crystal with anti-reflective coating on both sides. The case back is decorated with a Nissan NISMO decal. Soft Touch matt alligator strap with red top-stitching. It is water resistant to 100m.
tagheuer.co.uk/int-en/nissan-nismo



FURYGAN HOUSTON AMO II £299

The Houston Amo II black and white leather jacket is a new colour option for Furygan which has been added to their best selling jacket range. The Houston Amo II offers high quality and timeless style at an affordable price. It is CE-approved and benefits from all of Furygan's expertise and experience, so it is safe and stylish.
nevis.uk.com



THE MINI SURFBOARD £580

MINI has teamed up with Channel Islands Surfboards, the most acclaimed and premium surfboard manufacturer in the world, to develop a surfboard which “surfs like a MINI” and has been shaped from scratch to cut through waves at speed with its short and sporty design.
cisurfboards.com



MICHELIN GUIDE GREAT BRITAIN & IRELAND 2016 £16.99

There are 15 new One Stars and 2 new Two Stars in this year's guide. As ever this is the foodie's guide to all the very best places to eat in Britain and Ireland. That's all you need to know, so buy the book and start exploring the culinary delights of our island.
travel.michelin.co.uk

Cars on film

PIXELS

As children in the 1980s, Sam Brenner (Adam Sandler), Will Cooper (Kevin James), Ludlow Lamonsoff (Josh Gad), and Eddie "The Fire Blaster" Plant (Peter Dinklage) saved the world thousands of times – at 25 cents a game in the video arcades. Now, they're going to have to do it for real. In *Pixels*, when intergalactic aliens discover video feeds of classic arcade games and misinterpret them as a declaration of war, they attack the Earth, using the video games as the models for their assaults – and now-U.S. President Cooper must call on his old-school arcade friends to save the world from being destroyed by PAC-MAN, Donkey Kong, Galaga, Centipede, and Space Invaders. Joining them is Lt. Col. Violet Van Patten (Michelle Monaghan), a specialist supplying the arcaders with unique weapons to fight the aliens. There are MINIs in it!



THE LIFE

Robert Pattinson plays a photographer who sees something in an unknown actor – an unknown actor who becomes the *very* known James Dean who was a big Porsche fan of course.

Dane DeHaan plays Dean, while Pattinson stars as Dennis Stock, the photojournalist assigned to profile him for a story in *Life* magazine. The film follows the pair as they travel to Los Angeles, New York, and Dean's home state of Indiana, developing a friendship along the way.

Directed by Anton Corbijn (*A Most Wanted Man*), the film also stars Ben Kingsley and Joel Edgerton.

Cars on TV

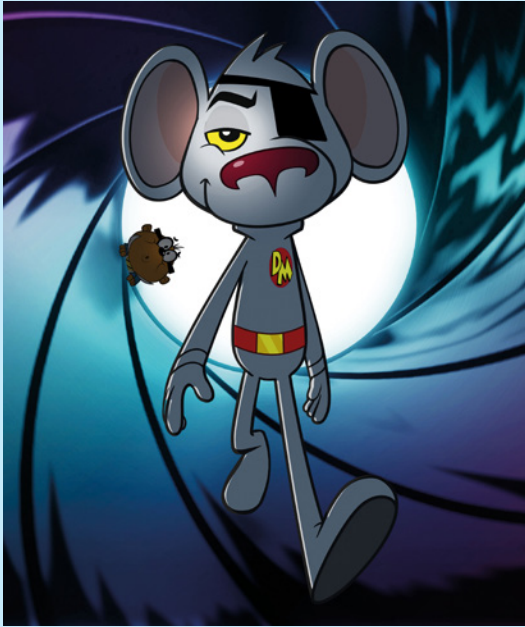
THIS IS ENGLAND '90

The four-part mini-series is the third spin-off from the director's 2006 Bafta-winning semi-autobiographical film, *This Is England*, about a young skinhead called Shaun growing up in early 1980s Britain. *This is England '90*, scripted with *Skins* writer Jack Thorne, is set in 1990, and follows the stories of Shaun, Lol, Woody and the gang, who are now involved in the rave scene. We at Free Car Mag don't care about all that, we respond well to the superb and very rare sight of a Vauxhall Chevette.



SHARK

FOX International Channels UK has announced it is launching its first Free To Air entertainment channel, YourTV, an exciting addition to its UK portfolio which also includes pay-TV brands FOX, National Geographic Channel, Nat Geo WILD and Baby TV. Available on a variety of UK platforms in the coming weeks, YourTV launches on Thursday 1st October at 1pm. What we really like is that Shark is on it and we love James Woods who drives a funky Jaguar XKR which we also adore.



NEXT ISSUE

Dangermouse. Yes really. Ahead of the new James Bond film Spectre, he's the 'rodent' version of 007. Well, that's according to the man who gives Dangermouse his voice, Alexander Armstrong. Also, Is Rolls Royce the world's coolest car brand right now? Well what with the brutishly handsome new 'Dawn' we think it might just be. Also, dance music star Labrinth is in the vicinity. Yes it will be another confusingly diverse issue of Free Car Mag.



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MATT DAMON

THE MARTIAN

TWENTIETH CENTURY FOX PRESENTS A SCOTT FREE / KINBERG GENRE PRODUCTION A RIDLEY SCOTT FILM MATT DAMON "THE MARTIAN" JESSICA CHASTAIN KRISTEN WING JEFF DANIELS MICHAEL PEÑA KATE MARA SEAN BEAN SEBASTIAN STAN AKSEL HENNIE AND CHIWETEL EJIOFOR MUSIC BY HARRY GREGSON-WILLIAMS COSTUME DESIGNER JANTY YATES FILM EDITOR PIETRO SCALIA, A.C.E. PRODUCTION DESIGNER ARTHUR MAX DIRECTOR OF PHOTOGRAPHY DARIUSZ WOLSKI, A.S.C. PRODUCED BY SIMON KINBERG, P.G.A. RIDLEY SCOTT, P.G.A. MICHAEL SCHAEFER, P.G.A. ADITYA SOOD MARK HUFFAM, P.G.A. BASED UPON THE NOVEL BY ANDY WEIR SCREENPLAY BY DREW GODDARD DIRECTED BY RIDLEY SCOTT

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