

free
car
mag

LAND ROVER BY PAUL SMITH
KIA SORENTO REVIEWED
USED FERRARI & PARTY



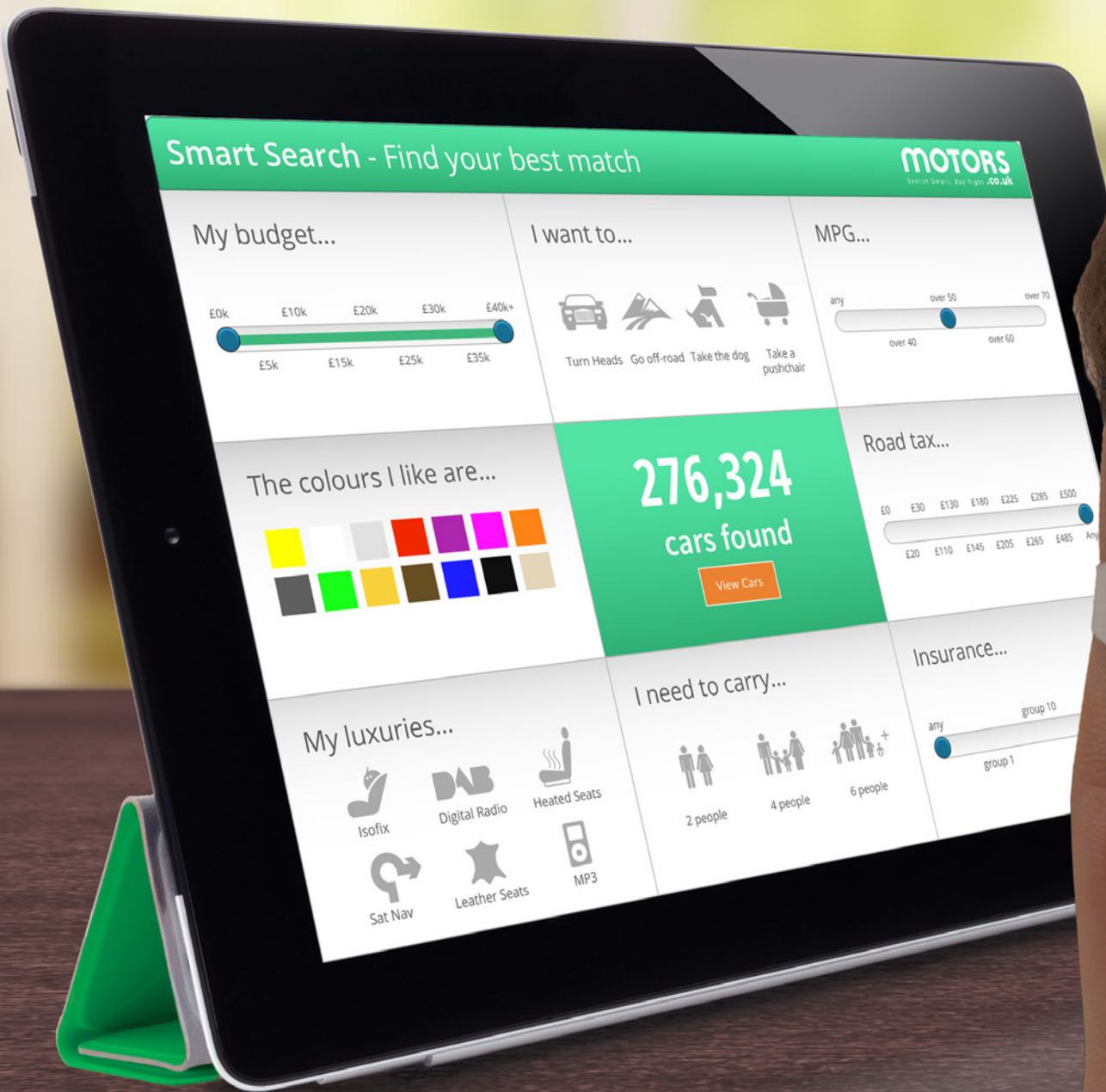
WIN
A SAT NAV



Glenister & Anstead

FALL IN LOVE...WITH CARS

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This week

We love cars on TV, but not all TV Car programmes are actually that good. For every Top Gear, there's a slightly embarrassing show like Dealer's Choice, which was on ITV2 in 1999 and had me in it. Sorry.

However, For the Love of Cars on Channel 4 is really rather brilliant. What we get here is the history of a classic car, the human drama of restoring it and the money shot when it sells at auction. In between we have grumpy uncle Philip Glenister wondering whether the restoration will be finished in time, while big brother Ant Anstead, actually does the hard graft. There is always a dilemma about the colour and specification and there is a chance that the classic may not get finished because they can't get the parts. I won't be spoiling anything by revealing that this never happens. The classic is always pristine and perfect.

So our new best mates Phillip and Ant tell us what makes them tick, argue and fall in love with lovely old cars. That's why in association with Motors.co.uk we take a look at used Ferraris. Then after checking out Paul Smith's Land Rover we muck around with our own one with mixed results. Finally Volkswagen has some suggestions for what the next Beetle will be like and we really do love 'em.



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Ferrari Party

If you are going to show off a new Ferrari then you might as well do it in style, so the latest 488 GTB was at an exclusive star-studded event. High profile guests included Phonejacker actor Kayvan Novak presenter Donna Air, model/DJ Mary Charteris and model/presenter Jade Parfitt, as well as stars of Made in Chelsea, singer-songwriter John Newman and many others. VIPs joined Ferrari's exclusive client list amid a red themed soiree at the Old Sorting Office, Holborn.





SPOTTED
OUT AND
ABOUT

Le Bon Rides for Charity

Get the look

Simon Le Bon, lead singer of the British rock band Duran Duran, who are currently completing work on their 14th studio album, has been a keen biker for many years. He didn't think twice about supporting the Midlands Air Ambulance Charity Bike4Life 2015 Ride Out. Le Bon who currently rides a 1968 Triumph Bonneville T120R, a 1997 Yamaha XT500 and a 1991 Ducati 888 SPS said:

"Two of my biggest passions in life, next to music, have long been sailing and motorbikes, so I am thrilled to be able to support this year's Bike4Life event, alongside 'Foggy', Richard Hammond and Mike Tindall and help raise valuable funds for the Midlands Air Ambulance Charity. The life-saving work that all of the UK's air ambulance services do, alongside the RAF/Royal Navy SAR helicopters teams, is vital - and like so many bike enthusiasts, I know the value of emergency medical care only too well. I am honoured to have been invited to get involved in this year's campaign and lend my support to the Midlands Air Ambulance and Bike4Life 2015"

1 Triumph Bonneville, OTR from £6,999 triumphmotorcycles.co.uk

2 Grey Linen coat, £39.99 hm.com

3 Grey slim fit Twill trousers, £14.99 hm.com

4 Cotton Henley shirt, £14.99 hm.com

5 Jigsaw oversized felted knit scarf, £49 johnlewis.com

6 Oliver Sweeney Hasketon shoes, £149.99 soletrader.co.uk



For The Love of Cars

PHILIP
GLENISTER



ANT
ANSTEAD

THE LOOK OF LOVE

Actor Philip Glenister and car designer Ant Anstead explain what their new Channel 4 classic car show is all about.

They bicker a bit, talk fast cars, dream classics and their worst cars. It is certainly emotional, but mostly it's all about the love of cars

For those who didn't see series one, explain what For the Love of Cars is all about?

A: It celebrates our love affair with classic cars. In each episode we look at the history of various types of car, and we restore one back to its former glory.

P: We look at the car's history through people we meet, the restorations we do, the stories that we tell, and we do a few road trips on this one to test the cars out. It's sort of a combination of three shows rolled into one, in many respects. And we hope that people will come along for the ride.

You're both passionate about cars, but in different ways, aren't you?

A: When it comes to understanding motors, Phil's a very good actor.

P: I'm more on the design side. I pick the colours and the cloth for the interior. And Ant...

A:...does the actual work.

P: Ant gets covered in grease.



AFTER



BEFORE

So Phil, is it fair to say that Ant can sometimes bore you with his excitement about obscure technical details of the cars?

P: I think it's incredibly fair to say that.

A: Yeah, but Phil bores me with his Shakespeare lines.

P: I was doing The Hollow Crown while we were filming this, so I used to bring my Shakespeare lines in and test them on Ant, to see if he could do received pronunciation. He can't.

The first series was basically just British cars. You're widening the net this time, aren't you?

A: Well, more than that, the first series was an episode on an individual car. Now each episode isn't just on an individual car, but a family of cars. So we've widened the net in that respect as well. And we've tweaked the format in that we're no longer buying a car, fixing it up and selling it, we actually take someone's pride and joy, someone's stalled restoration that they can't go any further on, and we finish it for them. So there are a few changes, and I think series 2 is better for it.

And the car is auctioned at the end of every programme, isn't it?

A: Yeah. Series one had a specific auction episode, whereas in this series, each programme will finish with the car being sold at auction. It gives the programme a start, a middle and an end.

In this series, did you ever have any owners who were so pleased with the finished results that they didn't want to sell their car after all?

8 freecarmag.co.uk

A: I think all of them. You have to remember, these cars have a special place in the hearts of these people, for various different reasons. For somebody to let go of something that important to them is hard enough, but when they see the results at the end of the restoration, it's really tough. These are jobs that they've not been able to finish themselves...

P: So along come a couple of suckers...

A: Yeah, we finish it for them and then give them the money.

P: What a brilliant business plan.

Where do both of you get your passion for cars from?

P: Mine sort of started off from seeing cars on TV. And being on two shows where the cars were very heavily featured, and were almost stars in their own right – the Cortina in *Life on Mars*, and then the Audi Quattro in *Ashes to Ashes*. I've always had a fascination with the role that cars play in TV and film. Indeed, in this series, I get to drive the original Volvo P1800 from *The Saint*, in the

company of a man called Johnny Goodman, who was the producer on *The Saint* and on *The Persuaders*. He regaled me with a few groovy stories. They only ended up using a Volvo because they approached Jaguar, who were a bit sniffy about it. So Johnny approached Volvo who couldn't have been more helpful. They said "How many do you need, and when do you need them by?" The rest is history. As the show became a worldwide hit, the car became a global phenomenon.

What about you, Ant? Where does your passion come from?

A: My dad couldn't change a wheel. But I bought my first car when I was 16. As a kid I always had Lego and Mecchano, model sets. I built Go Karts when I was 10 or 11, and threw my brothers down the hill in them. I built my first car at 16. I was really lucky, because at the back of my parents' house, there was a block of about five garages. My parents had one of them, the rest belonged to neighbours, but within about a year I'd filled all the garages. I managed to convince the neighbours that I needed the space. I've been building and restoring cars ever since then, and that's what I do full time now.

Have you ever fallen in love with cars you've restored and not been able to bring yourself to sell them?

A: A couple! Most of my cars are commissions. Clients come to me with a project and a brief, but there have been times when I've come across a wreck and just had to buy it and do it, yes. Too many times, my wife says.

What was each of your first cars?

P: The first car I actually owned was a Peugeot 205 GTI. It was great.

A: Mine was an MG Midget. Vermillion orange with a black hood.

What's the best and worst car you've ever had?

A: I'd say the worst car I've ever had was a Fiat X19. My wife broke down in it once, and she ended up screaming at me. It was just rubbish.

P: The worst car – actually, it wasn't mine, but a friend of mine had just passed his driving test and I was working for a company at the time, and the guy who was in charge of transport had a Mini to sell. It looked really nice – it had ice white stripes on it, it looked really rally-ish. But Christ, it was a danger. Anyway, I persuaded him to buy it, and it was just awful. I remember driving back, and him saying "It drifts to the right quite a lot." It was like a boomerang. It would just go round in circles if you'd let it. It was terrible.

A: I had a Lotus Elan – an early one. Great car. And I was rebuilding it, and I had the engine in my dining room for two years.

Your wife is a long-suffering woman!

A: That's true. For her 21st birthday present, I bought her a set of Weber Carburettors. She didn't want them, obviously – turns out they fitted on my MG perfectly.

Ant, what would you say to people who wanted to get into doing restorations full time. Is it a good way if making a living?

A: There's a whole romantic vision that restoring cars is cupcakes and rainbows. It isn't. Car restoration is hard work. It's graft, its long hours, it's a horrible, dirty, sweaty job. You cut your knuckles, you tear your hair out, no two cars are the same, parts are impossible to come by. It requires a

degree of patience, but I'd say a bigger degree of passion. I would say that someone interested in getting in to it should try it out first. Do a project in the garage, get involved, see what it's really like.

If someone comes along in 30 years' time, wanting to restore cars that are made today, will it be as simple?

A: No. The car sector's moved on – some might say it's improved – but of course everything is electronically driven now. It's all computerised.

P: If something goes wrong with a car now, you'd have to go to the manufacturers. Everything's computerised now, and the only people who have the codes are the manufacturers. It's just another way of them making a few quid.

A: I suppose as the car industry moves on, it just illustrates how beautifully basic classic cars are.

Things like Citroen 2CVs and VW Beetles are beautiful because of their simplicity.

So does that mean that restoring cars will become a dying art, the further we get from that simplicity?

A: It kind of is. The way cars are manufactured used to require a great deal of skill. But are we training new apprentices to pick up the skills that the old guys had 50 years ago? The answer is no. The volume of skilled labour is disappearing at a faster rate than the introduction of new labour. Ultimately we're going to run out of those skills in this country. Luckily, there are still some great apprenticeship schemes out there that will teach people how to do up old cars.

P: That was a party political broadcast by the MP for Hertfordshire.

A: I employ a number of people to build classic cars, and staffing is really difficult. It takes a vast amount of skill before you can even get in the door. These people are really hard to come by, so when

you get hold of them you try to keep them. Phil, do you reckon you could go back to school and retrain?

P: Listen, if the acting all goes tits up, I'll be there.

A: If all else fails, you can always make the tea.

P: Exactly! I make a great brew.

How many cars do you both have?

P: I have two. I have one, and my wife has the other one. I haven't got room for any more than that. I'd have nowhere to put them.

A: I've got over a handful. We won't mention how many.

If you could find any car from history and restore it on the show, what would it be?

A: I'd want to find a significant car. You hear all these stories about cars being unearthed in barns. I'd want to find one of those holy grail cars – not necessarily because of the car, but because of its history. Maybe a missing car that won Le Mans, or a famous car in a film. James Dean's missing Porsche, that kind of thing. The thing about classic cars is it isn't just the car, it's the car's story. I'd want to do a car that was significant because of what it did.

P: I would like to find the Ferrari Dino that Tony Curtis drove in The Persuaders, because apparently it's out there. Nobody knows where it is. I would like to make a programme about it, and call it Finding Dino.



Kia Sorento

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or 100,000-mile
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warranty*



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All versions of the new Sorento are powered by a 2.2-litre turbodiesel engine which produces fewer harmful tailpipe emissions, is more fuel-efficient, less damaging to the environment, and which reduces running costs for every type of driver, business or private. All have a new, permanent, intelligent all-wheel drive system and a versatile seven-seat interior. There are four trim levels, badged KX-1, KX-2, KX-3 and KX-4. Depending on model, buyers have the choice of six-speed manual or automatic transmission.

Safe Sorento

Among the features designed to keep the Sorento safe are Adaptive Smart Cruise Control to maintain a gap to the vehicle ahead, Speed Limit Information, Around View Monitoring, Cross Traffic Alert to prevent the owner from backing out of a parking space into the path of an approaching vehicle, a Smart Park Assist System which now includes reverse and parallel departure functions, Lane Departure Warning with Blind Spot Detection and self-dimming Adaptive Front Lighting.





*Intelligent
all-wheel drive
which anticipates
the road
conditions*



Spacious Sorento

The new Sorento offers executive-class space and versatility to match its executive-class style, quality and refinement. It has bags of headroom and legroom across all three rows of seats, and masses of room for everyone's luggage.



*Seven seats
with a 40:20:40
middle row split
and a rear
50:50 split*



High Tech Sorento

The standard instrument pack features clear, stylish, white-on-black graphics which deliver essential information at a glance, but in KX-3 and KX-4 versions this is replaced by a seven-inch TFT (Thin Film Transistor) display which adds an even more premium look to the dashboard and allows greater personalisation of the information provided. So you decide what you see.

Sorento sticks to the road

Dynamax is a system which was first seen in Kia's smaller SUV, the Sportage. Dynamax is an intelligent, electronically controlled all-wheel-drive system. It continuously monitors driving conditions and anticipates when all-wheel drive will be needed, rather than simply reacting to changing conditions.

Sorento standard kit

Highlights of the extensive standard features include steering wheel-mounted controls, all-round electric windows, cruise control with a speed limiter and reversing sensors, while safety is taken care of by Electronic Stability Control, Vehicle Stability Management, Trailer Assist, ABS with Electronic

Brake Force Distribution and Brake Assist and six airbags

Sum Up

In 2015 there is no shortage of large, what are now grandly referred to as Sports Utility vehicles, vying for your hard earned money. We think that the new Kia Sorento deserves your attention and should be taken very seriously. It's the best executive decision you may ever make.



TAILOR-MADE FOR PAUL SMITH

British designer, Sir Paul Smith has collaborated with Land Rover to create a bespoke Defender. Then Free Car Mag had a go...

A longstanding fan of the Land Rover Defender, Sir Paul Smith has owned several of the vehicles over the years. "The Defender is a British icon, which is something I'm exceptionally proud of," says Paul. "I keep a Defender at my home in Italy which is in the middle of the countryside, so it's the perfect vehicle to cope with the rugged terrain."

Paul Smith worked closely with Land Rover's Special Vehicle Operations (SVO) design team – which is able to fulfil individual customer commissions and personalisation. Together they created a unique vehicle, built entirely to Paul Smith's own specification. With guidance from Land Rover's Design Director and Chief Creative Officer, Gerry McGovern, he was able to realise his uniquely personal version of a global automotive icon.

The vehicle features 27 different colours used on the exterior panels, all of which were chosen by Sir Paul Smith. Taking inspiration from the British countryside, as well as colours historically seen on Defenders used by the Armed Forces, he says, "I wanted deep rich colours, but at the same time,

I wanted them to work together yet be surprising." In order to achieve the look he wanted, Paul gave the SVO team a set of Pantone colour references, which were then mixed specially for this vehicle.

Further adding to the vehicle's bespoke design, Paul worked with Land Rover to ensure that the interior stayed true to his vision. "This is a complete one-off; I wanted to give this Defender a feeling of luxury, so I used a mix of leather and fabric for the seats. I actually used the fabric that I design for Maharam, the American upholstery company. The vehicle features lots of special Paul Smith touches.

"Inside, black leather contrasts against blue stitching and there are lots of little hidden details throughout. For example, there is an image of a set of keys printed inside the glove compartment. Then there is a hand-painted bee on the roof, which is another little tongue-in-cheek reference to the countryside and the heritage of the car. Also, the traditional Defender clock has been replaced with a Paul Smith fascia. My designs are known for their attention to detail, so I didn't want this Defender to be any different."



Free Car Mag Defender (it's actually a Series 3)



First we thought about washing the Free Car Mag Land Rover.

Then we looked at all the rubbish in the back.

We then hand painted parts.

Installed a period clock just like the Paul Smith version.

And then thought that the Free Car Mag Land Rover wasn't such a good idea.

DEFENDER

TH



Safety by colours

Sorting out those really confusing colour schemes



Safety first, safety and speeding first, says Free Car Mag. More simple common-sense solutions to solve Britain's congestion problems.

Michael McIntyre, the housewife's favourite comedian, was once doing a 'set' at a 'corporate gig' for the motor trade, and he accurately observed that drivers slow down when they see any vehicle that might be a Police car. But as soon as they are along side and realise it's just a 'VOSA traffic enforcement officer' they shoot off towards the horizon.

I've noticed this to be true, and seen people brake for Highway Maintenance vehicles, Ambulances (less annoying) and even recovery vehicles. The reason it seems to me is that they are all dressed up in such similar Batten-berg fluorescent styles.

Now, there seems to have been a movement towards different colours for different types of official car, which is helpful. Police are blue and yellow, medical vehicles green and yellow, traffic people black and yellow...

So its the yellow that causes the problem, clearly. Therefore I urge you to join me in writing to anyone in any Government body loosely

“Police should be big blue and yellow squares - solid and safe, and what we all know”

connected with transport to suggest a change in the rules (if there are any rules) that will make more sense.

Police should be big blue and yellow squares - solid and safe, and what we all know. Medical vehicles green and yellow zig zag strips - a bit more dramatic.

But Highway Maintenance should be black with orange dot matrix writing like their super-useful matrix signs. And traffic officers should have lots of little orange cones, or pink and pale blue spots.

This will significantly reduce confusion and therefore congestion, and Michael McIntyre can claim the credit.

QUOTES OF THE WEEK

“Motion sickness is expected to be more of an issue in self-driving vehicles than in conventional vehicles.”

RESEARCHERS AT MICHIGAN UNIVERSITY CONCLUDE THAT THIS NEW BREED OF CARS IS GOING TO NEED SICKBAGS



“Our dream is to put 1m more cyclists on our roads and therefore take 1m cars off them.”

CRISPIN SINCLAIR SON OF SIR CLIVE AND DESIGNER OF THE BABEL BIKE, A SORT OF C5 WITH BIGGER WHEELS AND LESS OF THEM

“I need a car so that I can find work as a tyre fitter”

34 YEAR OLD FROM HERNE BAY IN KENT RACKS UP 30 POINTS AND IS SPARED A BAN WITH THAT BRILLIANT EXCUSE

Have your say  @thefreecarmag

VW SHARAN VS FORD GALAXY

Free Car Mag looks at the vans that masquerade as family cars, and answers the question, which one should you buy?

There comes a time (surprisingly early on), when having children so consumes your every thought, that you no longer lust after sports cars, but instead see merit in unlikely transport.

The mini-cab people movers suddenly start to turn your head with their flexibility and cavernous space. But remember, you are probably sleep deprived, and children have been screaming at you continually for so long it's like the CIA sent them to interrogate you.

So while you could go and buy a Volkswagen Sharan, or the cheaper Seat version (which is basically the same with an older entertainment system) or one of the other big MPVs, I urge caution. They do basically drive like refined vans. They feel enormous when you go to park, there is no separate boot, so things never feel neat, and there is always the risk that drunks will try to hail you.

Instead, take a look at the Ford S-Max. It feels more like a Mondeo to drive, by which I mean nimble and car like. While it is big, it feels easier to manoeuvre. The rear two seats are very small - only for small children on short runs, but that's because the area where they sit is really the boot area.

The S-Max, if we look at three year old models, is around £2,000 less than the Sharan, with prices



from just under £12,000 for cars with 50,000 miles on the clock. But beware both vehicles lose a lot of value as they hit four, so really that is the time to buy.

Plus, contrary to what the brand builders would have you believe, the Ford is more reliable and the Volkswagen is cheaper to run.

Although now I've written that, I can't help but wonder whether I should just buy an estate car - or is that just what the CIA want me to think? I'm so tired, I just don't know.

Next week:-

BMW 7 Series vs Mercedes S-Class



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



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

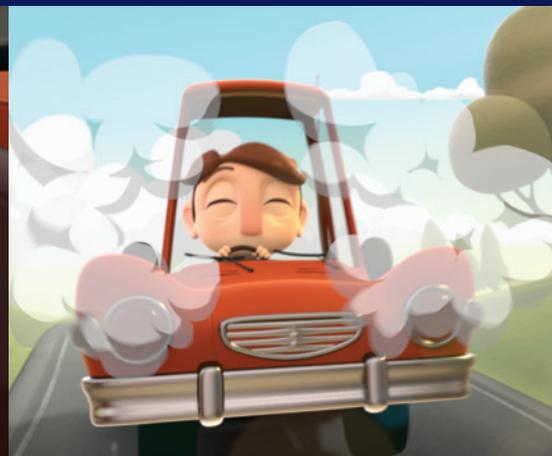
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Torque Converter	£3,182.50	Shock Absorber	£1,654.80



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Used Ferraris

FROM MOTORS.CO.UK

This issue is all about the cars we love and absolutely everyone loves Ferraris. Be honest, if you could afford it, you'd buy a Ferrari and never regret it.

However, older Ferraris are not easy to drive, hardly cheap to run, and can be downright dysfunctional, but at the same time they are exhilarating, involving and unique. By contrast Modern Ferraris are much more friendly and if you needed to live with it day to day, you could, very easily.

Just remember that there is no such thing as an 'affordable Ferrari'. The seeker of the used supercar buyer's holy grail will often only find compromise, disappointment, a patchy service history and probably an insurance write-off too. It does not have to be that way, especially if you buy from a respected independent or main dealer through Motors.co.uk.

The reality is that it's now possible, to buy a Ferrari, run it for a few years, enjoy yourself and then either trade up, or get a fair chunk of your money back.

SCARY SPIDER



Ferrari 360M Spider '09, £54,950

Came in three flavours as a coupe and a track special the Challenge Stradale, but the Spider is the most fun. It looks sensational of course and is now the best value buy of the more modern generation of Ferraris and not difficult to drive or live with.

One we found a Ferrari 360M at City Cars Scotland Ltd (01224 947361) £54,950. Here is the sort of well-maintained Ferrari you want. The slightly higher mileage pushes the price down a bit, but that's a good thing. Rosso Red, beige leather and a brake upgrade.

LOUD ITALIAN



Ferrari 458 Italia '11, £159,995

Here is the shouty, noisy, characterful car that everyone who loves Ferraris truly adores. It looks fast standing still and inside it is luxury rather than stripped out racer. Still sounds like a Formula 1 Ferrari on the grid, on a Sunday. Awesome, as they say.

One we found a Ferrari 458 Italia DCT at Morrison Motors 01888 694340. A good start is the full Ferrari history, presumably the one lady owner is good thing too. The upgrades include yellow brakes and enhanced sports seats. Oh yes, it has only covered 8,300 miles.

CHECK
OUT THESE
FERRARIS AT
MOTORS.CO.UK



WEST COASTER



Ferrari California '09, £94,995

For many this is a 458, but softer. This is the everyday model and it has a smaller V8 rather than a V12 engine, which some purists think is not so good. They are very wrong. It look gorgeous and will still do 193mph. A practical Ferrari with a clever folding metal roof. Brilliant. **One we found** a Ferrari California at Joe Macari Performance Cars 0203131 5064. A one owner example with 11,500 miles and finished in Nero Daytona which is black and contrasting 'Crema' interior, with yellow brakes, so it is certainly a California of contrasts.

F1 RACER



Ferrari 599 F1 '07, £89,995

Here is a 200mph car which is also pretty practical. It is refined and very driveable so not like you would expect at all. Tons of room for two, a decent boot and space behind the seats. Well built, safe and a proper five star Ferrari. **One we found** a Ferrari 599 at Woodsidecars.com Limited 0203 313 15101. A fresh arrival at the dealer with a full service history. The equipment is comprehensive with a leather dashboard, high performance ceramic brakes and black alloy wheels.

OLD SCHOOL



Ferrari 348 TS '92, £37,875

Not a huge success when it came out. It looked sensational, but wasn't that well built or as quick as claimed. The good news is that after more than 20 years previous owners will have sorted it out for you and here we have a classic Ferrari that should never depreciate. **One we found** a 348 TS at Kahn Automobiles 01274 350247. I suppose this qualifies as affordable. The TS model has a pop out roof which gives the best compromise between a coupe and convertible. 33,500 miles and left hand drive which might put you off.



ICONIC SPORTS CAR

MAZDA MX-5

Yes we know that there is a brand new one which is brilliant and all that, but the old still is fairly sensational. Even better you can buy the last few examples for even less. Yes you can enjoy open-topped motoring with a superb zero deposit 0% APR PCP offer that includes a generous £2,000 Mazda deposit contribution. There is £1,500 Mazda deposit contribution on the limited edition Sport Venture models, which has two bold colour options, snazzy alloys and Sat Nav.





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HYPER LUXURY 4X4

RANGE ROVER SVAUTOBIOGRAPHY

Just when you quite possibly thought that the Range Rover could not get any more special, along comes the SVAutobiography. Exclusively crafted at Special Vehicle Operations' (SVO) Technical Centre in the UK, SVAutobiography features unique exterior design

enhancements, an exclusive premium leather interior with unique trim finishes, the most luxurious and powerful Range Rover. You can order one now and collect it in a few weeks time.



COMMUTER/SHOPPER HATCH

KIA PICANTO

There is a brand new Picanto that we can all go and play with. It has been restyled, but you can see that. If you want two extra doors then that'll cost just £100 per door and be £8,345. In all there are eleven

models to choose from. We love the fact that it is small on the outside, but very generous inside. The cherry on top of this Kia shaped cup cake is a seven year warranty.

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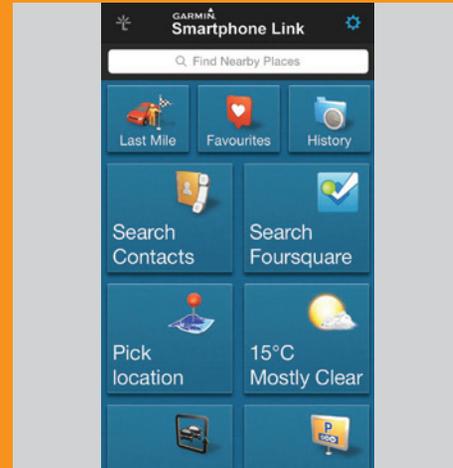
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Beetle-mania

Volkswagen go to New York and show off a bunch of brilliant future Beetles... Let's hope we can go and buy them, soon. The line up included a pair of Beetle convertibles Denim and Wave and a couple of Beetle coupes, the Concept R-Line and Pink Edition. So was there more to them than meets the eye?



R Sporty

Apart from 'Herbie' in the films, the Beetle hasn't been especially sporty, so the R-Line will fix that. What we have here is a coupe version and a more powerful engine. Painted in "Onyx White Pearl effect", there are plenty of sporty details and a great big rear spoiler that shouts SPORT. Inside there is stitching with sport bucket seats that were upgraded by exclusive and sporty "protective stitching" and glossy black seatback shells. The rear seats also feature "protective stitching". In addition, numerous interior elements are designed in leather-carbon look. These features include the dashboard, seat supports, door inserts and the steering wheel. The big contrast are the yellow instruments

So Retro

With the Denim Volkswagen are harking back to the 1970s when there were promotional Beetles decked out like a Levi's Jean. "Stonewashed Blue Metallic" is the main colour developed specifically for the concept car; nine other colours would also be available for a production version. The soft top that opens electrically in 9.5 seconds is a dark blue colour and the fabric is very similar to denim. Inside, there is an awful lot of blue. The sport seats are blue. The inner seat surfaces are upholstered in a light blue fabric, called "Denim Stripe" with red and white stripes, while the outer surfaces are designed in a dark artificial leather, "Deep Blue" which is spread around all over the place.

So Pinko

The Beetle Pink Edition, is appropriately painted entirely in pink, or "Fuchsine Metallic" according to the brochure. Volkswagen tell us that this model was designed for style-conscious and sporty types who also like to make a visual statement with their car. Well yes. Apparently the demand is big in the USA and China for a Barbie coloured Beetle. Inside there's a lot more pink and oddly some sporty dark chrome. Another jarring aspect is the styling of the sport seats; they add to the avant-garde and sporty character of the interior with pink-coloured tucks (those are stitched folds) and subtle use of other pink effects in the fabric. So it's definitely pink then.

Just Waving

According to Volkswagen the Beetle Cabriolet Wave bridges the gap between the East and West coasts of the USA, uniting these two breathtaking landscapes with an original American style of mobility and freedom – driving in an open convertible for surfing. Enjoying the summer, whether in the Hamptons or in Santa Monica. Painted in "Habanero Orange Metallic" (a habanero is a very hot type of chilli pepper). Inside the car, technology and contemporary design merge with iconic styling elements such as the centre seat panels designed in classic "houndstooth" a fabric pattern that influenced high-end fashion and vehicles in the 1950s, think 'Mad Men'. Then there is the wood on the dashboard. That's because the original surfboards were made of wood. Think Beach Boys.



CAN'T BUY THOSE YET, BUT YOU CAN BUY THIS...

It's not a Beetle, but it is a Volkswagen, the sixth generation Transporter. Since the launch of Transporter in 1950, around 12 million vehicles have been produced. Although the Transporter went on sale in Germany and the rest of Europe 65 years ago, right-hand drive versions were only available to special order until 1954 when they became standard production line models. Since then, more than 300,000 Transporters have been sold in the UK. Essentially this is the coolest, van/minibus in the world. Plus you can get more in it and on board, than a Beetle.

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NEXT ISSUE

We bump into Foxes who is learning to drive plus we look at some cars that will get young drivers over excited. The Long Good Friday is out again and we tell you why you should watch the film again for all the Rollers, Jags and banger racing.



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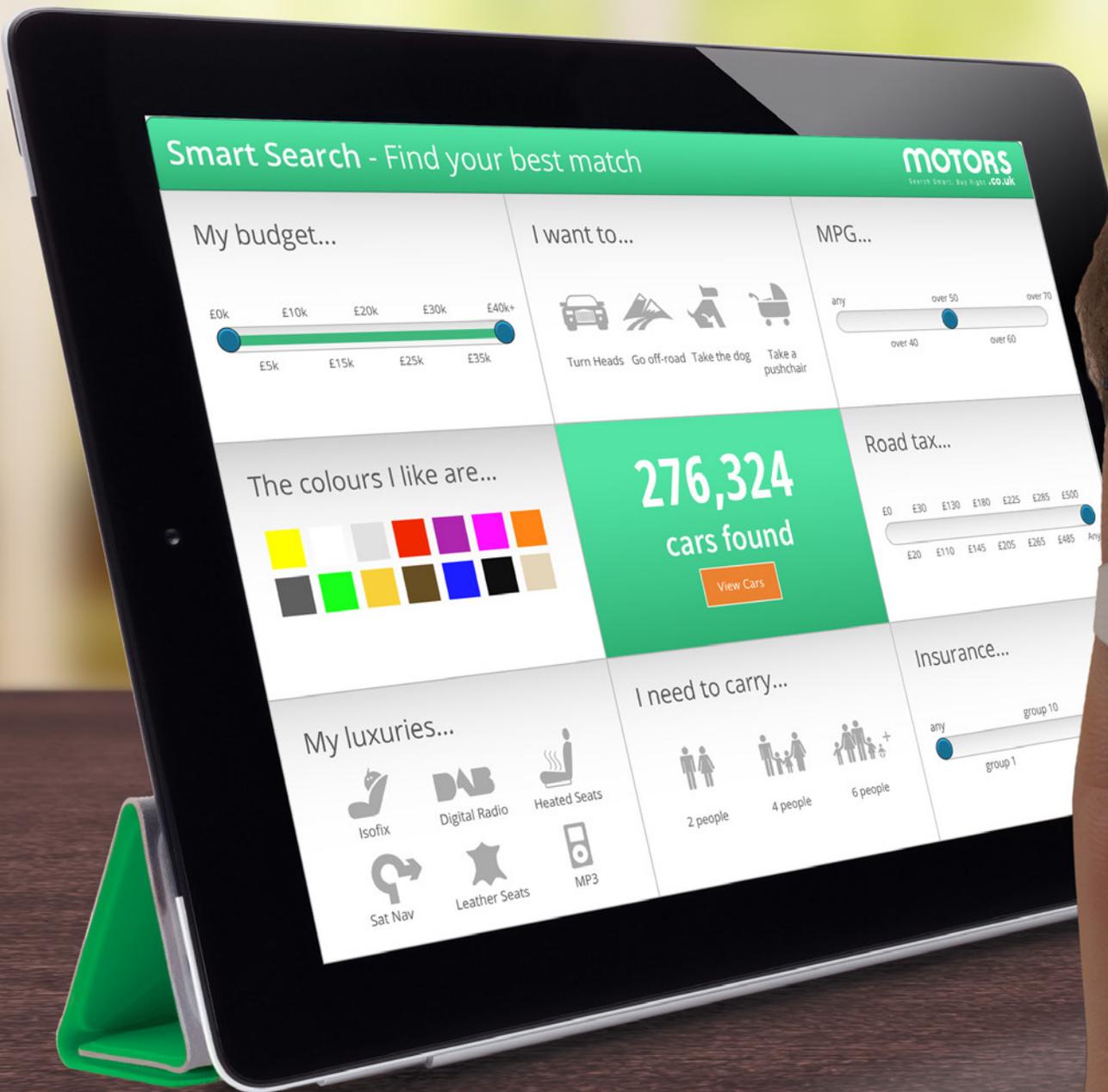


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