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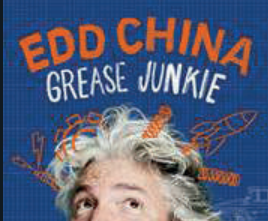
**Talking to  
Tom Ford**



***The Original Superstar***

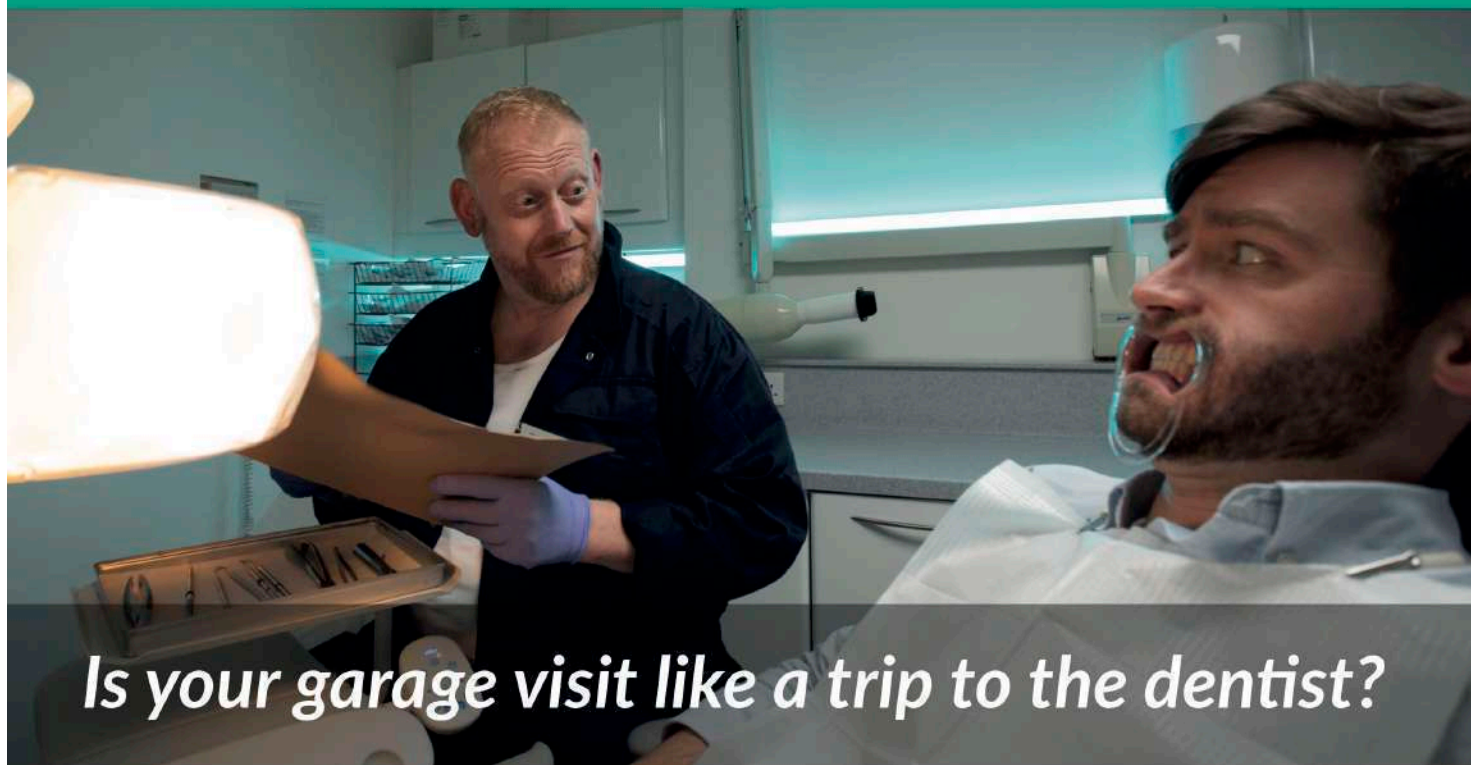


**Sir Stirling Moss**  
**1929-2020**



Ed's got a book out and it is now in paperback. We had a chat with him and this is how it went.

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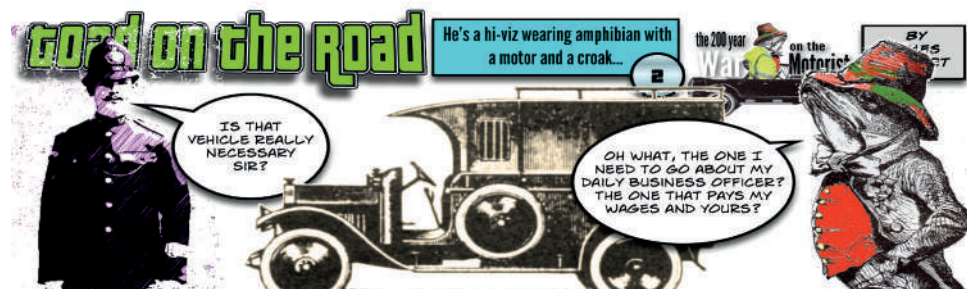
# freetorial

**S**ir Stirling Moss, what a remarkable life. The incredible thing about Sir Stirling is that after his racing career ended, he had to carve a brand new one. He turned his name into a brand. Unlike today's drivers a couple of seasons of racing did not turn into a comfortable retirement, he kept on working. What a grand job he did of entertaining and informing us for so many decades.

Sir Stirling rang me up once. No, really he did. He wanted my advice. Not about anything Formula One related obviously, but what used car to buy for his son. The call centered around the merits of a previously owned Ford Focus. Maybe I helped. A bit.

I first spoke to Tom Ford about 20 years ago, but then we both worked for the same car magazine at the time. He's since gone on to become a pretty decent TV presenter and we wanted to find out all about his new Hard Sell show. So we did.

Edd China's a great bloke and we chatted to him about his new paperback. We've been busy. See you next time.



**James Ruppert**

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**FUELLED  
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Fernando Alonso  
at the Estoril race  
circuit in Portugal



## FERNANDO ALONSO DRIVES NEW GR YARIS

Double Formula One world champion Fernando Alonso has called Toyota's hotly anticipated new GR Yaris "the perfect combination of sport and good performance" after putting the World Rally Championship inspired car through its paces at Estoril race circuit in Portugal back in February. Despite the tricky conditions, Alonso was clearly enjoying driving the turbocharged four-wheel drive GR Yaris. "This car has the perfect combination of sport and good performance. A very sporty car you can drive every day exceeding your expectations in every gear change, in every braking point in every corner, you know it's a little bit better than you expect."



Alonso, who also completed the gruelling Dakar Rally for Toyota Gazoo Racing last month added, "Not only the power and the stability, but for me also the brakes, it was a really nice surprise, it is only the first few laps but it is exciting!" The Toyota GR Yaris will be the second Gazoo Racing model available in the UK market joining the GR Supra which was launched last year. The GR Yaris will be available to buy in the UK market later in the year and more information regarding specification and pricing will be released in due course.



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## **WORLD CHAMPION ANTHONY JOSHUA + BESPOKE RANGE ROVER SVAUTOBIOGRAPHY**

Land Rover has created a one-off Range Rover SVAutobiography for world heavyweight champion Anthony Joshua OBE. The bespoke luxury SUV made its world premiere outside the Finchley Boxing Club in Barnet, North London, where Joshua started his journey to the world heavyweight title, and will transport the reigning champion to his next title defence, hopefully this summer.





## VANESSA RUCK+ CARDO SYSTEMS PACKTALK BOLD

Over the last four years, Vanessa Ruck, also known to her thousands of followers across the world as @TheGirlOnABike, has explored the world - both on and off-road - always equipped with her Cardo Systems PACKTALK Bold. Following a life-changing accident in March 2014, after being hit by a red-light-jumping car while out cycling, the PACKTALK unit has played a vital role in her road to recovery and regaining her confidence on two-wheels. Taking the PACKTALK Bold to 18 countries - to date - and using it for cruising on her Harley, adventure and enduro riding, Vanessa now wouldn't ride without it.



Vanessa comments: "After an accident, it's very easy to lose your confidence. Having the ability to speak to my husband while riding has been a big support for me getting back out there. It's given the freedom to try new things, knowing that I'm not alone. What I didn't know was the level of the journey I would embark on!" Having never used communications units before, research was key when Vanessa was choosing the best unit for her requirements, upgrading as the range and features developed - starting with the Q3 and now riding with the PACKTALK Bold. "We needed a reliable system and wanted a good battery life and range. We also wanted something to face all the elements. Everything that Cardo Systems offers. Although, back then though, we didn't think we were going to be using them for the hard enduro riding and off-road riding that we do now!"





# Get the look

## VANESSA RUCK @THEGIRLONABIKE

"I've thrown everything at the units - from snow enduro riding in the Ukraine and falling head first in the snow, connecting with friends while green laning and to two-way comms with my husband while riding my Harley! They've stood up to every challenge whether that's navigating this year's Valley's Xtreme hard enduro event in the UK or navigating London on two wheels... "On a safety level it's great - warning each other of rogue car drivers or patches of oil on the road or avoiding pile-ups off-road or telling others of debris on the lane. On the social-side it's a hoot! It means you can enjoy the adventure together!" However, is it possible to get Vanessa's effortlessly cool, biker look.

### Vanessa

- 1 Triumph XR 800 £9,200
- 2 Sunglasses - Uvex LGL 29 £29.99
- 3 Trousers - Dainese Ladies' Tempest 2 D-Dry £209.95
- 4 Jacket - VQuattro Hurricane £173.94
- 5 Boots - Alpinestars Tech 7 £287.99
- 6 Snood - Alpinestars Camo Neck Tube Multitube £14.99



1



3



6



5



4



Livy Ruppert





A black and white photograph of Sir Stirling Moss, a famous racing driver. He is smiling and leaning against the front of a Mercedes-Benz race car. The car's front features a large, rounded hood with a Mercedes-Benz star emblem on the right. Below the emblem, the word "MERC" is visible in raised letters. At the bottom of the frame, a license plate reads "W21-6". Moss is wearing a dark, zip-up jacket and a watch on his left wrist. The background is slightly blurred, showing other people and parts of the race track environment.

**Sir Stirling Moss**

**1920-2020**

Britain's greatest racing driver died on April 12th. However, the Stirling Moss legend will live on forever. He was linked closely to Mercedes-Benz and they produced one of the most heartfelt obituaries.





**M**ercedes-Benz will keep the memory of a great character and racing driver alive and honoured,” says Christian Boucke, Head of Mercedes-Benz Classic. “Sir Stirling Moss died on 12 April 2020. He was a star of the Mercedes-Benz racing team in the 1955 season. Triumphs such as the overall victory of the Mille Miglia in absolute record time and victory in the British Grand Prix will ensure that his name will forever be closely linked with the motorsport successes of this brand. Thank you, Stirling!”

1 May 1955 in Brescia, Italy. It is 7.22 a.m. A silver racing sports car is given the starting signal and shoots down the ramp: Stirling Moss and his co-driver Denis Jenkinson in the Mercedes-Benz 300 SLR (W 196 S) launched into one of the most important and gruelling road races in the world at the time – the Mille Miglia. No less than 1,000 miles of roads through Italy lie ahead of them, the equivalent of 1,597 kilometres. Their opponents are not merely the 520 other vehicles but, above all, a winding route along public roads and the clock with an unstoppable second hand. In the end, the only thing that counts is the time it takes to cover the 1,000 miles.

After 10 hours, 7 minutes and 48 seconds, the silver 300 SLR with the red “722” painted on it and driven by Stirling Moss crossed the finishing line in Brescia. The start number depicts the starting time, as is usual in the Mille Miglia. This was a sensation: Moss and Jenkinson set a new record time for the thousand-mile race, their average speed on that day was an unbelievable 157.65 km/h. Their time for this legendary road race was never beaten.

“It was indeed my greatest victory,” Moss later said. “No other vehicle in the world would have given us the capability to achieve this tremendous speed. Only Mercedes-Benz could build such a vehicle.” Frightened? Definitely before the race, because he knew how fast he had to drive to win, without always knowing the exact course of the road. That’s why it took a co-driver as reliable as Denis Jenkinson with his roadbook instructions recorded on a paper scroll. Only a few years earlier, in 1948

at the age of 19, Moss had taken part in his first race and finished fourth. He had a passion for motorsport in his genes: his father, Alfred Moss, who was a dentist by profession, and his mother, Aileen, were already active in motorsport in the 1920s and 1930s, and his sister, Pat, participated successfully in rallies and sports car races in the 1950s and 1960s. His second race in Brighton catapulted Stirling Moss right to the top of the podium. In his first year of racing, he contested a total of 15 competitions and finished twelve of them in first place.

This was the launchpad that shot Moss to an international career, which was expanded successfully in 1955 in the Mercedes-Benz works team after several intermediate stations. His contract covered all the major Formula One events and the World Sports Car Championship, and he took part in them in the W 196 R Grand Prix racing car and the 300 SLR (W 196 S) racing sports car. He closed the season as Formula One runner-up behind Juan Manuel Fangio. He also scored decisive points for winning the Sports Car World Championship, which Mercedes-Benz won in 1955 together with the Formula One World Championship.

Moss had a tremendous will to win. He said he was always spurred on by one thought in particular: “Today is race day, today I’m going to risk my life.” He always demanded everything from the vehicle – sometimes he crossed the finishing line in a severely battered car, but in first place. When Mercedes-Benz withdrew from motorsport after the extremely successful 1955 season, the driver’s seats of all the major brands were open to Moss. In subsequent years, he drove various marques, such as Vanwall, Cooper, Porsche, Aston Martin, Ferrari, Lotus and B.R.M. And every season confirmed once again that he was a world-class racing driver. It is true that he never won the Formula One World Championship, but he secured the title of Vice World Champion in subsequent years – as he had done with Mercedes-Benz in 1955: in 1956 and 1957 he was runner-up to Juan Manuel Fangio again and, in 1958, second place behind fellow-Briton Mike Hawthorn. In the years from 1959 to 1961, he took 3rd place in the Drivers’ Championship.







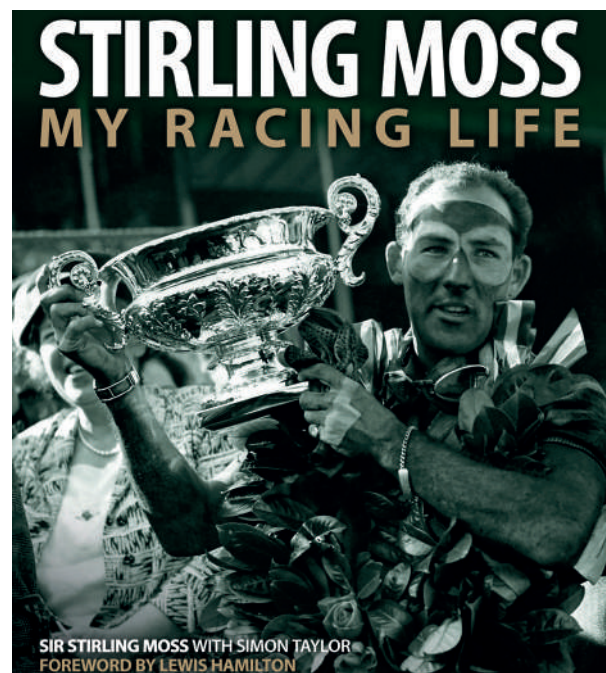


1962 turned out to be a year that changed his life. Moss was under contract to Lotus as a driver. On 30 April, he was participating in a national Formula One race, the 100 Miles of Goodwood. On the 35th of 42 laps, due to circumstances that were never properly explained, he left the track at high speed, crashed into a bank of earth and suffered extremely serious injuries. Although he recovered, about a year after the accident Moss decided to quit motorsport – his physical reactions had deteriorated and were much slower than before the accident. “If you’re not able to drive fast and safely, you should stop, if only out of consideration for your competitors,” he said.

Stirling Moss’ list of successes is truly impressive: in a total of 84 different models of cars, he took part in no less than 495 motorsport events, reached the finishing line in 366 of them and won 222. This record confirms that Moss was one of the best drivers of his time. For his services, Queen Elizabeth II honoured him with “The Most Excellent Order of the British Empire” (OBE) in 1959. In 2000, Moss was also made a Knight Bachelor, meaning he was entitled to call himself Sir Stirling. Moss was also considered a pioneer of professionalism in motorsport: as early as 1949, he engaged a manager to organise his business affairs. This was a completely new approach because, in this period, most racing drivers looked after their own commitments and negotiated their own fees. From the mid-1960s onwards, hardly any driver could dispense with a manager. The racing teams also worked differently from before and were much more closely involved with marketing partners. After his active racing period ended, Moss continued to take an active part in motorsport and was a frequent participant in historic racing and rally

events. He often took the wheel of “his” Mercedes-Benz 300 SLR in which he won the Mille Miglia and which today is one of the most fascinating vehicles in the Mercedes-Benz Classic collection. It was in exactly this racing sports car with start number 722, that Moss celebrated a reunion in 2015, precisely 60 years after his outstanding triumph, in Italy and on the original Mille Miglia route. On that occasion, he took a retrospective look at a life that had been moving and eventful and summed it up: “I’ve always been proud to be part of the Mercedes-Benz family.”

**Free Car Mag can Highly recommend this great book available from [www.porterpress.co.uk](http://www.porterpress.co.uk)**





**EVs on TV...**

# Cell Mate

Tom 'Wookie' Ford goes in search of the truth about battery cars.

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The MotorTrend App offers nearly 7,000 episodes and roughly 4,000 hours of world-leading automotive series and specials including WHEELER DEALERS, ROADKILL, FAST N' LOUD, GARAGE REHAB, OVERHAULIN', BITCHIN' RIDES and many more. The MotorTrend App is available on iPhone, iPad, and Android mobile devices, as well as Amazon Prime Video Channels and on Amazon FireTV in addition to other media players and streaming devices including Apple TV, Roku, Google Chromecast and on the web.





In MotorTrend's brand new series, performance car road tester and adventurer Tom 'Wookie' Ford is on a mission to discover whether there's a future for good old fashioned excitement in the brave new world of next-generation electric vehicles. In each episode, the self-confessed 'car nerd' will interview those in the know, drive the cars that matter, and deliver a verdict on whether or not they measure up.

#### **Free Car Mag: What's Hard Cell all about?**

**Wookie:** I am an old school petrolhead, I do fast and stupid. I always build ridiculous things and there is usually a great big petrol engine involved, but I am always interested in the tech. When it comes to supercar EVs there is a lot of rubbish talked about them, you know 'they have 2000 horsepower!' No one has actually driven them. Then there is Formula E which is not really motorsport is it? Not that exciting. So I thought I would go and investigate extreme EVs and see if they actually stand up to scrutiny. If you can convince me, then there must be something in them.

#### **Free Car Mag: What about conventional EVs?**

**Wookie:** I'm into urban electrics because they do work. When it came to the show I thought let's forget all the big questions like environmentalism and how they are produced and the whole tribalism around EVs I just wanted to find out whether they actually can be something that an enthusiast could love.

#### **Free Car Mag: Where did you start?**

**Wookie:** You know Rivian? The electric truck people, there is so much

speculation around what they have been doing, but still nothing to drive. That's why I decided to go and see what was available now. I got in touch with EV West who are mates of mine. They just do stuff that they like building. They gave me a '50s Baja Beetle, but an electric one. It was only 130hp but had 300 pounds of torque. Then we went and jizzed around in the desert and you could hear it screeching. Every single panel was moving, but it was absolutely amazing. Then I met this guy with a solar trailer with two sets of Tesla batteries in it and an inverter. He drags it into the desert, leaves it for the day, goes and has fun. Returns later on to dock with it and recharge. That means you can muck around all weekend with your Baja Beetle and nothing happens, you never run out of fuel. It's great. Back to EV West, I got to try a Manx Buggy and this one had two Tesla motors which added up to 600hp and that was slightly more intense.

#### **Free Car Mag: Did that convince you that EVs are the next big thing?**

**Wookie:** It is all about range when planning an adventure. However, the people who say they want to cross a desert, that accounts for perhaps 0.001% of them. The truth is that most of them are going to do around 30 miles off road and an electric would be perfect for them. They are really good off road. The way they make torque is perfect to tackle rocks. You can be completely digital with the throttle and they will crawl over everything. I mean you can do tank turns in an four wheel drive EV.

#### **Free Car Mag: What about speed?**

**Wookie:** We did an episode called supercars. So I went and drove a V12 Lamborghini, around Italy, but you can't do this with an EV at the moment. Couldn't drive the Lotus Evija. The Pininfarina Battista is a



**Hard Cell**

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Rimac with a different body. So I went to Rimac and couldn't drive that either, but they did say how about a go in the prototype. Only 1500 bhp and they said it was 300kg overweight with no help assistance, it was mega, but different. EVs will be mega, but different, they won't replace a traditional supercar 'cos they don't do the same job. All EVs do is screw up Top Trumps. Just don't have the same character as an engine and a gearbox.

#### **Free Car Mag: What about EVs in motorsport?**

**Wookie:** I went drag racing and I'll tell you now that it won't replace that. All the old school racers there certainly don't expect that to happen. They liked the idea of more cars taking part, maybe a new series for EVs. Where it could work though was the Trophee Andros cars, mad rear steer things on ice. These are hectic to drive with a V6 and short gearing but in the mountains because they are so balletic, are skidding around silently, it made sense. Whereas you need noise and drama for drag racing. I even tried some rallycross EVs but they haven't got the energy of a petrol car. The driving element and competition is the same, but the emotion is different.

#### **Free Car Mag: Porsches, we saw you with a load in Hard Cell were they all electric?**

**Wookie:** God no. There was no way I was going to drive exclusively electric Porsches when there were some real legends on offer. Mind you, the Taycan has some really heavy figures, 550 bhp, the Turbo around

750bhp. EVs are very new and what I wanted to find out was whether it is possible to manufacture an icon. Can you give an EV the soul of a Porsche? I decided to drive the very first 911 from 1963, then a 1976 Turbo made in the month I was born, then a 911R. They just feel right, they have commonalities. My feeling was that the Taycan is brilliant to drive and strangely does feel like a Porsche. You can't define whether it is an icon when it is brand new, it is hindsight that gives you iconography. I think the Taycan has a pretty good chance at it because it is so good. A Tesla doesn't need that character because it has always been an EV. A Porsche has to feel like a Porsche otherwise it is a fail.

#### **What EVs did you want to take home with you? Apart from the Porsches?**

**Wookie:** The Extreme E was funny as hell, that's effectively 500bhp off road buggy. Two motors and four-wheel drive. We were in Saudi Arabia and in a desert with massive rocks and it just flew around the place. That was the one that made me laugh the most.

#### **Free Car Mag: So you are 100% EV now?**

**Wookie:** Nah! I have a V8 tattooed down the right hand side of my body. I love the optimism of EVs, hate the tribalism. The incredible thing is that the people who make EVs are the same ones who made petrol and diesel ones. They are not computer geeks, these are people who love cars. There is so much going on, I could start another Hard Cell series next week.













## HONDA HYBRID & EV BATTERIES GET A 'SECOND LIFE'

THERE IS A NEW RECYCLING INITIATIVE

**H**onda Motor Europe is expanding its battery recycling partnership with SNAM (Société Nouvelle d'Affinage des Métaux) to advance the sustainable usability of its end-of-life traction batteries. The pan-European arrangement will see SNAM collect and recycle batteries from Honda's increasing number of hybrid and electric vehicles and either potentially prepare them for 'second-life' renewable energy storage uses or extract valuable materials for recycling if they are not suitable for that purpose.

Honda and SNAM have worked together since 2013, to ensure the traceability of end-of-life batteries and dispose of them in accordance with European Union environmental standards. The expansion of this agreement will see SNAM collect Lithium-ion and Nickel Metal Hydride (NiMH) batteries from across Honda's dealer network and Authorised Treatment Facilities (ATF) in 22 countries, before analysing how suitable they are for recycling and processing

them accordingly. When battery cells are damaged and unsuitable for 'second life' applications, materials such as cobalt and lithium can be extracted using hydrometallurgy techniques involving the use of aqueous chemistry. These can be reused in the production of new batteries, colour pigments or as useful additives for mortar. Other commonly used materials including copper, metal and plastics are recycled and offered to the market for use in the production of a variety of applications.

Dealers can arrange and request the collection of end-of-life batteries for treatment and recycling through SNAM's dedicated online platform. Collection can be arranged from centralised storage hubs within 15 working days, so that dealers do not have to store batteries at their premises. The agreement applies to large 'traction' batteries used to power motors in hybrid and electric vehicles, as opposed to smaller batteries used for ignition in petrol or diesel cars.



The Citroën Origins virtual museum is being expanded with the inclusion of engaging archive footage from the Institut National de l'Audiovisuel in France. This is a wonderful opportunity to explore the past. This is located in the VINTAGE RECORDS section of the website. It includes celebrities, from Pompidou via Roland Barthes to Bourvil, design and technology epic journeys and other motoring adventures, plus details on many epic races and rallies.

Launched in 2016, the Citroën Origins virtual museum is a special destination providing an immersive experience of the brand's heritage. The website brings together a collection of over 80 iconic Citroën vehicles. It is accessible in 65 countries, with 2.7 million visits since its launch. The website provides an innovative, 360° and fun experience on-board various classic models, in 3D (interior/ exterior) and with sound.

[www.citroenorigins.com](http://www.citroenorigins.com)



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# ICONIC I8?

**T**he BMW i8 their BMW first plug-in hybrid model. It laid the foundation for the BMW Group's now broad range of plug-in hybrid models. At the same time, the BMW i8 developed into the world's most successful sports car with an electrified drive system. With more than 20,000 examples sold since 2014, it achieved higher sales than all competitors combined.

The control of its plug-in hybrid system was designed both for dynamic power delivery and for the most efficient interaction of the two engines. The combustion engine with BMW TwinPower Turbo technology transfers its power to the rear wheels. The electric motor drives the front wheels. The result is a hybrid-specific all-wheel drive with a noticeably positive influence on traction, agility and driving stability. This, and the spontaneous power delivery of the electric motor with a maximum torque of 250 Nm available immediately from standstill, means that the sporting character of the BMW i8 also comes into its own in purely electric and therefore locally emission-free driving. Up to 120 km/h can be reached in pure electric driving mode. The combined drive torque of both engines unleashes inspiring performance characteristics in the style of a high-performance sports car.

The Leipzig production plant is currently producing the 200 vehicles of the limited Ultimate Sophisto Edition of the BMW i8. One of the edition models was already manufactured in December 2019 as the 20,000th example of the plug-in hybrid model. Sales figures are well ahead of other classics such as the BMW M1. There were only 399 of those made for road use. Now that was a proper icon. The i8 is interesting, important and possibly iconic. Just not yet. Certainly deserves its place in the museum, just needs to do something heroic on the track before being driven onto a pedestal.



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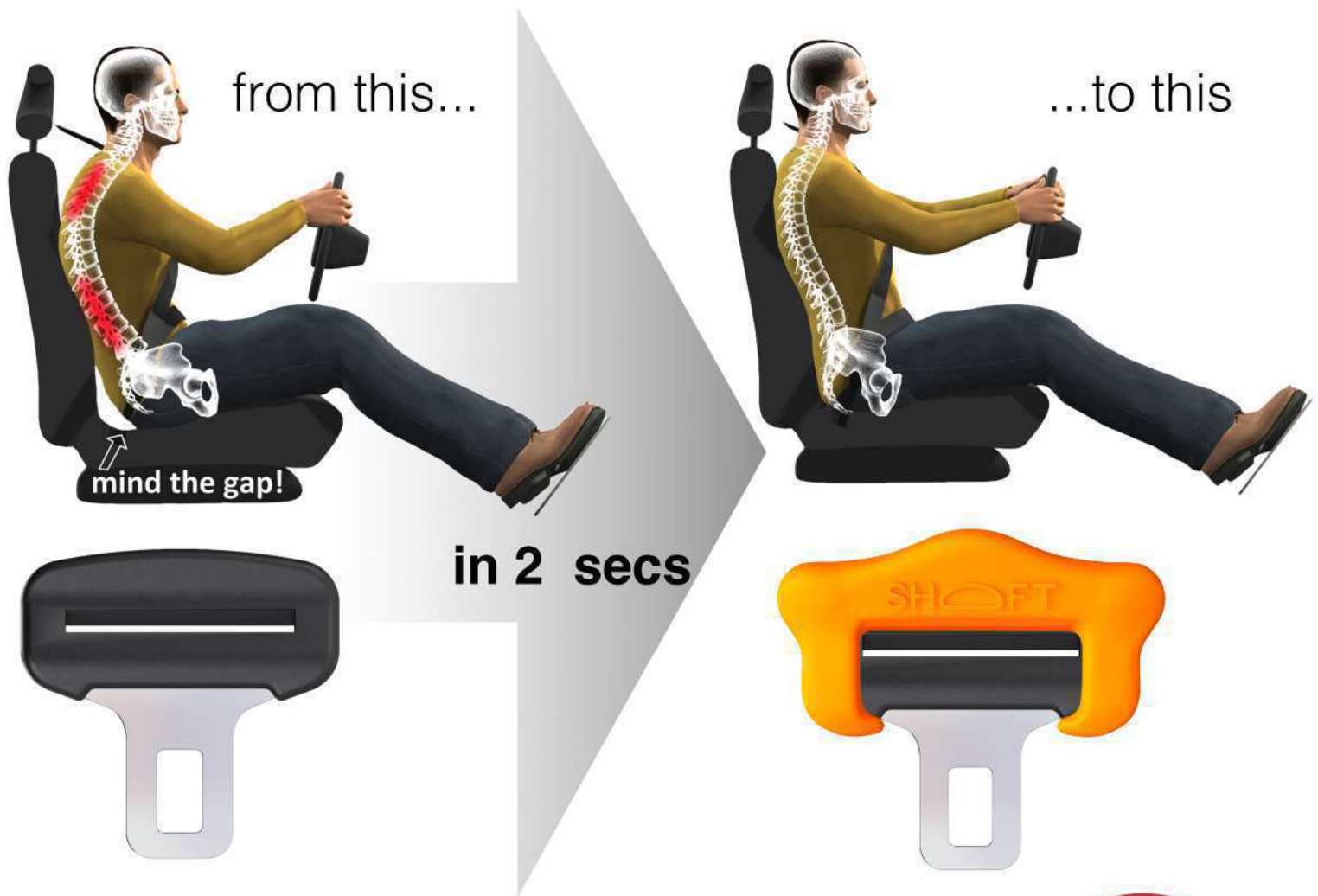
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# IN CAR CONVENIENCE

## Groov-e: a 2-in-1 wireless car charger and phone mount

That's what it is and Free Car Mag is rather attached to ours as it lives on our VW Golf. We went for the air-vent rather than the suction window mounts. When it comes to placing a phone in the cradle, the Groov-e Wireless Car Mount uses infrared technology, making it easy enough to be operated with one hand. The sensor detects the device, automatically opening and closing the clips to grip it firmly and securely whilst still ensuring access to all ports and switches. It even makes a winningly cute sound as it grabs the phone. Then simply press a button for quick release. The Groov-e Wireless Car Mount features fast wireless charging so users can easily top up their battery while they drive and not worry about whether it's being drained by the use of GPS or streaming music through their phone. It's compatible with all Qi certified enabled smartphones between 3.5" – 6.7". We love ours, it has changed the way we commute.

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# Szanto Icon

## Roland Sands Series

From Time Concepts Icon Series Designed to Exemplify Sands' Legacy of Racing

Roland Sands is an American motorcycle racer and designer of custom high-performance motorcycles. "I'm honored to partner with Time Concepts on the design and introduction of the Roland Sands Icon Watch," said Sands. "The resulting watch is a timepiece that embodies the love and passion that I have for racing, the motorcycling community and innovative design."

The watch is rugged, tough, and dependable, crafted with a satin brushed stainless case with screw case back, a scratch resistant mineral crystal, and 100 meters water resistance. The strap is made of USA-sourced Horween leather, famous for its beauty and durability – it will quickly pick up the look of well-worn motorcycle boots and jackets and take on a vintage patina adding more character the longer it is worn. The straps feature easy on/off fingernail pull spring pins to allow for strap changes in a matter of seconds. However, the most impressive aspect of the design is raised padded ribs on the strap that emulate the beautiful stitch treatments seen on Roland's signature jackets that are revered and collected all over the world.

Szanto ICON Signature Series: Roland Sands watches retail for \$225 and are available for purchase online

[www.timeconcepts.net](http://www.timeconcepts.net)

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on land, at sea  
and in the air

**RICHARD NOBLE**



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Best known for Thrust 2, which brought the Land Speed Record back to Britain in 1983, and for the supersonic Thrust SSC, which set the current record of 763mph in 1997, Richard Noble has written the book to share behind-the-scenes insights into his projects and explain the immense difficulties in bringing them to fruition. Richard Noble says: "Without the people and companies I include in the book, none of my record attempts would have been possible. I think that their story needs to be told, to be shared with those who have followed these record attempts and who rightly feel pride that the Land Speed Record is still held by a British vehicle. I'm excited to be working with Evro to bring these stories to the world, not only in print, but in digital and audio formats too."

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## Lexus NX

# PREMIUM SPORT

The Premium Sport Edition (not actually pictured, but close), is available for the entry-level NX model, with a matching black finish for the Lexus spindle grille, door mirror casings and lower rear bumper, plus it rides on a set of 18-inch F Sport alloy wheels.

This Edition has a 10.3-inch multimedia display, 10-speaker audio system with DVD player, Blind Spot Monitor and Rear Cross Traffic Alert, door mirrors with auto-dimming and reverse-tilting functions and power steering wheel adjustment

These come in addition to the contents of the established NX Premium Pack option, including Tahara man-made leather upholstery, smart keyless entry, heated steering wheel, LED fog lights and cornering lights, power tailgate, rear privacy glass, wireless smartphone charger and illuminated door handles with puddle lights.

Free Car Mag is looking forward to seeing one up close.







Toyota's Gazoo Family Hatch

AVAILABLE:  
 NOW  
 £27,144

## COROLLA GR SPORT

Features wide honeycomb mesh pattern for the front grille and piano black surrounds for the grille and fog lights. There is a black insert in the rocker panels and the new 18-inch black alloy wheels have a contrasting bright machined finish to the tips of each spoke and red GR centre caps (17-inch diameter wheels in the same design are featured on the Touring Sports model). At the rear there is a silver insert in the lower bumper, creating the look of twin tailpipes and a diffuser. The finishing touches are black backgrounds for Toyota emblems on the bonnet and tailgate, official GR (Gazoo Racing) badging and the option of a new Ash Grey paint finish. Inside, sports front seats, upholstered in fabric with a dedicated pinstripe pattern and so much more.

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The price is revealed...

## NEW VAUXHALL INSIGNIA

With best in class CO<sub>2</sub>s and fuel economy, the Insignia is refreshed for model year 2021 with an all-new range of fuel-efficient engines, revised technology and a bold and attractive exterior design. Vauxhall's new Insignia consumes up to 18 per cent less fuel than the outgoing model thanks to powerful new high-efficiency engines. The new Insignia is available to order now in SE Nav, SRI Nav, SRI VX-Line Nav, Ultimate Nav and GSi trim levels.



## FUELLING ALARMISM: CLIMATE WARNINGS ON FUEL PUMPS



The call for cigarette packet-style warnings on petrol and diesel pumps demonstrates a lack of understanding of the difference between cigarettes, cars and reality.

The suggestion comes from an opinion article in the British Medical Journal (BMJ), which seems to have become yet another vehicle for environmental alarmism linked to social engineering. Perhaps it would be more appropriate to place 'flood risk' labels on homes built on flood plains so buyers are fully aware of the risks.

ABD Environment spokesman Paul Biggs said: "It's a sad fact that environmental research has become highly politicised by being well funded if suitably alarming statistical links can be made with adverse health or climate outcomes. This helps to underpin government policy agendas such as supporting more taxation and mobility restrictions. People who rely on petrol or diesel vehicles cannot discard them or give them up like a cigarette. A much more relevant label would show the proportion of fuel tax paid per litre, which is currently well over 60% and provides the Treasury with £28 billion in revenue per year. This is a real economic benefit compared to the overall negative costs of extreme climate and air pollution policies."

The article also tries to change name of the current Interglacial period known as the 'Holocene' to the 'Anthropocene,' but maybe 'Adjustocene' would be a better description given all the data adjustments that have made the past cooler. The authors also demonstrate a lack of understanding of the much hyped and extremely costly Paris Agreement, which even if implemented in full (it won't be) would only reduce global temperatures by 0.05C by 2100.

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# Grease Junkie

"the best way of learning which has worked for me, is to ask lots of stupid questions"



# Mechanic, engineer, inventor, TV and YouTube star Edd China writes a brilliant book out now in paperback



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**A**s co-presenter of Wheeler Dealers, Edd China entertained fans for 13 years, reaching 200 million global viewers at the show's peak. However, he's first and foremost a mechanic, designer, engineer and inventor, with a gift for making complicated stuff easy and fixing almost anything.

## WHAT IS THE BOOK ABOUT?

It's a collection of ramblings and diversions an insight into my head perhaps. It is loosely based on my slightly mad projects which seemed the best way to organise the book.

## SO IS IT A BUNCH OF STORIES DETAILING HOW YOU GOT HERE?

It is not really an autobiography it is more of a memoir. I've heard that books and chapters tend to write themselves and that is certainly what happened here, we started with a title and then the story went in an interesting direction.

## WHAT IS THE REASON FOR WRITING THE BOOK?

Virgin suggested it to me and I had not even considered it before. It has been carthartic, but fascinating and fun. I feel I have used up 40 years of material and I have to think about what I could possibly put in the next one.

## DID YOU LIKE CARS WHEN YOU WERE YOUNG AND DID YOU MUCK ABOUT WITH THEM?

I was a Lego kid I grew up building and taking things apart, I always wanted to know how things worked. The car thing did happen later. I remember going back and forth to my uncle's on the motorway and being able to name every single car, but I wasn't into cars as such. Then later when I got my first car I realised that I didn't actually know how they worked. That is when the obsession actually happened.

## WHAT WAS YOUR FIRST CAR?

1303 Beetle in Texas yellow.

## GOODNESS ME THAT WAS A COOL CAR, BUT PROBABLY RUSTY...

It was nice and shiny and a CAL look as well. It did though fail its first MOT because of quite extensive rust. So learning all about cars was a

baptism of fire, I had to knuckle down and get on with it.

## WHEN DID YOU ENTER THE MOTOR TRADE?

I had a Saturday job at a place called Just Campers who specialised in Volkswagens. Then I had a job where I weighed in scrap cars. You would go and collect something and then end up with it in your own back yard. Once I started doing that it became hard to stop. I saw useful parts on all the cars I collected. It was also a good living when you could at one point get up to £200 a ton, then it went down to a £1 and then people had to pay to have it taken away.

## WHEN DID YOU DISCOVER YOU HAD A KNACK FOR TELLING PEOPLE HOW TO WORK ON CARS?

It was almost accidental I guess, I became involved in a show called Panic Mechanics that was my first brush with television. They wanted to do a show that was like Scrapheap Challenge but a bit more aesthetic. I did the pilot then was involved for the whole series. I was in the right place at the right time. Then the Wheeler Dealers thing happened and I nearly didn't go to that interview. By that time I was very involved in my Cummyfy Banana Company building my weird vehicles. I was very lucky that it all worked out in the end. Initially I was hired just to do the work. Then I started explaining things and doing a bit here and there and it became a thing. There are obviously better presenters out there and mechanics, but it seemed that I could do the two of them. It is fun to explain stuff, but also to understand it and it seemed to work out all right.

## WHAT DO YOU WANT READERS TO TAKE AWAY FROM YOUR BOOK? IS IT TO GO AND MESS ABOUT WITH CARS BECAUSE YOUNGSTERS DON'T SEEM TO BE AS KEEN NOW?

There was the custom car scene in the '50s when guys got back from the war and wanted to make really fast, distinctive cars to their own design. They had to go and do it themselves as the parts they needed were not on the shelf. These though you can even buy vans that quick and you can have almost whatever specification you want straight out of the factory, so it has all changed completely.

I can understand why kids now don't find it so rewarding. There is though all the old stuff, like VWs that you can mess around with. Now there is the whole Electric Vehicle world, it is the electrification of classics. One day if we let it happen, then classics will become the next pariah. So maybe the best thing is to engineer them properly and sympathetically now, so they can be returned to their original powerplant if required so that their value is maintained. It would make a lot of classics much more reliable and very economical. I think it is all about staying curious, understanding how things work and for me that is where the joy comes from.

## AFTER THE BOOK WHAT COMES NEXT?

I am intrigued by the whole book writing discipline, which was stressful as we went right up to the wire with the deadline. I'll definitely do another one and have some cunning plans on what that will be about. We have a couple of TV ideas that we are playing around with. I want to do them properly. I just have so many things on the go and last year it was an electric ice cream van and we have to finish that off. So long as I am entertained I am happy.

## WHAT SORT OF CARS SHOULD FREE CAR MAG READERS THINK ABOUT BUYING?

I would go back to Volkswagens but the trouble is they are going way up in value and that is the same for the original mini. I would still go for any classic with a big following because there are stores where you can go and buy parts for them. In America you can almost build a Ford Mustang or Chevy Bel Air from nothing as just about every part is still available. Over here apart from VWs and minis it would be the Mazda MX-5 which is a fantastic driver's car and there are lots of parts for them. I think saving a classic when there are just two left is a brave and worthy thing to do but you will be in a whole load of trouble if you don't have the skills. So it is best to ease yourself in gently. Ideally you need to find good clubs as you will always find someone else who has done what you are trying to do and will have lots of advice and information. That is the best way of learning which has worked for me, is to ask lots of stupid questions.

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## FCM 84

We are planning something of a departure for the next issue. A bit hard hitting and controversial even. Then again, if we get really busy that might have to go on the back burner. Or we could be having an unplanned ride in one of these. Whatever happens we look forward to seeing you next time...



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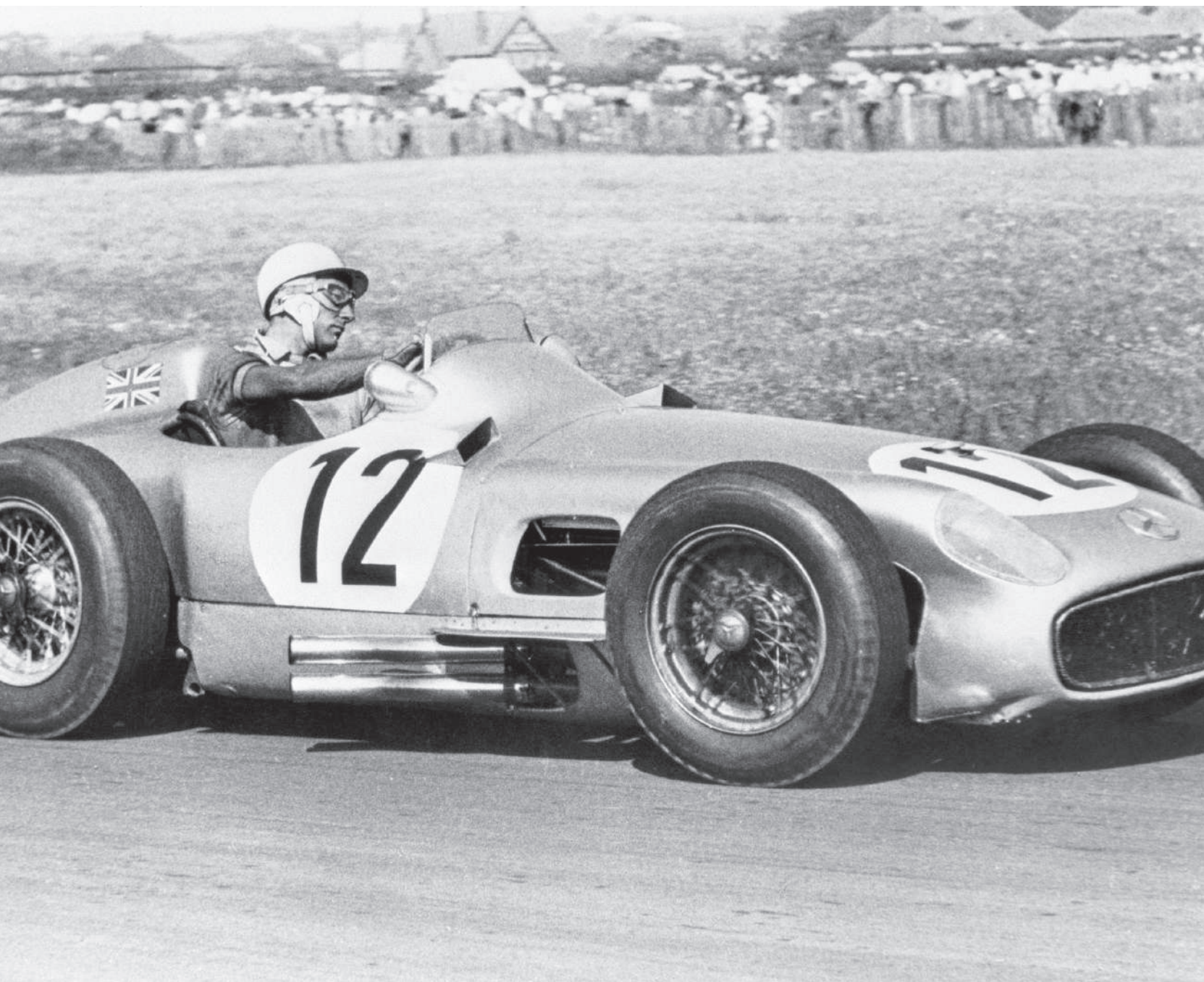
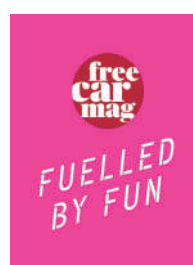
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Next Time



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TOAD OF TOAD HALL

the 200 year  
War

on the  
Motorist



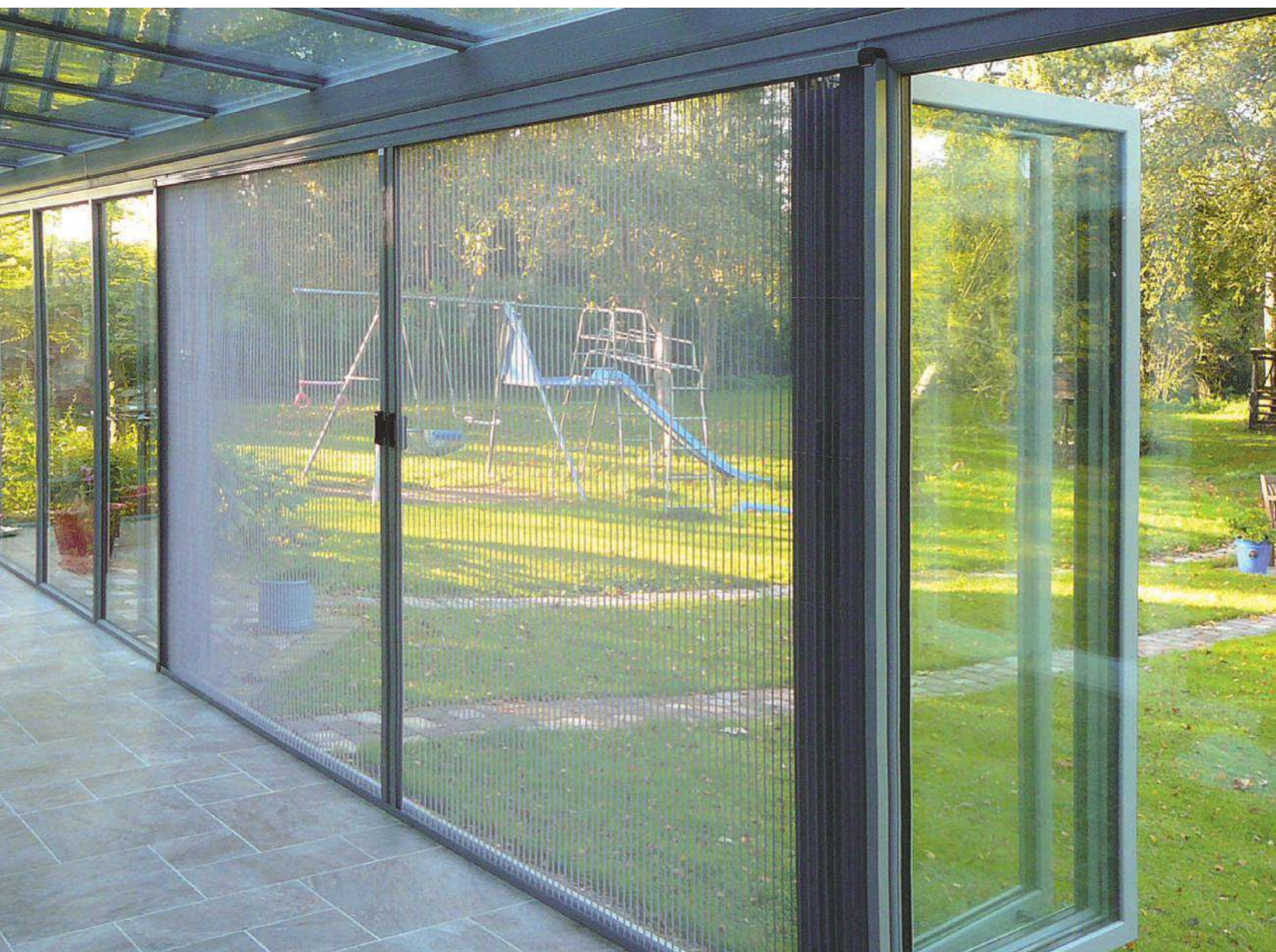
All the Motorist wants to do is finish their journey, get to work, or visit their mum. Trouble is, there's an ultra low emission zone, or a new road toll to contend with. Meanwhile, some soft headed climate extinction protesters have glued themselves to the dual carriageway. Not only that, the Motorists' car is subject to a manufacturer recall because the exhaust emissions were tested on the wrong sort of monkey. They have been Demotorized.

Motorists have been under attack from all sides ever since they proved it was possible to make your own way in the world behind the wheel of a self-propelled vehicle in 1803. Whether it is the government, international busy bodies, or someone wearing Lycra, Demotorization is their aim. Meanwhile, Toad of Toad Hall, has joined the Gilets Jaunes...



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