

free car mag

Get the
Look



Are Classic Cars Rubbish?

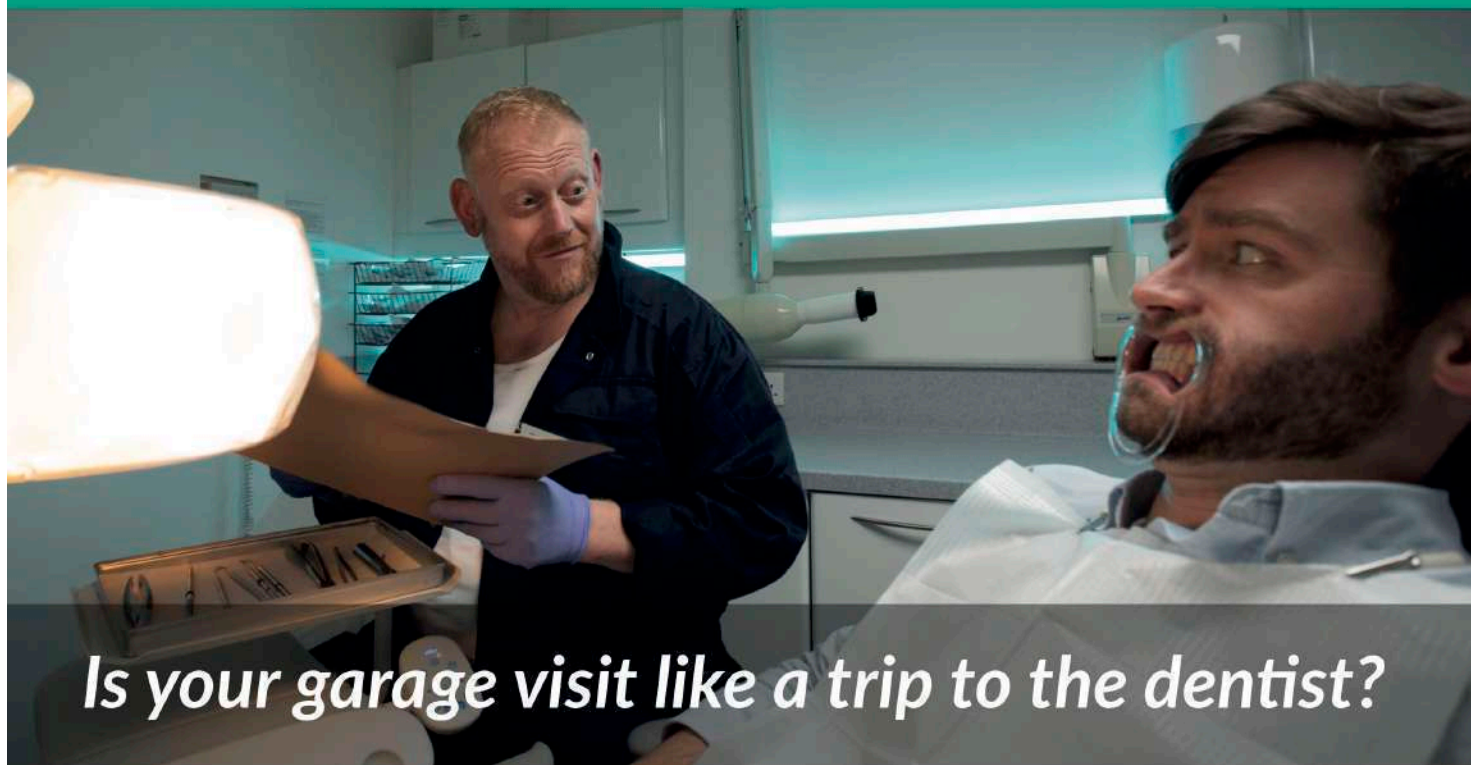


We also ponder the point of modern motors and fail to review the new Scooby Doo film.



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Excellent: 4.7/5



freetorial

This is probably the best edition of your favourite Free Car Mag. I might be biased but we have writers who are passionate, opinionated and well informed.

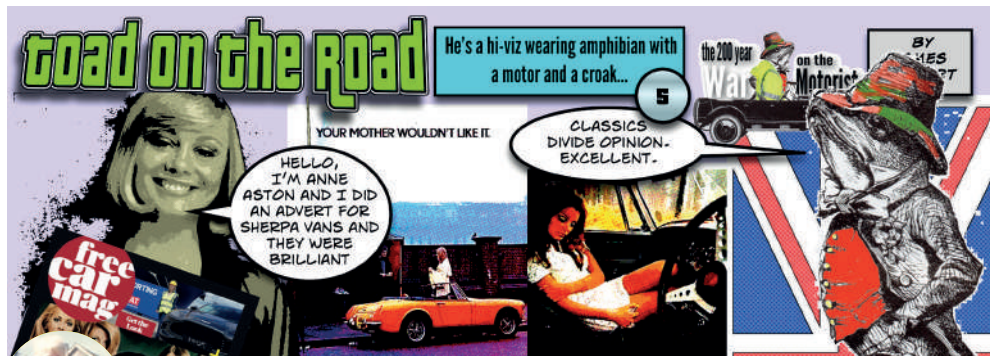
Indeed, Matthew Corrigan felt so strongly that some old Bangers are being lauded as classics, he had to get it off his chest.

Incidentally, please buy his excellent books. As a counterpoint Kiran Parmar highlights the trouble with new cars and Dr. Ken German tells us the most remarkable story involving a Fiat 126.

In order to keep us going it would be really nice if you would like to sponsor Free Car Mag. For a modest amount of cash money a company will get a magazine with their logo on it. We might be called Free, but it has never been free to run, we really do need some support. Incidentally FCM has always been print ready, even after we stopped printing, so if you wanted a real mag to thumb... Get in touch if you are interested, or know someone who is.

See you next time.

Twiggy reminds Free Car Mag that her Clubman is adorable...



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**FUELLED
BY FUN**



www.scoobydoo
fandom.com
reckons the
Mystery Machine is
a 60s Ford Taunus
Transit Van, with
a small block 221

SCOOB! IS OUT TO DOWNLOAD AND WATCH NOW

We haven't seen and quite possibly never will what is the first full-length animated Scooby-Doo adventure for the big screen is the never-before told stories of Scooby-Doo's origins and the greatest mystery in the career of Mystery Inc. Anyway, we always loved The Mystery Machine as a sort of cool Ford Thames van. It is an origins story and we understand that the only characters we care about Scooby Doo is a fun-loving former rescue dog from Venice Beach, and his human mate Shaggy is just a stoner. You can watch a fairly entertaining premiere and you can go to Walmart to buy T-Shirts and toys right here <https://www.scoob.movie>



JENSON BUTTON + MCLAREN CUSTOMER RACING

2009 Formula One World Champion Jenson Button headed a strong line up for McLaren in the new SRO E-Sport GT Series which included McLaren factory drivers. That didn't help when Louis Deletraz won the Pro championship for Porsche and the title win went to Aston Martin. The SRO E-Sport GT Series was decided at Kyalami bringing the curtain down on the five-round championship. Not quite as exciting as a real race with real cars and people. Hopefully all that fun will return very soon.

We've teamed up with

Tractor Ted

Each Isuzu has a
125,000 mile / 5
Year warranty and
5 years UK and
European roadside
assistance.



ISUZU D-MAX TEAMS UP WITH TRACTOR TED

Yes, even more cartoon fun at Free Car Mag this time. Universally loved by children and parents alike, Tractor Ted helps educate children on modern farming practices through a series of charming films shared via YouTube, to over 40,000 channel subscribers. Fitting naturally into the agricultural setting, the rugged Isuzu D-Max is put through its paces on many of Tractor Ted's adventures around the farm alongside Midge the dog and Merlin the pony.

Away from the cameras, the Isuzu D-Max Utah also mucks in with Farmer Tom, real name Tom Wheeler and a central character in Tractor Ted, for the day-to-day running of the 200ha organic Highchurch Farm in Somerset where its one-tonne payload and 3.5 tonne towing capacity are put to good use ferrying around machinery and produce.

Forming part of the 'All-Purpose' range, the Isuzu D-Max Utah that Farmer Tom drives appeals to those who want to get the most out of their vehicle. In addition to its loading and towing capabilities, the Utah is equipped with plenty of convenient features like Automatic Air Conditioning, Keyless Entry and Push Button Start System and 7" Multifunction Colour Touchscreen with a DAB Radio, Bluetooth and Satellite Navigation.

Farmer Tom commented: "The D-Max is a tough, hard-working workhorse yet with the comfort of a family car. I can carry dogs, sheep or fencing stakes in the back and still carry the kids in the main cab! I already drove an Isuzu before replacing it with the Utah having been introduced to it by hill sheep farming friends who recommended its robust nature. I haven't looked back. The 3.5 tonne towing capacity is also really handy around the farm and I love that I can flick from 2-wheel to 4-wheel drive at the switch of a button. I really can't fault it in any way".

William Brown, Isuzu UK Managing Director, added: "We're delighted that Farmer Tom uses an Isuzu D-Max to help him with his daily work on the farm. This capable, practical and reliable truck is perfect for hardworking environments and we're very pleased that the D-Max can participate in these informative and educational episodes of Tractor Ted."



SPOTTED
OUT AND
ABOUT

JOSÉ MOURINHO BECOMES AUDI AMBASSADOR

The Tottenham Hotspur head coach has just taken delivery of an Audi Q8, a striking coupé-SUV with sophistication in every detail, at the Tottenham Hotspur Training Centre. The Q8 features the very latest state-of-the-art technologies, including the Multi Media Interface with dual touch screens, a fully digital virtual cockpit, HD Matrix LED dynamic headlights and, of course, the iconic quattro all-wheel drive system. It's the perfect match for a manager synonymous with style, excellence and innovation. José Mourinho says: "It is a great privilege to become an Audi ambassador. It is a luxury brand with a phenomenal reputation for quality, technology and safety around the world. Audi UK has been a great partner to my club, and I look forward to working with them myself."



On the
Pitch



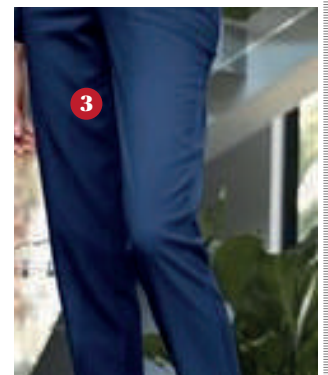
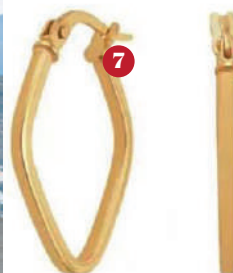
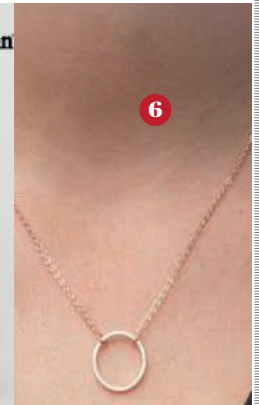
Get the look

LIZ TRUSS + FIRST LOOK AT ASTON MARTIN DBX

International Trade Secretary Liz Truss visited the Port of Southampton to see Aston Martin's first luxury SUV ahead of the cars being shipped to the United States later this summer Truss said, "It's great to see an iconic brand like Aston Martin showcasing the best of British design and engineering with the launch of the DBX, while creating jobs and new opportunities in Wales. The UK automotive industry is one of our great success stories, and we will continue to push for a US trade deal that removes barriers for British car manufacturers like Aston Martin." Anyway, we love a hard hat and Liz in High Vis and just wondered whether it was possible to get that dockside look.

Liz Truss

- 1 Aston Martin DBX £158,000
- 2 Blazer - Next £45.00
- 3 Trousers - next £26.00
- 4 Boots - New Look £17.00
- 5 T-Shirt - Peacocks £4.00
- 6 Necklace - Not on High St £16.00
- 7 Earrings - Argos £39.99



British Fail Land



Matthew Corrigan explains why not everything from the old days is a classic...



Style. It's hard to define, but easy to recognise.

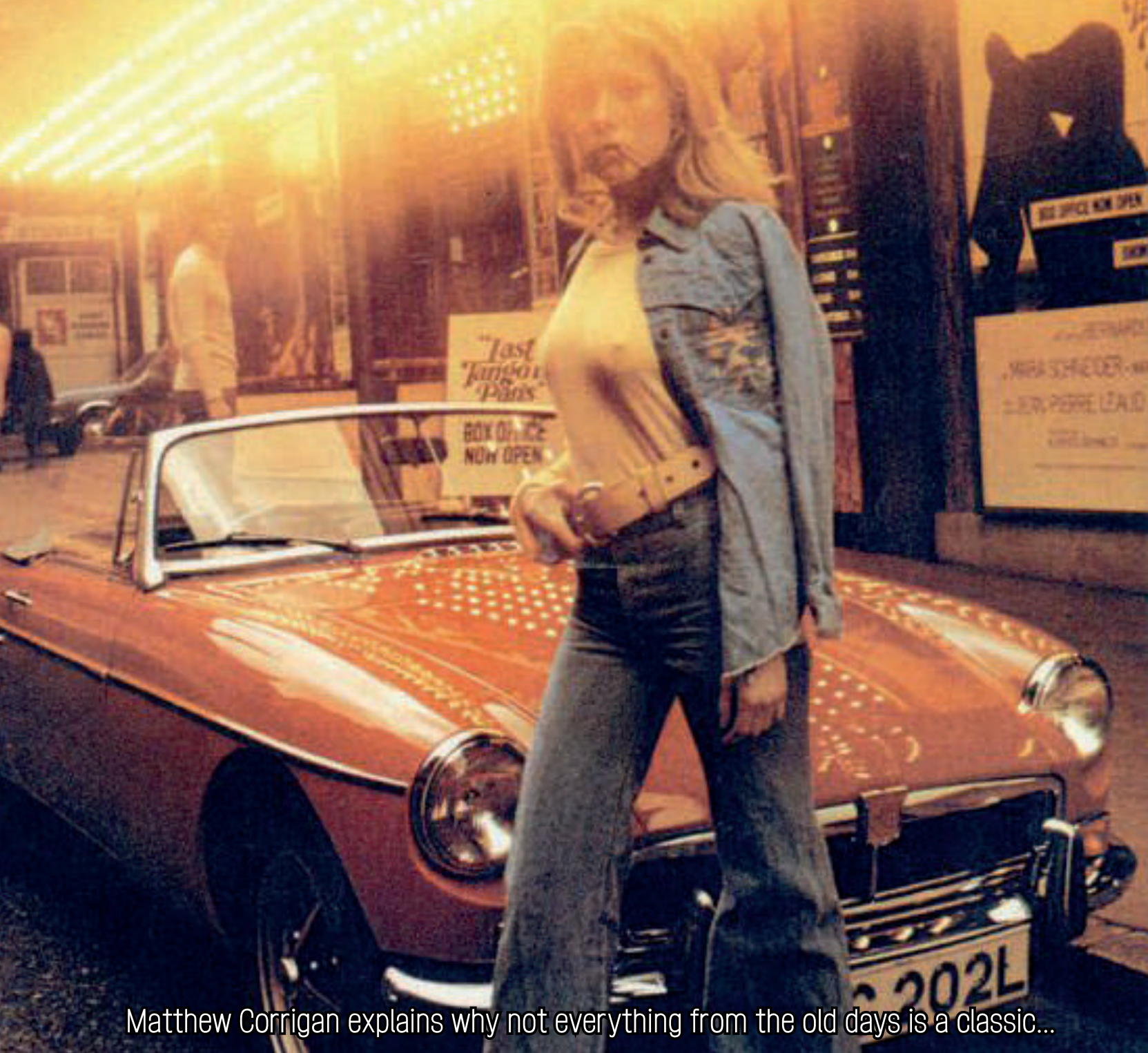
There is madness abroad. Perhaps it's the unexpected blast of early sunshine, perhaps it's a manifestation of the cabin fever that has afflicted us all as we hide ourselves away, watching normality recede by the hour. Or perhaps it's just Twitter, the seething cauldron of bile and anger that all-too-often boils over, bubbling and frothing its way into real, actual life. Either way, there is madness, and it shows itself a little more with every passing day.

I refer, of course, to the growing nostalgia for British cars of the seventies, possibly the most misplaced donning of rose-tinted spectacles ever to take place. I'll not bother with the endless and confusing changes of brand names as marques fell in and out of favour throughout the period – Triumph, Morris, Rover – who really cares? To all but the most obsessed, the words British and Leyland are fine as a catch-all to encompass the sort of things I'm talking about. Dolomite, Princess, Ital, Allegro... an abject litany of awfulness. Many of the new fans of the breed appear rather young. There are, however, those of us who remember only too well.

I was but a small boy when my father collected his Princess (2.2 HLS, white with vinyl roof), thus beginning a period of ownership he would regret almost instantly. Even as he drove it proudly home from the Leicester supplier, telephone lines were burning between the dealership and his office (this was before smartphones, before mobile phones and even before car phones were commonplace. When Dad's bosses suggested installing such devices some years later there was open revolt throughout the company. Nobody wanted to be connected all the time – imagine that). These days a PDI might miss a smear of protective wax on the inside of a door frame. In 1978 it was entirely possible that a car could leave the showroom with important parts missing. This was the case with Dad's Princess. The dealer was urgently trying to recall the heap, even as it was blasting up a lightly-trafficked M1 on its very first outing. Dad arrived home to a message imploring him to take the car straight to the local BL outlet, where it spent the first three weeks of its life waiting to be completed. In fact, during his two year tenure, the cheesy lump would



YOUR MOTHER WOULDN'T LIKE IT.



Matthew Corrigan explains why not everything from the old days is a classic...



The new Austin 1800, 1800 HL and 2200 HL.

become a regular guest of Kenning's, breaking down being the only thing it did with any semblance of reliability. And Dad, so embittered by the experience, would never again patronise the indigenous car industry.

Having related this, I shouldn't forget that this was the seventies. Everything was crap. But most other manufacturers managed to make products that at least looked up-to-date. A Lancia Beta could still appear cool even sitting on the hard shoulder, its owner watching nervously as great clouds of steam boiled out through its shonky panel gaps and the 'aftermarket' holes in its bonnet and wings.

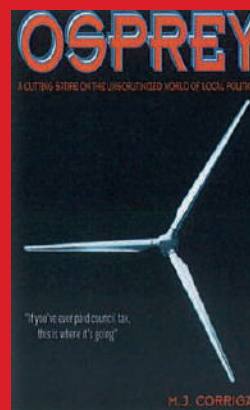
With the honourable exceptions of the undoubtedly svelte Rover SD1, the drophead TR7 and, at a push, the weird-looking aforementioned cheese wedge, every new model that rolled off the production lines at Cowley, Speke, Longbridge and the myriad other places that were constant features on the six o'clock news seemed to have arrived a decade too late. Even the halo models couldn't carry it off. Yes, I know it had that head and could allegedly get to 120, but park a dowdy, pipe and slippers Dolomite Sprint next to a droop-snooted, fishnet-upholstered RS2000 and which one are you going to take home? Exactly.

Too much has already been written about the Allegro and Marina. Frankly, they are too easy a target. The Maxi, though, is seeing something of a resurgence in internet popularity. Why? Okay, so Sir Alec created a cavernous hatchback with acres of space and comfort but come on, look at the bloody thing. It's the only car I've ever seen that cowers. I vaguely recall a neighbour bringing home a brand new Maxi in a kind of light gold colour that I can't be bothered to Google. Ready to embrace the heady, go-getting years to come, it had a bold '2' graphic on its tail. And black bumpers. Stirring stuff.

The seventies were fundamentally crap and BL fitted right on in. The only good thing about the whole decade was that everybody smoked so there was a plentiful supply of fag packet foil for fixing your knackered points. By all means keep, fettle and drive these heaps but kindly stop the proselytising. Those of us who remember are not going to subscribe to your beliefs. No amount of fetishising the 1970s can change the facts: British Leyland cars were always pretty dismal things. The intervening years have not been kind. They were, and utter, abject rubbish.

BOOKS BY MATTHEW CORRIGAN

THE MANCHESTER HEINKEL: THE FORGOTTEN TRUE STORY OF THE HEINKEL THAT CRASHED IN HAZEL GROVE



OSPREY: A RAZOR SHARP NOVEL THAT LIFTS THE LID ON LOCAL GOVERNMENT LUNACY

PEUGEOT 205 GTI

In this readable and engaging book, Peugeot 205 GTI enthusiast and author Matthew Corrigan tells the inside story of one of the most successful cars of the 1980s and 1990s, the Peugeot 205, focusing particularly on the GTI 'hot hatch' versions.

AVAILABLE AT ALL PLACES WHERE YOU CAN BUY BOOKS.



The Trouble with Modern Cars

Kiran Parmar bravely tackles the tricky subject of what makes modern motors tick...



Audi Q4 e-tron take two concept proving that there is more ugliness to come

Modern cars - you either love them, or you hate them, or at least some of them.

Let's begin by taking a look at the new BMW 7-Series, which should be the dictionary definition of ugly.

The grille is all wrong, too big and in your face. The side profile looks heavy and cumbersome, sort of pretending to be a Rolls Royce, whereas it is supposed to be dynamic, the ultimate driving machine. Perhaps BMW have forgotten their iconic advertising slogan.

Compare the new 7-Series with the much better-looking older E38 version that Pierce Brosnan drove in the 1997 Bond film, 'Tomorrow Never Dies.' What a great looking and well-proportioned car that was. When 'Q' handed over the car to Bond and he proceeded to take it for a remote controlled 'test drive', it looked agile and purposeful. That was a cool car, everyone wanted that model. Would today's Bond bother with the new 7-Series? Doubtful.

Certainly the styling of some modern cars can be questioned. Most manufacturers look like they are trying to copy each other resulting in a bunch of cars that all look like facsimiles of one another. Sharp lines, huge ugly grills, and no individuality.

I think we all long for the days when each marque had its own unique identity. Take the Volkswagen-Audi Group for example, all their cars look like each other and underneath they are all practically the same. Even the rear of the new Bentley Flying Spur has a Skoda Superb look about it. Same story with interiors. Analogue dials are being replaced with large touch screens, so it feels like driving a laptop. Another retrograde step is the number of computers and sensors inside modern cars. A 2006 BMW 325i doesn't even have a dipstick in the engine so you cannot physically check the engine oil level. The onboard computer simply tells you if the engine oil level is okay and if not, it tells you to add 'x' amount if it thinks it is low. However, is it low? Perhaps the sensor is faulty, and you end up adding too much oil. Why can't we have a simple dipstick?



Wonder why some call it the Nissan Puke?



Inside a Tesla 3



...offering rather a more protection than the 1997 crash



Picture of proper analogue instruments by Kiran Parmar



Wot, no dipstick? Picture by Kiran Parmar

Not that many decades ago motorists used to work on their own cars, but with today's computer controlled everything, today's folk are simply too scared to do anything. When was the last time you saw someone in your neighbourhood doing any work on their car? Open the bonnet of any modern and you are greeted with layer upon layer of plastic covers. It is as if your car is telling you, "Don't even bother, take me to the dealership." It really does seem that modern cars have made us stupid. Another concern is Hybrids. They may seem like a good idea, however the cost of replacing a hybrid battery is not cheap. Toyota's own figures reveal that it starts from: £1,154.74 for a Yaris Hybrid battery and go all the way up to £6,504.16 for a Prius Plug in battery. That's before the question of environmental disposal of the batteries is even considered. Then there is 'Keyless entry' which is a security nightmare. Car thieves are getting smart and making clones of your key to open your car, push the start button and drive it away. Also, the idea of an app on our phones to unlock our cars seems a bit pointless and potentially another security nightmare.

Surely modern cars must have something going for them? Well, that would be safety. They are all packed full of safety equipment, from airbags and collision avoidance systems to traction control. A five-star Euro NCAP crash rating is also a must. Indeed, a visit to the Euro NCAP website is fascinating and rather alarming. Compare how a 1997 model and 2019 model BMW 3-Series fared in the Euro NCAP test. The photos are sobering and a testament to how safety has improved. However, there is a small price that we are paying for all this safety - cars are getting bigger and wider and it certainly feels like parking spaces are getting smaller. There is a trade off. Older cars are handsome, cheap to run and so very cool. New ones are rather more expensive, ugly, difficult to run, but they are less likely to kill you.

The choice is yours.



Fiat 126 vs Coppers vs Isle of Man TT

Dr. Ken German tells us one of the most remarkable tales of sheer
bloodymindedness, herosim and derring do.
Find out who won this epic battle.





I have always been a Fiat fan and owned at various times most of the models popular in the 1960s and 1970s all of which I used as 'mileage' cars to get around London and the Home Counties in my job as a Detective.

My pride and joy weekend car was a fabulous grey Fiat 124 Spyder which I adored until it was nicked that is, and no I never found who took it which is just as well (for the thief) because summary justice was dealt with differently back then.

In 1973 petrol rationing reduced many drivers to public transport or cycling but the CID made use of a long in the tooth very temperamental Fiat 500 kindly loaned by a car dealer who was taking a 12 month break at one Her Majesty's holiday camps.

I remember at the time the difficulty we had of fitting three CID officers in this little car particularly when we had a violent prisoner with us - Fiat definitely had not thought this through.

I was introduced to the Fiat UK representative at a CID dinner at that time and suggested improvements could be made and he made the offer of the loan of a new Fiat 126 which he challenged me and four others to break on a continuous 7 days and nights road test if we could. If we did break it without contravening any traffic laws or unreasonable driving then I could have it or what was left of it.

On the first day of August 1973, five cops of varying sizes all members of the Metropolitan police motor club gathered on the Glencrutchery Road in Douglas on the Isle of Man, the start line for the famous annual TT motor cycle races and were presented with a tiny light blue car registration number RLX896L that we were to circulate around the 37 ¾ mile circuit in for the next 7 days.

With the Lieutenant Governor and Chief Constable in the back and Geoff Duke MBE in the passenger seat, the car was blessed by a local priest and we were off with all three urging me to go quicker we got around in a decent 55 minutes. Not bad considering the weight of the car at 1,278 pounds (580kg) had increased by at least 50%.

All were impressed enough with its performance expressed a keen interest in purchasing an example for their spouses and I dropped them off at the grandstand for their lunch.

The next 5 laps were dealt with flat out and without incident and I handed over to an officer who was 6 feet 6 inches tall who admitted that a few laps into his stint he had been resting his left leg in the passenger footwell, when not in traffic of course.

He found entry and exit to the car was surprisingly easy however with

its large doors, which was just as well as the next chap was large and usually helped us when on duty for 'opening locked doors'. He was only 5 feet 8 inches tall but weighed 22 stone and held a black belt in Judo yet he slid into the driving seat and completed his 5 laps with no report of discomfort apart from bending the steering wheel slightly trying to miss an animal on the mountain section.

And so it went on with just one hour a day spent for maintenance such as refueling and the changing of drivers.

Six laps took each driver around five and a half hours to complete compared to the six laps completed by the Senior TT winner who took just 2 hours and 13 minutes.

Seven days later the task was completed and we had failed on our promise to break this barely ten feet long and four and a half feet wide little gem.

It had done 6,514 miles, most of it flat out, at an average speed of 40.59 mph without so much as a cough or splutter from its tiny 24 bhp 2 cylinder fan cooled 652cc engine or its tiny drum brakes. Petrol consumption using three-star fuel in its 44 gallon capacity tank worked out at 51.34 mpg and we used 124.64 gallons at 38p per gallon (total used in the week was only £47.63). The engine only consumed 2 ½ pints of oil which worked out at 2,600 miles per pint.

The 12 inch Pirelli tyres had lost less than 2.5 mm. each, not bad considering we were flat out most of the time and the only work required was one stop of a few minutes to clean the plugs and points. Bad points were that it was a bit noisy especially at night with the heater on and the rubber washer button came off.

The Fiat factory was euphoric and completely satisfied the Fiat 126 could live up to the sturdy and thrifty traditions of its predecessor, the 500L. My Fiat man was also pleased and when we gave the car back to him he did buy us each a pint of beer after the run.

The price of the 126 on the road back in 1973 was £759 and factory production ran to 2000 when they estimated that 4.5 million had been made.

Today less than 500 exist yet you can still buy a period example for around £3000, just four times its original price.

The original test car, later used for press transport, may have gone to the scrap yard in the sky but it did play its part in one of the tough endurance road tests which factories carried out half a century ago when money was no object.



Toyota's 4.5m Brit Built Car

That's right, the Burnaston Factory has been busy

The landmark model, a 1.8-litre hybrid Corolla Hatchback, came off the line at the Derbyshire plant today, reaffirming that it's very much "back-to-business" at the site.

Production resumed on 26 May following temporary closure due to the Covid-19 health emergency. Facilities and processes have been revised to ensure the health and safety of all staff members and visitors to the site.

Toyota Manufacturing UK (TMUK) completes a car every 89 seconds at Burnaston – that's 3000 vehicles a week and on average 150,000 a year. Of that total, almost 90 per cent are exported to overseas markets, principally in Europe, reinforcing Toyota's key status in UK manufacturing. In fact, today's landmark Corolla is a left-hand drive model, on its way to a customer in Poland.

Jim Crosbie, TMUK Managing Director, said: "Seeing our 4.5 millionth car come off the line gives everyone at TMUK a sense of pride in what we have achieved in almost 30 years of high-quality manufacturing.

It also symbolises the great commitment and team spirit of all our members to overcome the challenges we have faced and secure our future as a competitive and highly efficient business."

TMUK has been building cars in Britain since 1992 when the Burnaston factory came on stream as Toyota's first manufacturing centre in Europe. Since that time, £2.75 billion has been invested in TMUK, most recently upgrading equipment, skills and supply chains for the latest TNGA (Toyota New Global Architecture) vehicle and engine production.

Today TMUK Burnaston is the European production centre for the Corolla Hatchback and Touring Sports models. Its sister plant in Deeside, North Wales, manufactures engines for Toyota's 1.8-litre hybrid power system. As well as its own workforce of more than 3,100, TMUK's business supports thousands more jobs in its extensive supplier network in the UK. extended period of time, is also possible.

MEGA CRUISER



Toyota's Mega Cruiser unveiled in 1995 and was originally developed and supplied as a high mobility infantry transport vehicle for the Japan Ground Self-Defence Force. With a wheelbase of 3.39m the huge truck was more than five meters long, 2.2m wide, 2.1m high and weighed in at a massive 2,850kg. It could accommodate six people and carry 750 kg of cargo. While the civilian Mega Cruiser was really intended for emergency rescue and ambulance services, but could be bought by the ordinary motorist who wanted to be extraordinary.

Only available in Japan, the Mega Cruiser cost from £74,000. Full time 4-wheel-drive was mated to a 4-speed automatic transmission with torque converter lock-up control and a sub transmission with a 2-speed centre differential lock. The engine was a bulletproof 4,104 cc inline 4-cylinder direct injection turbo diesel unit with intercooler (15B-T) capable of producing 150 PS. Production of the Mega Cruiser was discontinued in August 2001. When



Have your say  @freecarmag1



STORM WARNING...

TORSUS, manufacturer of the world's toughest, heavy-duty off-road buses, is set to cause a stir in the commercial vehicle sector with its latest model, TERRASTORM, due for release later this month.

The 4x4 TORSUS TERRASTORM, based on a Volkswagen Crafter 4Motion chassis, features uprated heavy-duty off-road suspension and is powered by EURO VI engines will reach places that other vehicles will not be able to get to. Offered in a variety of configurations, it will appeal to people, businesses and organisations that need a truly dependable, rugged and incredibly capable vehicle. It is a vehicle engineered to be ready to transport people and cargo to and from some of the toughest jobs such as mining and emergency aid wherever and whenever it is needed – no matter the location.

Vakhtang Dzhukashvili, founder and CEO of TORSUS said: "At TORSUS, we are breaking new ground by designing, developing and manufacturing the world's toughest off-road buses. In the all-new TERRASTORM we signal our ambition to set new standards in the heavy-duty 4x4 minibus market across some of the toughest industries known to man. We built TORSUS to be a trailblazer and redefine the way people think about commercial vehicles, and the TORSUS TERRASTORM is the next step on our journey to make this reality."

TORSUS operates and sells in global markets to customers in heavy industry, utility and government service sectors. Warranty and service back-up is provided in all markets with the fastest response times in the sector. Working in partnership with MAN and VW on key chassis and powertrain technology ensures that every TORSUS has ultimate durability, reliability, serviceability, value and, of course, toughness engineered in.

TORSUS: BUILT FOR THE WORLD'S TOUGHEST JOBS. www.torsus.eu/



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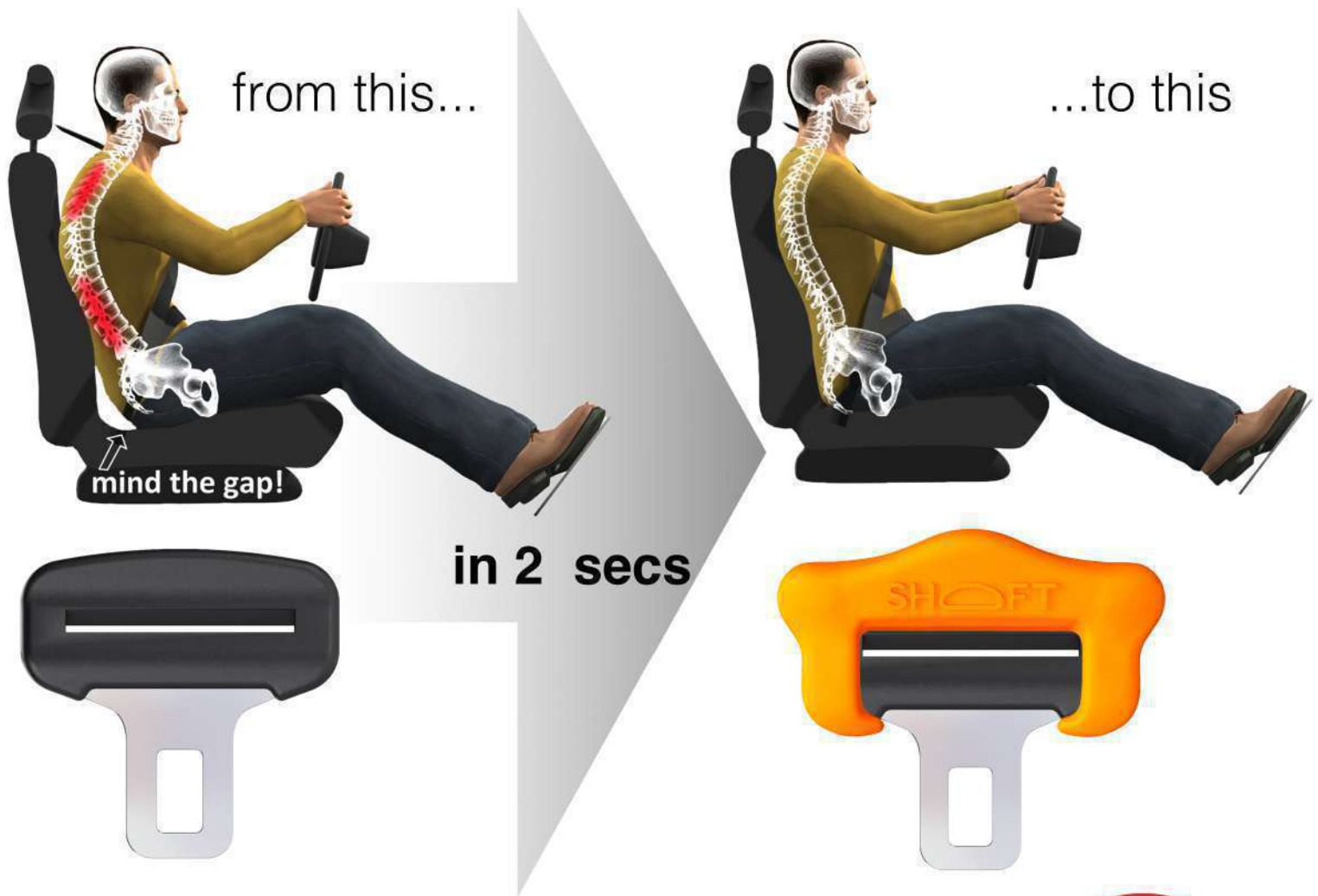
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THE LAND ROVER STORY



THE LAND ROVER STORY - DAVE PHILLIPS £25.00

This book is a rollercoaster ride through the life and times of Land Rover. Fast-paced and entertainingly written, it brings alive all aspects of Land Rover from its humble beginnings in 1948 to today's world-wide renown, with the vehicles — successes and failures — and people at the centre of the story. The narrative progresses through the decades, dwelling on everything that its expert author, a true fan who has been passionate about Land Rovers since childhood, finds fascinating, informative, insightful and amusing — with the aim above all of being a damned good read. All Land Rover folk, and others besides, will love this treasure trove. Dave Phillips is a former editor of both Land Rover Owner International and Land Rover Monthly, the best-selling magazines on the subject.
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Toyota Aygo does Sound and Vision

JBL EDITION

The JBL Edition packs a five-speaker JBL audio system that includes a 160mm subwoofer housed in the spare wheel well (a tyre repair kit is provided as standard). This can be linked to the owners' sound library with easy smartphone integration using Apple CarPlay or Android Auto, Bluetooth, or the USB port in the centre console.

The sounds are matched by the car's visuals: the bodywork is in an exclusive combination of Electro Grey with bright Mandarin Pop for the roof, front pillars, door mirror casings, lower grille surround and side sills. The vibrant orange theme is picked up in the cabin in the air vent and gear shift surrounds, the side bolsters and contrast stitching on the seats and the floor mat edging.

Aygo's highly efficient powertrain is unchanged, the 71bhp three-cylinder engine matched to either a five-speed manual or x-shift automated manual transmission.



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Peugeot's supermini gets a refresh

108 UPDATED INSIDE AND OUT

A striking new metallic paint, Smooth Green, replaces the previous Green Fizz option, with Diamond White, Zircon Grey, Raven Black and Antelope Red also available throughout the model range. In addition, the electric roof option is now available in a fresh colour textile. The Gentle Green retractable electric fabric roof is fitted as standard on Collection and TOP! Collection models, depending on the exterior colour chosen, and replaces the previous Green Fizz finish. Inside, new White Line Jusa and Green Line Jusa trims bring the interior up to date, in place of the previous White Square Jusa and Green Square Jusa trim options. Two new exterior personalisation themes include Green 'Vector' and Grey 'Vector' options. Free Car Mag can't wait to drive/look at one...



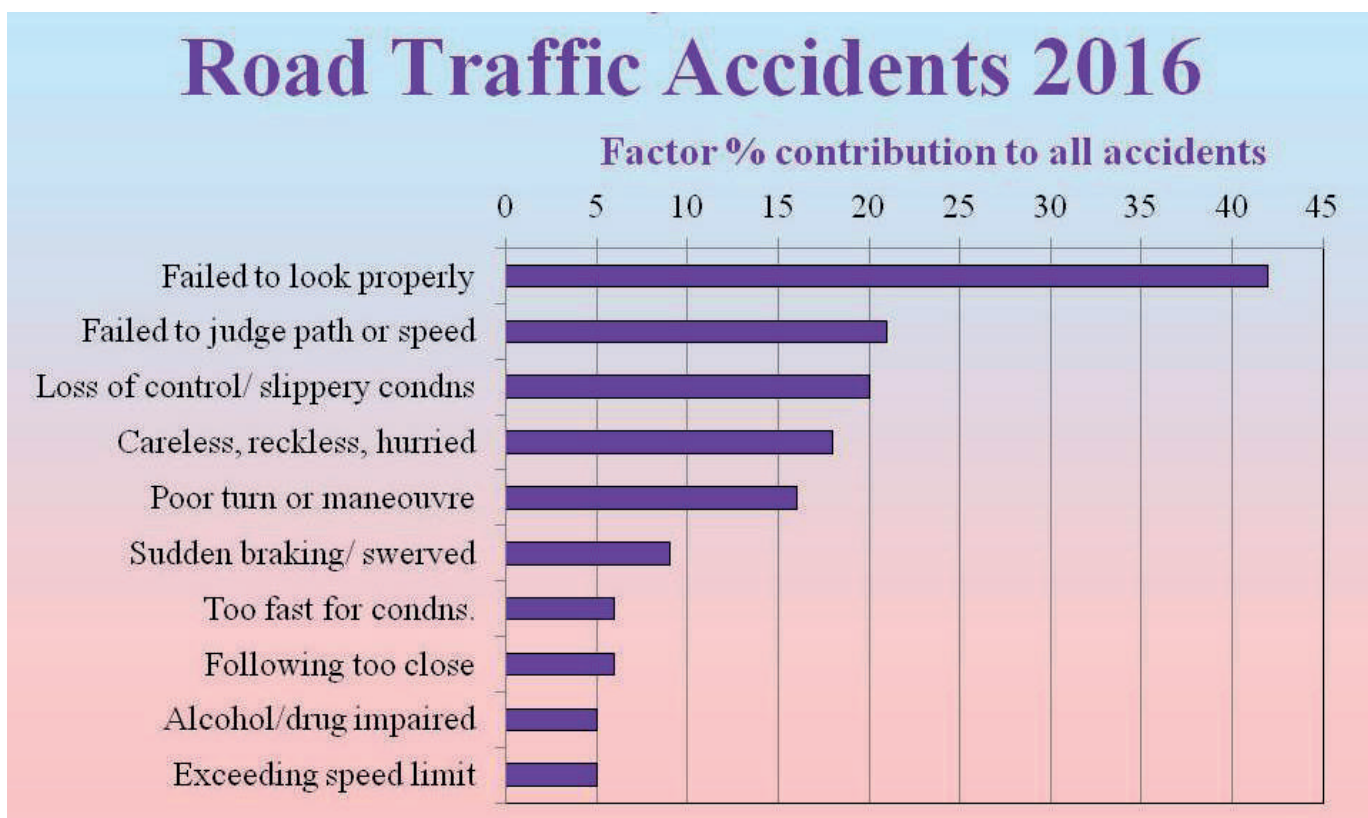
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TOYOTA COROLLA TREK

Aimed at those with outdoor lifestyles, the new Corolla Trek adds a more rugged appearance and greater functionality to the spacious and efficient Touring Sports range. The new model is the result of a collaboration between Toyota and Trek Bikes. Externally, the new Corolla Trek is distinguished by a 20mm increase in ride height for improved ground clearance, as well as protective wheel arch cladding and under-runs front and rear. Additional features include a honeycomb grille, bespoke 17-inch machined alloy wheels, rear privacy glass, kick-activated tailgate opening, LED headlamps and Trek logos in the door steps and tailgate. On board, the new Corolla Trek features two-tone textile upholstery coordinated with decorative wood-finish elements of the dashboard. This supplements the standard equipment list, which includes a seven-inch colour TFT display in the instrument cluster, the latest version of the "Toyota Safety Sense" suite of safety and protection systems, and an eight-inch TFT infotainment screen which supports both Apple Carplay and Android Auto.

GREED CAMERAS EXPOSED IN NEW POLICE WATCHDOG REPORT



Once again what the ABD has been saying for decades now has been corroborated: the UK road “safety” industry has degenerated into a tawdry “dash-for-cash”, due to its myopic - and factually incorrect - focus on speed as if it were the **ONLY** cause of road accidents.

In fact, most road accidents are not the result of exceeding the speed limit; but are in fact caused by observation failures, inattention and distraction. We must not allow current camera partnerships to continue unregulated. Having already been disbanded once because of abuse, it is clear that there is an institutional problem, as the old tricks have been reinvented. All current partnerships need to be wound down, alongside a wholesale reset on roads policing. Only then will the blatant excesses of the out-of-control UK road “safety” (aka speed limit offence revenue processing) industry be effectively curbed. We need sensible speed limits, sensibly enforced.

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REVIEW

Isuzu D-Max XTR

WATCH MY VIDEO REVIEW OF THIS CAR



This is Isuzu's range-topping pick-up truck, the D-Max XTR. You'll immediately notice the aggressive bodykit, fender flares, graphics, green accents (inside and out), cosmic mica black paint, and the dark alloys shod with 32-inch all-terrain Pirelli tyres.

The XTR is powered by a 1.9-litre four-cylinder diesel unit putting out 164bhp and 266 lb ft of torque. You get a 0-62mph acceleration time of 13 seconds, a top speed of 112mph and 40mpg whilst putting out 183-205g/100km of CO₂. And it costs just over £40k.

It looks big, it is big, kinda at 5.4m long and 1.9m wide and tall. There are side-steps to help you up into the surprisingly spacious and well-equipped cabin, keeping four six-foot plus occupants, comfortable and entertained with a full

infotainment system, AC and comfy ride that smoothers all surface undulations.

It's not quick, it's powerful – because it is designed to lug load (over one ton) and pull load (up to 3.5 tons). It feels like it's on stilts because it is; it leans, pitches and rolls because it's got reams of suspension travel for off-roading; it loosely interprets your commands to the helm and mostly gets them approximately correct; and it certainly stops – if you give it plenty of advanced notice.

If this sounds a tad derisive, you've misunderstood me – the D-Max XTR is hilarious fun to peddle. Larger-than-life, absurdly practical, unconventionally entertaining, astonishingly comfortable, and oozing charisma – a finger of defiance against the electric small footprint zeitgeist. Bring it on!

Whilst you read my review of the family-friendly, urban-friendly, environment-friendly and generally just friendly Kuga SUV from Ford on these pages, I will be salivating helplessly over the all-new 2021 Ford Bronco that's just been revealed.

Rufty-tufty, rugged as rocks, torture-resistant and capable of traversing impossible terrain, Ford has absolutely nailed the modern/

BROWN CARGUY SAYS...

retro style of its dedicated new hardcore off-roader. It's left chief rival, Jeep Wrangler, quaking in fear. What did you say? Land Rover Defender? Oh please. It's not even in the game.

Plus you can take all the roof panels off and the doors; it has GOAT mode and

Spicer Performa-Trak - I don't know what that is but I want it, along with the 'Sasquatch Package' and the 35-inch tyres. This thing is genius and will sell like hot cakes.

Not here it won't. It's not slated for Europe. Big mistake Ford! Make like the Mustang and #BringTheBronco. You can't deny me, the kerbs of Wembley beckon, I need this 4x4 in my life!



Ford Kuga PHEV



It's about as fresh and woke as an SUV can get. Swoopy styling, Focus underpinnings, and clever future tech claiming 200mpg - this writer bears witness to nearly 100mpg in the real world running on mostly electric power. This Plug-In Hybrid Electric version (PHEV), is offered with front wheel drive, a CVT transmission, and a 2.5-litre Duratec petrol engine putting out 225bhp and capable of 125mph and 0-62mph acceleration in 9.2 seconds.

Priced from £36,985 the PHEV is thrifty and clean (CO2 emissions of just 26g/km when using electric power) and it has a range of up to 35 miles on EV power - which you can save for when you're in town and built-up areas. The normal fuel consumption figure is 47.1mpg and 148g/km.

On the road in-gear acceleration is potent and overtaking is not an issue - the

shove from the electric motor provides extra impetus. The CVT has artificial ratios and there's even a moderately engaging engine note, though the PHEV is quiet the majority of the time.

The steering is light, and the handling is remarkably composed. This ST-Line version comes with attractive 19-inch alloy wheels and firmer sports suspension. However, the ride is impressive, never unruly, always refined and smooth in most circumstances. Drive modes include 'off-road' modes which use the traction and stability systems to aid progress on uneven or slippery terrain. Only the 2.0-litre diesel version comes with all-wheel drive.

While it's easy to drive and perfectly manageable around town, it does feel like a large car from behind the wheel. It's 9cm longer and 4.4cm wider than its prede-

cessor. There's 411 litres of load space available (more in the non-hybrid models) plus split folding seats increase the cargo capacity. Under the floor sits the spare tyre and charging cables.

In the rear there is plenty of space for individuals of over six foot tall to sit behind front occupants of the same height with feet, knee and head space to spare - plus you can slide the rear seats individually for more room. In the front the seats are comfy, the seating position is good and visibility is not an issue, though the reversing camera helps.

Feel good, save the environment, visit the petrol station less often - what's not to love? The hybrid system is unobtrusive but very effective, and the Kuga is capacious, comfortable and, in ST-Line trim, sporty and stylish too.

REVIEW

Peugeot 508 GT

This is one of the sharpest and most eye-catching saloons you can buy right now. The second generation Peugeot 508 features sharp lines, a sloping fastback silhouette and LED Daytime Running Light (DRL) 'claws' at the front - or are they fangs?

Inside there's a slimline futuristic dashboard with an oblong steering wheel... er ovoid thing that sits below your line of sight to the instrument panel with a fully digital panel featuring a selection of display styles, plus neat teeth-like toggle switches, and a ton of features including 360-degree camera and massaging seats. It's like a concept car in here.

Prices start from £26,800, with several choices of engines available including diesel, petrol and hybrid variants. We tried the range-topping £38k GT with a 1.6-litre four-cylinder engine producing 225bhp and driving the front wheels. Acceleration from 0-62mph is in 7.3 seconds, combined fuel consumption is 39mpg and emissions are 130-132g/100km.

There's a massive boot under the huge



WATCH MY VIDEO REVIEW OF THIS CAR

powered tailgate and in the inviting cabin there's more than enough room for four six-foot plus occupants. If you're long-legged try out the driving position first, because the steering will sit close to your knees.

On the go it acquits itself admirably, with

a comfy and composed ride, obedient direction changes, impressive grip, and reasonable performance. There's a fraction of a lag before the engine gives its all and the brakes may need more of a stab than you'd anticipate, but overall it's an easy, manageable and satisfying drive.

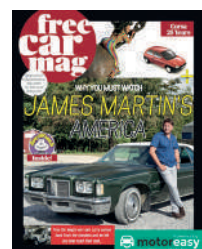
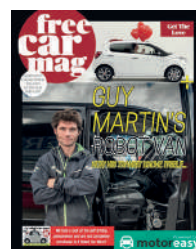
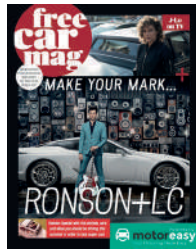
FCM 87

No clear idea yet of where we are going with the next issue, but we do have a lovely explanation of what is like to import an old French car. Maybe we will go with that classic scenario as a theme. Whatever actually happens we look forward to seeing you next time...



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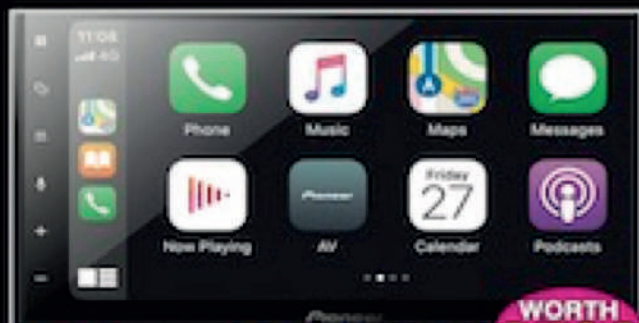
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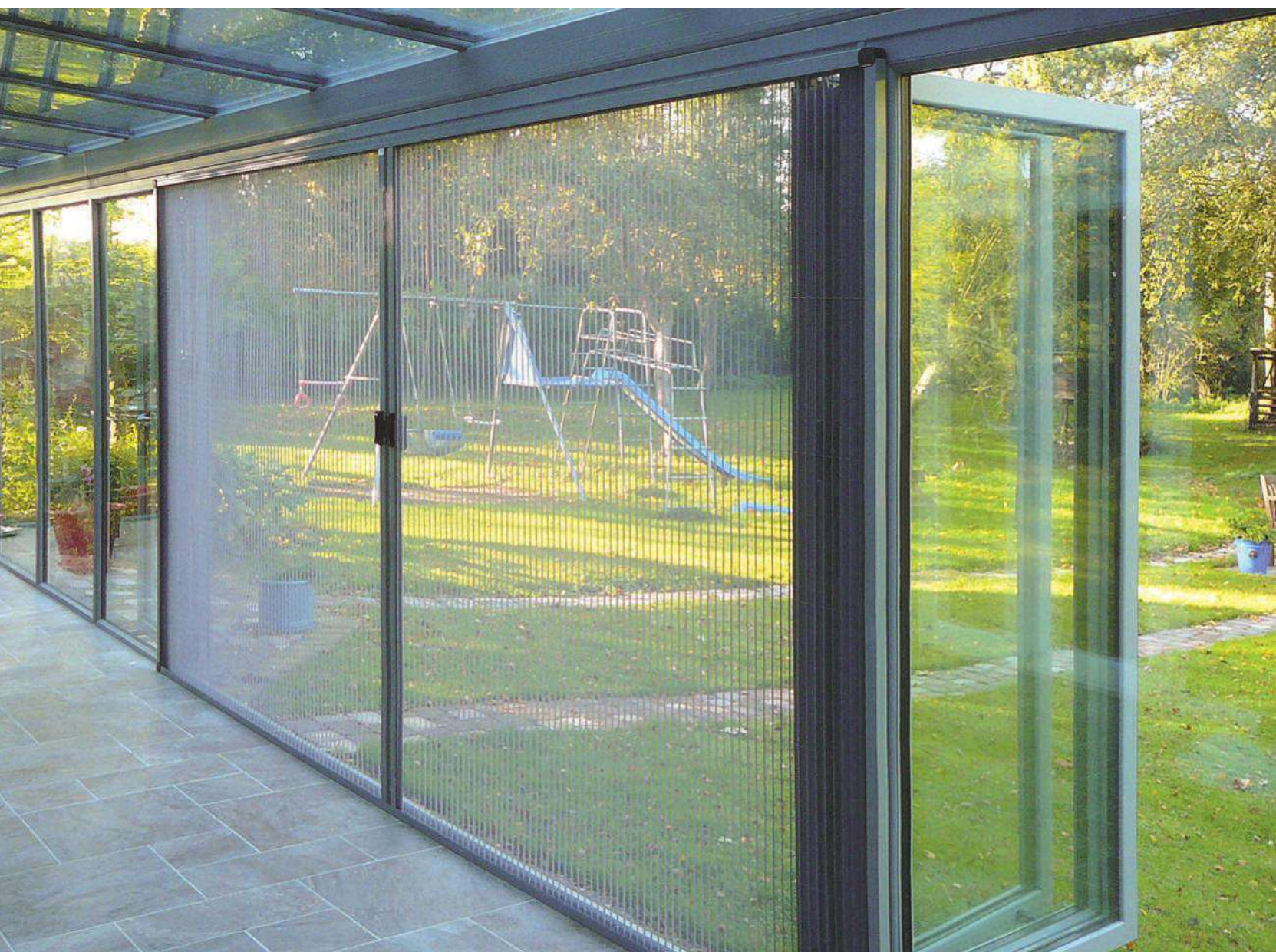


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