

free  
car  
mag



Get the Mazda Look +

# Mazda Bongo



Our sort of Bonkers  
Christmas Party Bus



Our Kiran treats himself  
and us, to a brilliant radio  
controlled motor...

*Flyscreen Queen*.co.uk  
Keeping Bugs out of Britain's Homes

*Merry*

*Christmas*



**free  
car  
mag**

*Readers*



# freetorial

Welcome to what is the Mazda issue. Getting to 100 years is quite some landmark although there are a few people at Free Car Mag who are not far off three figures.

There is a bit of proper journalism courtesy of Dr. Graham Cox who tells you how to strap yourself into a car properly. I've been using his SHOFT for years now and they are brilliant little devices.

Kiran Parmar does something we have all wanted to do and that's get a radio controlled car and have loads of fun with it.

Meanwhile Shahzad Sheikh actually drives cars and tells you everything you need to know. How useful is that?

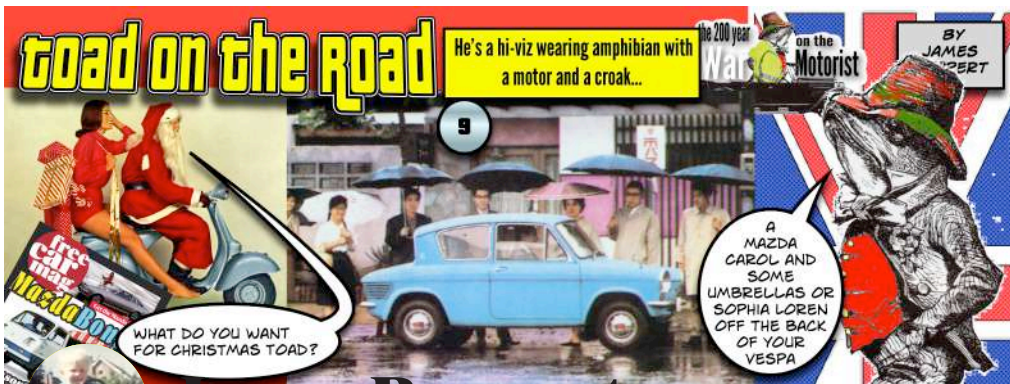
Things are set to change inside Free Car Mag. We will be all about car drivers from now on. Wait and see what we do, it could be and huge mistake. Thanks so much for subscribing, Have a superb Christmas and all the very best for 2021.

See you next time.



The nice ladies from Mazda turn up at Free Car Mag to collect their issues in a 1967 Familia Estate

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# Mazda@100



## MAZDA COSMO SPORT 1967

This handbuilt car had a rotary engine with 491cc x 2 capacity, maximum power of 110ps, top speed of 114 mph, a quarter-mile (400m) time of 16.3 seconds and low, flowing styling. At the time, the Mazda Cosmo Sport was the only sports car of its kind, and sold around 30 units per month. The Cosmo Sport also enjoyed some success in international motorsport. Just 343 of the Series 1 were made before the improved II arrived in 1968 and 1176 were built up until 1972.



## MAZDA 616 COUPE ON TOP AND THE MX-3 BELOW...

The 616 also identified as the Capella in Japan. We've never seen one so not sure if they actually exist. Whereas we really do adore the MX-3 which you might have forgotten that it existed. The Mazda MX-3 was a four-seat hatchback produced from September 1991 to 1998. Not a lot of people know that the MX-3 was sold as the Mazda MX-3 Precidia in Canada, the Eunos 30X in Australia, and as the Eunos Presso, Autozam AZ-3 and Mazda AZ-3 in Japan. The MX-3 was available with an I4 engine, and the GS with a V6 engine. It is notable for having one of the lowest displacement V6 engines ever fitted to a production car with its tiny 1.8.



## MAZDA MX-30 - ALL ABOUT THE COMPANY'S FIRST EV

Mazda's first production electric car, the Mazda MX-30 has been revealed at the Tokyo Motor Show and stands apart as battery electric vehicle developed for customers who don't want to sacrifice driving pleasure when they buy an electric car. With its unique freestyle doors, ecological materials and right-sized battery giving a range of approximately 125 miles [\[1\]](#), exceeding the 30 mile average daily drive of the European customer, the Mazda MX-30 marks another positive step in Mazda's multi-solution approach to reducing emissions following the recent arrival of the innovative Skyactiv-X engine.

Customers ordering a Mazda MX-30 First Edition will receive a free home charger wall box. Limited to 500 cars in the UK, the £27,495 Mazda MX-30 First Edition is available to pre-order now. With prices starting at £25,545, the full MX-30 range features three highly specified models. Mazda has announced that all customers placing an order for a Mazda MX-30 First Edition registered by 31st March 2021 will receive the offer of a free home wall box charger with standard installation. This further enhances the value of the limited-edition First Edition, which is the first opportunity to order and take delivery of the unique Mazda MX-30 battery electric compact SUV – a stylish, versatile and driver-focused EV that features an AC synchronous electric motor and a 35.5kWh lithium-ion battery that delivers a range of 124miles and comes with AC charging up to 6.6kW and DC rapid charging designed to meet 125A Combo Charging standards. Supplied by Mazda's charging infrastructure partner - leading European smart charging solutions provider NewMotion - the addition of a home-charger wall box ensures MX-30 First Edition owners will have the perfect start to EV ownership at no extra cost, while cost options include choosing a pole mounted charger, longer cables or different colour facias for the charging box.





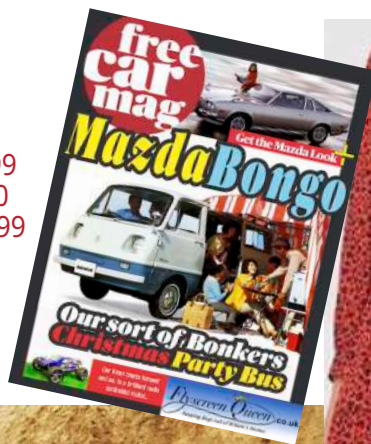
**Get  
The  
Look**

**MAZDA RX-5 COSMO AP COUPE**

Meanwhile let's time travel back to 1975 which is one of Free Car Mag's most favourite years and look at this wonderful rarity, especially in the UK where it was never exported. It had a 1.3 litre Rotary engine of course. It was available in the US market until 1979. Very difficult to find, but Stateside the prices start at around £2995 and run up to maximum of £4995, provided you can actually find one. Anyway the look of that Japanese market RX-5 with its steering wheel on the correct side and wing mirrors is rather spectacular. Not only would we like that on our drive, that ice cool model on a hosed down runway looks the part and we just wondered if it was possible to get her 'look'. It is probably impossible, but she is reading a 1975 edition of Free Car Mag...

**Mazda Lady in Red**

- 1 Mazda RX-5 Cosmo £4,999
- 2 Value Dress - Very £24.40
- 3 Posh Dress - Silkfred £30.99
- 4 Free Car Mag - £FREE



## Christmas Presents

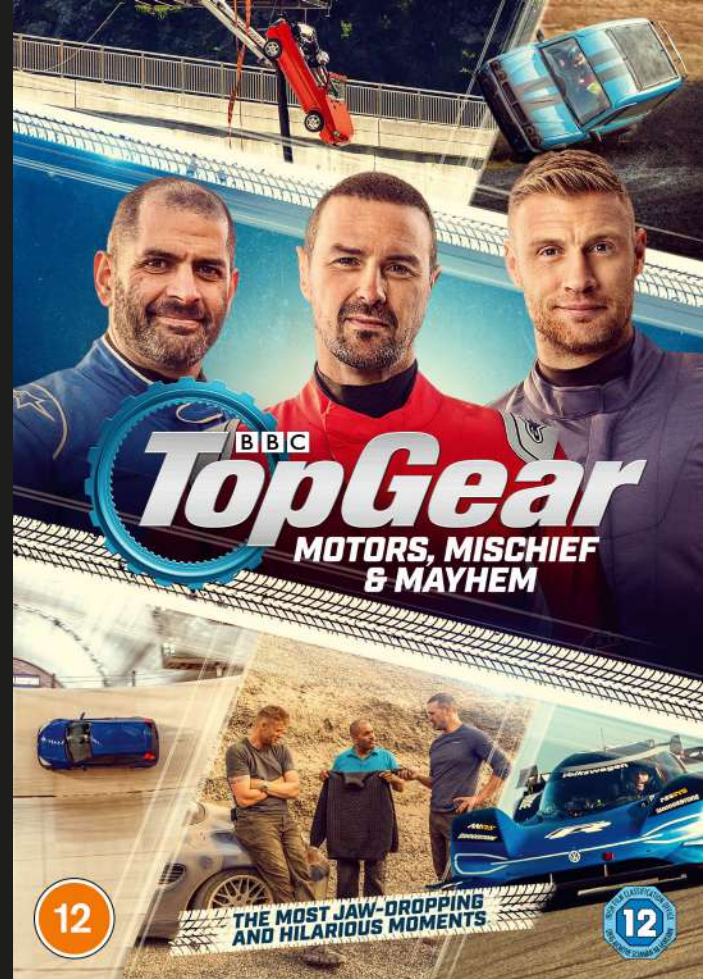


# Stocking Fillers

It is this time of year when we have to go shopping for presents and there are no shortage of options. Here are some we have come across and most of them we almost approve of. Hope you find something you can get for yourself or someone you like or quite possibly love.

### British Motor Museum

A Museum Gift Voucher includes two Museum single entry admission tickets and a souvenir guidebook as a memento, all attractively presented in a red envelope and costs £28. Exclusively designed for the Museum and new for 2020 is a 'HUEY' Land Rover Series 1 32GB USB stick priced at £16. 'HUEY' is the affectionate name given to the first ever pre-production Land Rover Series 1 1948 with the number plate, HUE 166 which is on display at the Museum. The USB is a replica model of the original car and would be a perfect addition to any Landy fan's collection, desktop or as a simple novelty gift. A great way to keep the family entertained over Christmas are a couple of our bespoke 1000 piece Jigsaws. Priced at £15.99, designs include an Austin Service Brochure and a British Cars of the '60s featuring the actual 1960s cars from the Museum's collection. A reversible Land Rover Scarf makes a practical gift especially during the winter months and is priced at £14. This stylish, soft to touch scarf is unisex with a classic Land Rover pattern both sides in reverse colours of dark green and grey. Exclusively designed for the Museum, this scarf will keep lovers of Land Rovers toasty and warm. A Saltwater Car Kit is ideal for children and parents to work together to build and customise their own working toy eco-car. This toy is designed to encourage learning through play and highlight the potential of clean energy as the car's electric engine runs on salt water. Priced at £9.99, the kit also includes 100 stickers to customise and create the most stylish eco-car possible! A British Motor Museum Glasses case is printed with a range of vibrant, classic car advertisements and car imagery from a bygone era and comes complete with a matching printed cleaning cloth and costs £6.99. visit [www.shop.britishmotormuseum.co.uk](http://www.shop.britishmotormuseum.co.uk). To find out more about the British Motor Museum [www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk)





### Autoglym Rapid Detailer

Autoglym's white-coated boffins have played the game perfectly with Rapid Detailer, refusing to budge on a formula that's remained constant for years. After all, why change something that works perfectly?

If your car is in between clean and spotless, Rapid Detailer is perfect. It will not remove or affect existing polishes, waxes or sealants and actually tops up existing protection with a further microscopic layer of polymer coating to ensure long lasting shine and easy cleaning later on.

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



### Sparco 2020 catalogue

It is not too late to look through this year's rather excellent collection of racing wear. The catalogue features many new developments regarding **the suits**.

Apart from the much-awaited **new Prime+ suits** selected by the McLaren Racing and Alfa Romeo Racing F1 teams, you should also check out the entire product range featuring **Hocotex I4L technology**. Prime+ is a fully customizable 'extreme' four-layer suit, with ultralight details such as zip closure with double slider, ultrathin collar, extra flat seams and seamless cuffs and ankles.

### Lamborghini Leisure Wear

iAutomobili Lamborghini teams up with Supreme, a skateboarding brand based in New York, to release a capsule collection. The group worn by the NYC skater - Tyshawn Jones - consists of a Hooded Work Jacket, S/S Shirt, Hockey Jersey, Coverall, T-Shirt, Skateboard and Beanie, featured in the most iconic Lamborghini colours.



### Pioneer VREC-DH200 Dash Camera

By focusing on providing a single high-quality, front recording camera, Pioneer has been able to shrink the new VREC-DH200 into an inconspicuous device measuring around three centimetres cubed. Yet within that space Pioneer has opted to include high-end specifications such as GPS, Wi-Fi smartphone connectivity and a parking security mode that are unusual to find in such an affordable unit. £129.99

### Top Gear motors Mischief and Mayhem

Not our bag, but here is a compilation of the most jaw-dropping and hilarious moments from BBC's motoring show. Watch Freddie Flintoff, Chris Harris and Paddy McGuinness, three men with valid driving licences, and a strange willingness to endure great suffering and embarrassment in the name of testing cars. This DVD brings together some of the very best bits from Chris, Freddie and Paddy's Top Gear tenure so far. And by 'best bits' of course we mean 'most painful bits'. Wince as the boys tackle a house-high Wall Of Death in their insurance write-offs. Sweat as they endure the broiling heat of Ethiopia in their first cars. Cover your eyes as Freddie bungee-jumps a Rover Metro off a massive dam. Feel slightly sorry as Chris gets pelted with golf balls while wearing a dinosaur costume. All that, plus Top Gear's epic race between a McLaren Speedtail and fighter jet, a tribute to Colin McRae, a whole load of electric shocks, and all the very best crashes from the last few series. DVD Extras  
Bonus Feature: Lockdown Conference Call RRP: £9.99



### Alcosense Elite 3

The latest generation of the UK's most award-winning\* personal breathalyser has been launched. The AlcoSense Elite 3 features upgraded Semi-Conductor alcohol sensor technology for unrivalled accuracy at this price point. Designed in the UK and easy to use, the Elite 3 fits in the palm of your hand and gives your alcohol reading in seconds.

[www.alcosense.co.uk](http://www.alcosense.co.uk) priced £69.99



# Belt Up

Why 5 Star NCAP Cars are actually only 2 Star at best. Dr Graham Cox explains why and has come up with a brilliantly simple solution

**H**ow many of us 'wear' our seat belts properly? The answer seems that we nearly all do... for the first few miles. Then gravity takes over.

RoSPA state seat belts should 'be worn as tight as possible with no slack' and 'the lap belt should go over the pelvic region, not the stomach'. However, it is well documented that although the crash test dummies are in this perfect sitting position when new cars get tested by NCAP/EuroNCAP, this is not the position most of the world's 900 million vehicle drivers are in during normal driving.

As EuroNCAP state "Occupant positioning is critical to effective protection during a collision: systems such as seatbelts and airbags do not work as effectively if the occupants are displaced from the expected sitting positions before the impact."

Crash test dummies (ADTs) are not subject to the A406 North Circular at rush hour. No fidgeting, no leaning forward to put the radio on. No steering or braking. They don't move from the moment they are set up for the crash. Perfectly sat waiting for the crash with sensors ready to monitor hundreds of places inside and on the body.

In the real world we know that seat belts are proven to reduce injury and save lives, however most of the time they are sub optimally positioned at the time of impact. Just think about it. After buckling up and setting off on our drive after just a few miles the movement of the car along with braking, accelerating and cornering all conspire to shake us down just an inch or two in our seats. Leather seats just compound the problem. This small change has huge consequences. First up, our lower back separates

from the car seat and our pelvis rotates losing that healthy S-shape in our lumbar region. This not only puts strain on the protective muscles in the back (leading to the common sore, stiff back after a long drive) but also allows the lap belt to ride up off the pelvis onto the stomach. This compromises seatbelt safety. Any collision in this position leads to a very different outcome compared to the EuroNCAP tests. At lower impact speeds the seat belt can cause bruising across the abdomen but at higher speeds internal bleeding and even 'submarining' can occur, where the occupant slips right under the seat belt. Ask any first-on-the-scene paramedic. A head on collision of 2 cars travelling more than 30mph leads to a 60mph impact. The seat belt works optimally when firmly across the hips to take the huge impact force on the strong pelvic bone, but if there is slack in the lap belt section, as happens commonly, the soft tissue of the stomach takes the impact leading to a much worse outcome for the car occupants, including any children in booster seats.

As RoSPA strongly recommend, seatbelts should have no slack at any time during the journey. The problem is we are not crash test dummies and we all (especially children) tend to move about compromising optimal seat belt safety. We often see drivers sitting up at traffic lights and even give the seat belt a tug upwards to remove the slack again, only for the process to happen again a few miles down the road.

The stark fact is that any slack in the lap belt or misplacement of the seat belt will compromise the effectiveness of the safety devices fitted to the car, such as airbags, knee protection and the seat belt as they are all designed and tested with the occupant sitting upright with seat belt across the hips and with no slack.



The automotive industry seems to have all leapt onto the sexy 'predictive technology' bandwagon. This is a series of very complex algorithms that calculate when to tension the seat belt predicting an impact or roll over. There are 3 major flaws with this (i) most drivers don't like it as it is a distraction (ii) it is costly and adds precious kgs to the car weight and (iii) it is prone to mistakes.

Now there is a simple solution.

SHOFT™ is a small palm-sized product designed by back specialists, ergonomics experts and biomechanical engineers to keep the slack out of the seat belt. After a 2 second install adding a SHOFT to the seat belt provides it with extra functionality by turning it into an 'anti-slouch' device. By keeping out the usual slack that creeps into our seatbelts, SHOFT helps to keep both driver and passengers in a better and potentially safer seated position.

And with our poor posture in cars being identified as a major cause of back pain, SHOFT also helps to solve a problem that nearly all of us will have to deal with.

The innovative simple design invented by Dr Graham Cox and his father Ronald, is made from a specially designed recyclable soft material that fits by slipping over the top of your car seat belt tongue (that's the bit you grab every time you buckle up). Ask any medical person and they will agree that 'prevention is better than cure'. SHOFT is a simple low tech low cost solution that avoids trying to correct a problem (slack lap belt) after it's occurred.

How does it work?

SHOFT has a specifically designed built in 'brake pad' made of a secret formula called GRIPTene™, that engages the seat belt webbing across the lap portion when you buckle up and this helps to resist slack creeping into the lapbelt. SHOFT only affects the lap section of the seat belt, so the occupant can lean forwards in the seat to reach around the cockpit as normal.

Adding SHOFT to your vehicle can help you comply with RoSPA guidelines and will help ensure your seat belt is optimally positioned every mile of your trip.

See more at [www.shoft.co.uk](http://www.shoft.co.uk). **For your exclusive FCM discount use FCM4 to get £4 off the price of a 2 pack SHOFT.**



**That's just £20.99 for 2 SHOFT units delivered (Mainland UK).**

**Mazda @100**

To celebrate its 100th Anniversary, Mazda has revealed a range of special edition models.

# Mazda@100



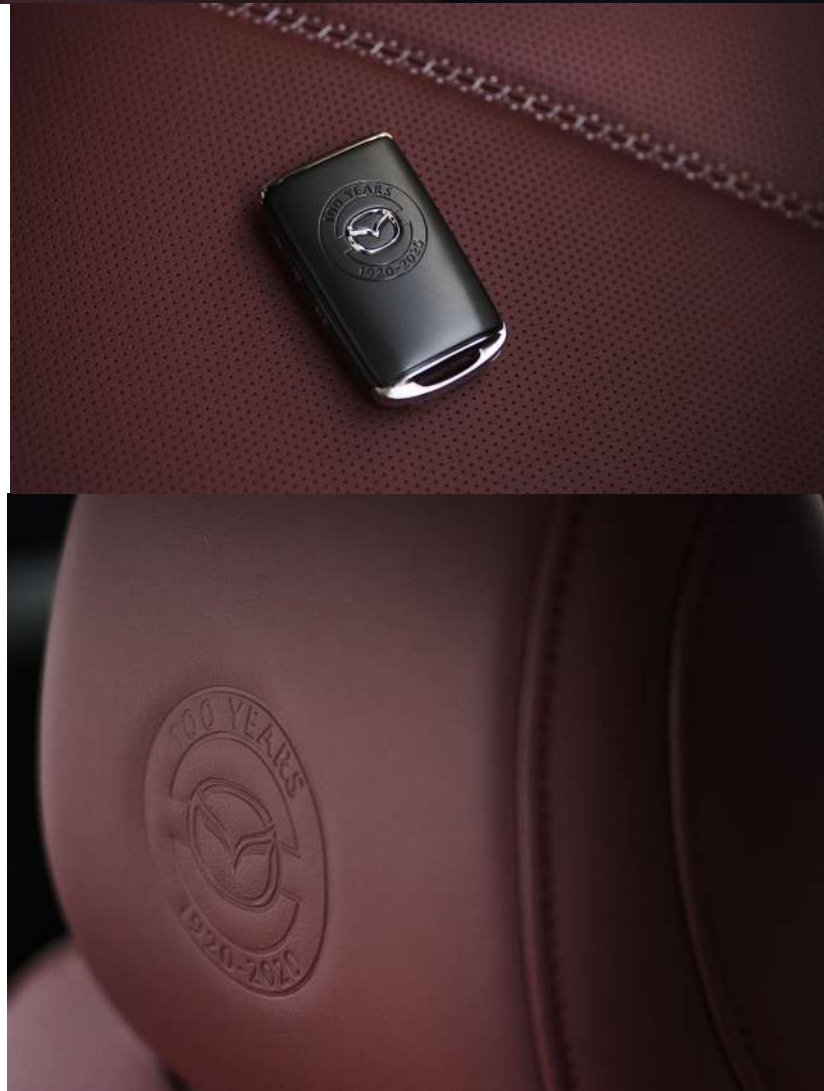


**M**azda's 100th Anniversary Special Edition series, was a range of special versions of all the key passenger cars in the firm's global line-up. Designed to celebrate the company's centenary, the 100th Anniversary models adopt a white-and-burgundy two-tone exterior/interior combination, inspired by high-grade versions of Mazda's first passenger car: the Mazda R360 Coupe.

With Snowflake White Pearlescent exterior paint contrasted with burgundy interior carpet and burgundy leather seats, the 100th cars are a stand-out celebration of Mazda's centenary. Additionally, the 100th Anniversary Special Edition models feature a host of bespoke touches to further add to their exclusivity. This includes the unique 100th Anniversary badge featuring on the burgundy floor mats, on the key fob and embossed into the headrests. Externally, the same badge is on the wheel centres and the side of the car. Additionally, the 100th Anniversary MX-5 Convertible features a Dark Cherry fabric roof.

This special 100th Anniversary symbol overlays the current Mazda badge atop the original round logo of the Toyo Kogyo company. The design of which reflected the desire of Mazda founder Jujiro Matsuda to contribute to the world through engineering and the determination to constantly strive forwards.

Launched in 1960, the Mazda R360 was the firm's first production car, this stylish coupe micro-car proved to be a huge sales success, and the white body/red roof two-tone design of high-grade versions has 60 years later inspired the exterior-interior colour combination of Mazda's 100th Anniversary models.



Christmas Car

MAVERICK  
ION XT  
TRUGGY  
FROM  
MODELSPORT  
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# The Perfect Gift

Treat yourself at Christmas 2020 like Kiran Parmar has and buy yourself one of these brilliant remote control cars. At least it gets you out of the house.. Unless there is a potentially a brilliant track across your mum's Living Room.





Growing up, I never had a games console or video games, rather my parents and grandparents opted for something more educational and constructive such as Lego, Meccano, Scalextric, board games, books, and puzzles. This I am grateful for as my brain always seems to operate in a practical, creative, and problem-solving manor. Sadly, today the focus seems to be mainly on tablets, laptops, smartphones, apps, and games consoles. The youth of today spend more time looking at screens than children growing up in the 70's, 80's and 90's. Ofcom in the UK estimates that the average 3 to 4 year-old spends three hours a day in front of a screen. This rises to four hours for ages 5 to 7, four and a half hours by ages 8 to 11, and six and half hours for teenagers.

So, with Christmas around the corner we thought we would ditch the 'screens' and feature a toy that seems to be the perfect combination of electronics and practicality, the long-forgotten radio-controlled car!

We tested the ready to run, 1/18 scale, four-wheel drive electric 'Maverick ion XT Truggy' radio-controlled car which comes complete with a 1200mAh Ni-Mh rechargeable battery, hand controller, and fully painted body shell.

We purchased our car from modelsport.co.uk for £69.99 plus £4.50 for shipping. The first thing that catches your eye as you take it out of the box is the vivid, metallic look blue and grey

body shell and the wide chunky wheels and tyres. It really does look the business.

Remove the shell and things start to get interesting, it has all the major mechanicals of a real car. It has a flexible tub chassis, oil filled shock absorbers with progressive springs, fully independent double A-arm wishbone suspension, ball bearing wheel hubs, twin point steering with integrated servo saver, front and rear gear differentials, front and rear moulded bumpers, the list goes on!

This model will really teach young people about the mechanics of a car and give them an insight into basic car maintenance and even car customisation as many upgrade high performance parts are available for this model.

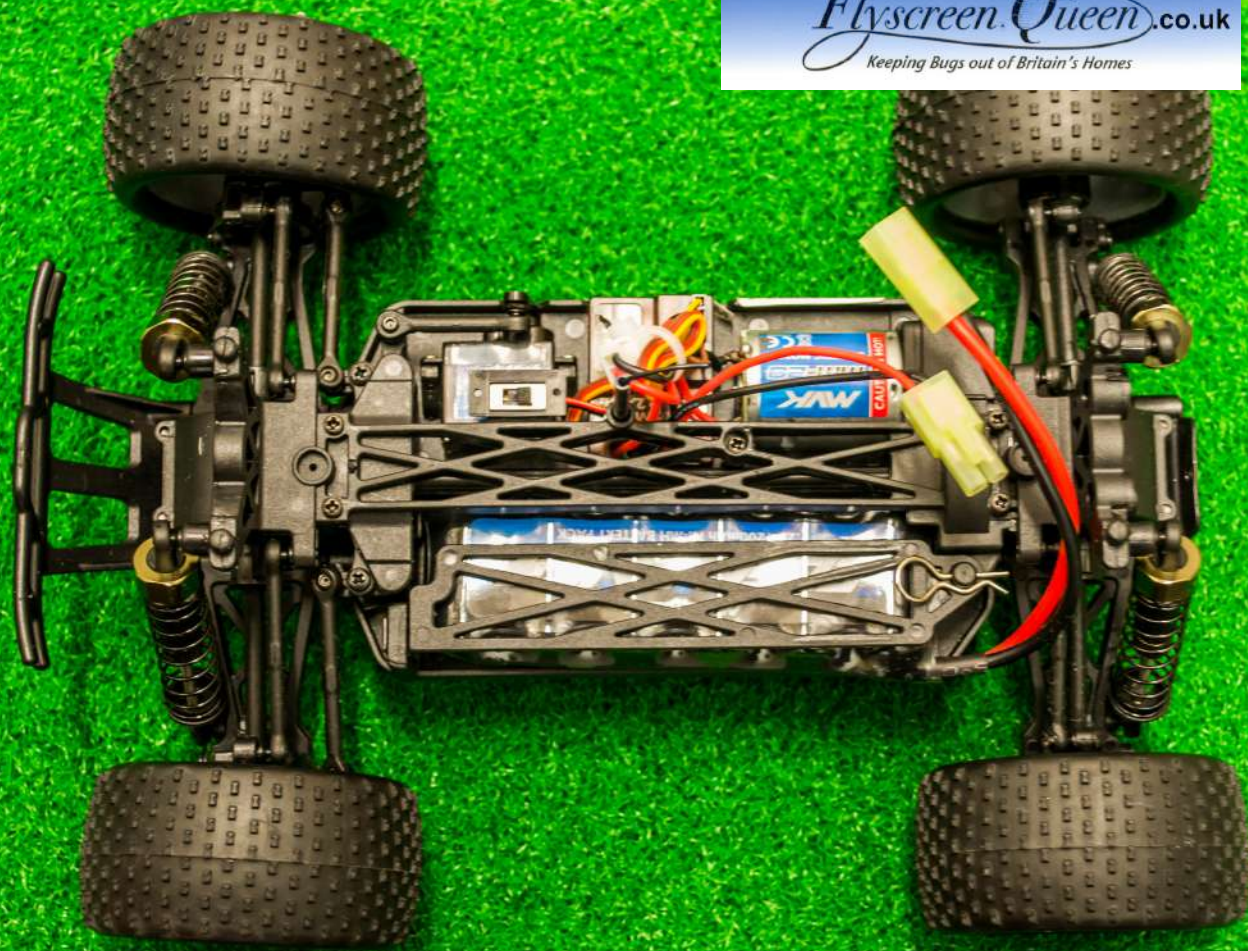
First thing you must do is charge the 7.2-volt car battery with the USB battery charger provided, this will take approximately 2-3 hours for the first charge. You will need four AA batteries for the hand controller as these are not supplied in the kit. Once the car battery is charged the LED will glow green on the charger, disconnect from the charger, and insert into the car, a metal spring clip keeps the battery secure in the holding area. Switch the hand controller 'on' ensuring the cars radio receiver is 'off' then connect the car battery to the cars wiring connector observing the correct polarity then switch 'on' the cars radio receiver. Carefully attach the body shell to the chassis and secure

Christmas Car

READY TO  
ENTERTAIN  
FREE CAR MAG







it with the four metal spring clips provided. You are now ready to go! The hand controller is equipped with steering, forward and reverse/brake throttle. You can also fine tune the steering trim and steering turn sensitivity from the hand controller.

Bear in mind the car is extremely powerful, it has a top speed of 10-15 mph. The throttle is very sensitive so take it easy at first, especially if like me you are new to radio control cars. This car is ideally suited to outdoor use, but it can be driven carefully around the house with very gentle use of the throttle. It might be a good idea to place some cushions around nearby skirting boards in case you spin out of control. Setup some cones and practice manoeuvring around them so you get more confident controlling the car. Outdoors you can really open the taps; the car can be operated on tarmac, gravel and even grass however stay away from the beach as sand and seawater are sure to kill your little car! After you have finished having fun, remove the shell, switch off the cars receiver radio first then switch off the hand controller and most importantly disconnect the car battery from cars wiring as it could be a fire hazard. On a full charge, the car will have a run time of 10-15 minutes. Never store the battery whilst it is completely flat as this can damage the battery and cause issues charging. Be sure to clean the wheels, tyres, and body shell with a soft micro-fibre cloth and check the suspension and chassis is free of any dust or debris.

Bear in mind the motor on this model is a 'brushed' type. 'Brushless' motors are much quicker and provide more performance than the 'brushed' models. However, the even

though the Maverick ion is only 'brushed,' it still provides more than enough power and is great fun! If you have any questions, contact 'Modelsport' on [sales@modelsport.co.uk](mailto:sales@modelsport.co.uk). They are very helpful and friendly, and provided me useful advice as I am new to the world of radio-controlled vehicles. I look forward to buying from them again in the future. Also visit their website: [www.modelsport.co.uk](http://www.modelsport.co.uk).

**Don't forget to post photos of your Christmas toys on our Twitter page: @FreeCarMag1**



**Back-Seat Driver**



**CITROENIST COOL**



Citroën presents a new model, for women: “Woman Rider The Citroënist by Martone”. Designed both for everyday life and for leisure, “Woman Rider The Citroënist by Martone” features a basket integrated onto the handlebars, which is ideal for transporting small objects. The frames of the two bikes are fabricated from an alloy of steel and aluminium, and weighs just 12 kg. The white colour contrasts with the black wheels (700 mm x 32 mm) and their puncture resistant tyres, and the stainless steel rims. The premium three-speed gear assembly is manufactured by Sturmey Archer, allowing riders to pedal smoothly at all times. Both bikes also stand out with their red chains – a detail specific to Martone models.

The Citroën Origins logo – created for Citroën's centenary in 2019 – is proudly displayed on the front of the frame underneath the handlebar. The men's model is available in two sizes (52 and 56 cm) and the women's model comes in one size (44 cm). “Rider The Citroënist by Martone” and “Woman Rider The Citroënist by Martone” can be purchased online via the Citroën Lifestyle e-store: [www.lifestyle.citroen.com/](http://www.lifestyle.citroen.com/) at a price of 950 euros and 980 euros respectively.

# Training Days

Learn from the best, Ralph Hosier Engineering is open...

Here is fantastic opportunity if you want to learn from the very best. Ralph Hosier has over 30 years in the automotive engineering industry and now he is offering training courses from Ralph's 'shed of dreams' in Bedfordshire.

Ralph has worked for a number of vehicle manufactures over the years, holding engineering development contracts with Rolls Royce, Bentley, Ford, Jaguar Land Rover. He has been an engineering lecturer at Exeter College, teaching several different subjects, creating bespoke training courses for the industry. Founder member of Coventry Motofest, a live motorsport event in the city centre and involved with the forces charity Mission Motorport, providing training for injured soldiers as part of their recovery plan. He is well known for his TV presenting and working closely with programmes such as Mission Ignition, Scrapyard Supercar and Supercar Megabuild. He has built a successful business in Bedfordshire making bespoke vehicles, show cars, prototypes and classic car restoration. Courses start at £295 + VAT, includes buffet lunch and refreshments all day. Courses are offered with option of an formal assessment with an accreditation

from the Association of Heritage Engineers. Everything is COVID compliant and all the relevant H&E rules are followed. They can also offer bespoke courses, so if you and up to 3 friends have a burning issue with something about cars, then we can organise a day's training specifically around you. If you know the basics already and want to further your skills, take your knowledge to the next level or in this current climate of Covid find yourself needing to retrain then get in contact with [skills@rhel.co.uk](mailto:skills@rhel.co.uk) because they can help. <https://www.rhel.co.uk/training-courses-at-rh-engineering/>



Have your say  @freecarmag1





# BMW DESIGN IS DEAD...

The future looks bleak to us. Here is what BMW have to say about whatever this is....Conceived from the outset for purely electric mobility, the iX sees BMW redefining the successful Sports Activity Vehicle (SAV) concept. With its completely newly developed, precise and minimalist design, the BMW iX is the first representative of a trailblazing generation of cars poised to redefine the driving experience, the feeling of interior space and the relationship between a vehicle and those on board.

The BMW iX harnesses the latest innovations in the fields of electrification, automated driving and connectivity to deliver a mobility experience which has a greater focus than ever on people. This is why the iX has been developed from the inside out, with a clear emphasis on quality of life and wellbeing for drivers and passengers. The clear and minimalist exterior design showcases a new form of mobility geared squarely to the needs of the vehicle's occupants. of luxury in the process....

We will stop it there, if you have comments let us know,



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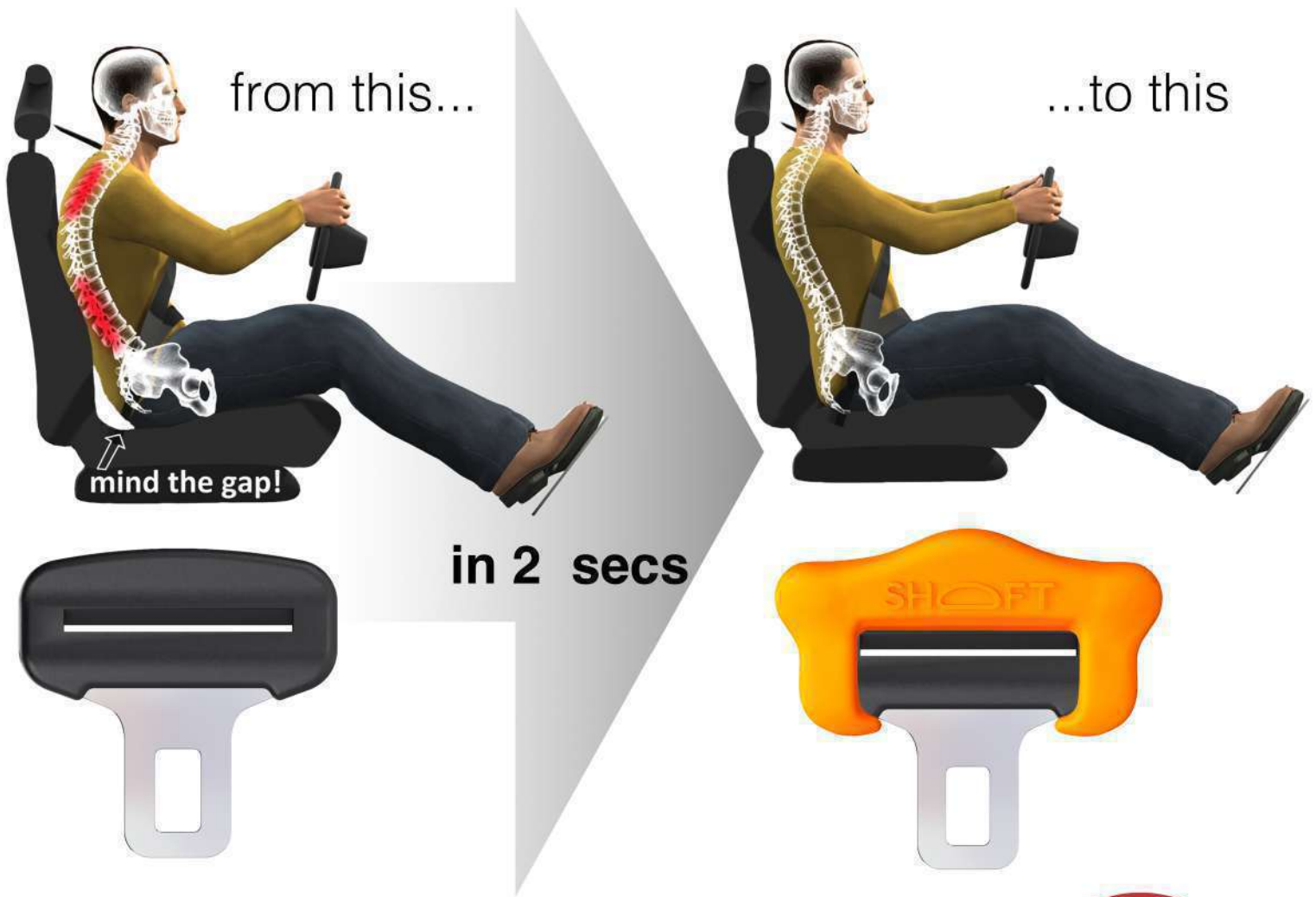


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# Manual Books

All about the publishing legend, probably the best 'auto' biography you will ever read.

This fascinating and inspiring book charts the life of the man behind Haynes manuals and looks 'under the bonnet' at his lasting legacy to the motoring world. The book tells of John's life-long passion for cars and captures what truly drove him to succeed. The story begins with his childhood in Ceylon and his school days, before describing his zest for life as a young RAF officer. It then tells of his enduring partnership with wife Annette and the importance family played both in his personal and business life.

This background provides the foundations to explain how John's extraordinary vision and enthusiasm became the driving force behind the evolution and growth of the iconic and truly British Haynes brand by leveraging the unique 'Haynes Shows You How' philosophy. The book also tells how the Haynes International Motor Museum would eventually house his prolific collection of 400 cars; an amazing feat by anyone's standards.

John was just 15 years old when he bought an Austin Seven, which he used as the basis to build a primitive 'special' – a two-seater sports car. The budding schoolboy entrepreneur subsequently wrote, printed and sold 250 copies of a 48-page booklet Building a '750' Special to help fund his first 'conventional' car. This sowed the seeds for what would become the iconic Haynes Manual brand today, selling a total of over 200 million Haynes Manuals worldwide.

The book features over 70 photos, along with anecdotes from friends and family.

**John Haynes: The Man Behind the Manuals** is priced at £20 in the UK and available from [www.haynes.com](http://www.haynes.com). The book number is H6685. The ISBN is 978 1 78521 685 5.





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## CROSSLAND

The new Crossland starts in SE trim and comes standard with 16-inch bi-colour wheels and LED headlights with auto lighting. Inside, owners get a seven-inch touchscreen with Apple CarPlay and Android Auto, plus Lane Departure Warning and Speed Sign Recognition. The SE Nav Premium trim adds front and rear parking sensors, a reversing camera and LED fog lights. Inside the driver gets a new ergonomic seat for enhanced comfort and Vauxhall's Multimedia Navi Pro with an eight-inch touchscreen with sat-nav.

Sporty SRi Nav models feature 17-inch bi-colour alloy wheels, contrasting roof colours, alloy-effect skid plates and dark tinted rear windows. Inside, owners get Vauxhall's Multimedia Navi Pro with an eight-inch touchscreen and sat-nav.







New model specifications and prices

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## PEUGEOT 308

The new 308 is available in both hatchback and SW estate versions. For 2020, enhanced exterior styling features include a new Vertigo Blue colour option and new optional 16-inch Zircon diamond cut alloy wheels. The new 308 continues to offer a Black Pack option, which is available on GT Premium trim models. With the Black Pack, most of the chrome exterior trim is replaced by a gloss black finish, including front grille, front fog light surround and side window covers. The Black Pack also includes 18-inch diamond cut alloys in Sapphire Black. To further enhance the driving experience, the GT, GT Premium and GTi versions are fitted with the Driver Sport Pack as standard, including a Sport button which increases the responsiveness of the power steering and throttle for a more instinctive driving experience. Automatic versions also have a sportier gearshift pattern.



Refreshed Model for 2021

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## NISSAN MICRA

The updated 2021 Micra enhances the customer offering, whilst maintaining the current grade line up of Visia, Acenta, N-Sport and Tekna. LED headlamps are now standard on both N-Sport and Tekna grades and 17-inch diamond cut alloys as standard on Tekna, alongside the Intelligent Around View Monitor. Micra's enhanced 1.0-litre turbocharged engine is compliant with the Euro 6d emissions standards, yielding improved fuel-efficiency and reduced emissions. From Visia grade upwards, Micra is equipped with essential safety technologies, including; Hill Start Assist; Intelligent Ride Control; and Intelligent Trace Control for improved handling in difficult conditions. Further advanced technologies are offered as standard in the Safety Pack. This includes; High Beam Assist; Intelligent Lane Intervention; Traffic Sign Recognition and Intelligent Forward Emergency Braking with Pedestrian Recognition.

# ABD Alliance of British Drivers Driving Sense

## War on the Motorist



**War 1** Boris Johnson has announced a ban on the sale of new petrol/diesel cars and vans by 2030 followed by banning plug-in hybrids in 2035. Only Battery Electric Vehicles (EVs) would be permitted.

ABD Environment spokesman Paul Biggs said: "The ABD believes that the government should allow free market forces to decide when and how internal combustion engine vehicles should be replaced rather than dictating a single preferred option. We are also concerned that existing petrol/diesel vehicles will face a regime of increasing taxation in order to remove them from the roads sooner rather than later. This risks devaluing vehicles years ahead of 2030 or 2035. Battery EVs are not a panacea for emission reductions or a total like-for-like replacement. It's not clear how the likes of the caravan and van-based motorhome industry will survive with heavier, short range electric vehicles."

There are many legitimate concerns about government policies aimed at achieving Net Zero CO2 emissions by 2050. The absence of any cost/benefit analyses, a lack of debate and the bypassing of a proper democratic process mean that Net Zero is Vote Zero for the UK's electorate of 46 million people. Ultimately there is likely to be a backlash against the imposition of lifestyle changes, restrictions on private car use/ownership, higher electricity bills, the banning of gas appliances etc, none of which will have any discernible impact on weather, climate or atmospheric CO2. The way is open for a new national political party that doesn't bypass democracy by labelling everything an 'emergency' or 'crisis' and does not use narrow unchallenged perspectives to provide 'solutions'!

**War 2** 14 Tory MPs so far have signed the letter to Grant Shapps highlighting the damage being done by road blocks and cycle lanes installed without consultation.

The ABD welcomes the reported partial government U-turn as a result of the letter, which will require proof that future schemes have the support of residents, businesses and the local MP, but the pressure must be kept up as local councils have a long history of ignoring the negative results of consultations.

ABD founder and letter signatory Brian Gregory said: "Motorised road users have of late been subjected to substantial urban road capacity cuts through lane narrowings and closures implemented under the manifestly false justifications of Covid-19 and sparking economic recovery. Hopefully this letter to Transport Minister Grant Shapps from MPs concerned about the electoral and economic fallout of ill-conceived policies will turn the tide in favour of common sense and a proper democratic process."

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REVIEW

# Honda E

The Honda E is not just one of the most exciting and appealing new small all-electric cars on sale, it's also something of an epochal moment for Honda, one of those occasions when it bookmarks a page in the volumes of automotive history – creating a car that astounds rivals, endears buyers and answers questions that haven't even been asked yet.

Honda has done this before with the likes of the first NSX, the inaugural Legend, the four-wheel steer Prelude and the Civic CVCC. The new E tallies up a raft of innovations and achievements that can leave a car journalist breathless with adoration.

Talking of which, firstly, it is totally adorable. Inspired by that first-generation

Honda Civic from the 1970s both in exterior silhouette and internal detail, it is retro-meets-futuristic done to perfection. Secondly it's an electric car that can be driven just like a regular small automatic without any adjustment to your driving style – alternatively it will do the one-pedal drive thing that's so unique to dedicated EVs.

Thirdly it's a practical size for nipping about town and parking anywhere. Fourthly it's got street-dancer agility and dexterity, not just enough to handle the ducking and dividing of city-slicking, but slotting through gaps, merrily keeping up on the motorways, sprinting with sportscar alacrity away from the lights (0-62mph in 8.3 seconds), and engaging enough dynamics to keep you entertained all the way from home to the mall.

And fifthly – there's an aquarium in the dashboard! Okay it's entirely digital, along

with the side mirrors (and centre rear-view mirror if you wish) resulting in a full-length digital display that delights, fascinates and keeps you busy for hours, especially if you plug in a games console, which you can.

Downsides? There are a few, more than a few. The range is not great as a claimed 100 plus mile ability doesn't appear easily achievable in the real world. The boot is smaller than you'd expect for a car of this size; a small family would have to check if it's adequate even for baby paraphernalia. Rear space is a little tight for adults. Plus cameras instead of mirrors might not be for everyone. And it's expensive. The entry model is £27k and the Advance from £29k.

It desperately needs a lower entry price and a more reassuring driving range, because people desperately want this as soon as they see it.

## BROWN CARGUY SAYS...

Scan this QR code with your smart phone to watch video



With a spate of cars described openly as ugly (and worst) by vociferous critics, recently released by major as well as minor manufacturers, could this indicate an alarming new trend in car design, or has it always been thus?

Sometimes what is described as ugly, is just the initial shock of something that's new and aesthetically in open defiance of what we might assume to be established or conventional design for that particular brand.

Sometimes it's a case of a jarring design eventually growing on us, occasionally it may be something ahead of its time, and on rare occasions it could be that ugly actually works.

Of course, design is subjective, and beauty is in the eye of the beholder, what's pretty to you might be repulsive to me and vice versa. Ugly is not the new black, it is what it always was – different.

Check out my video on the subject and get involved in the discussion in the Comments!

# Peugeot 208



This is a very important car for the UK, more than any Peugeot before it, because under the skin this shares much of its substance with the second biggest selling car in Britain – the Vauxhall Corsa – also reviewed on these pages.

Yet there is no doubting the Frenchness of this little car. Claws at the ready in its DRL light strakes at the front; it is bold, almost bulbous on first impression – feeling like a bigger car than any of its predecessors and all the better for it in terms of cargo space, rear cabin room and the cockpit which... well... deserves a paragraph all of its own.

It employs the 'steering below the line-of-sight to the instrument panel' configuration seen in other Peugeots (and which you must try before you buy, because it can be disorientating for some and encumbering for the long-legged). Plus it has a 3D holographical display ahead of the driver like something out of Star Trek. Graphics dance in resplendent colour within a complex pod to level up digital displays like never before. The rest of the dashboard looks like it should be in a Lamborghini.

So it's practical, good-looking and boasts a supercar interior, how is it to drive? The

1.2-litre three-cylinder turbo 100bhp with the 8-speed automatic may not sound all that exciting with quoted figures of 0-62mph in 10.8 seconds and 117mph (as well up to 50mpg and 99g/km CO2 emissions) but it feels frantic, particularly if you put it in Sports mode.

Quick-witted at the helm, frisky around town, how about the old French car bug-bear of it feeling fragile? There's never been a more tightly constructed and more upmarket Peugeot than the current crop I'd wager. Fun, stylish, engaging and not unreasonably priced from £22k. What's not to like?

If you've read the review of the Peugeot 208 on these pages, you'll know that the Vauxhall Corsa is essentially the same car. Which might seem surprising at first glance. It's only when you study them closely do you realise that the overall size and stance are similar, and that the windows and pillars are the same. However the cars have very distinct visual identities. The Corsa has less exuberant front and rear styling and a far more conventional dashboard design compared to the 208.

The Corsa was originally meant to be replaced in 2017 on a GM platform. But then PSA group bought Opel. That's not a bad thing, because the Peugeot base immediately injects the anticipation of charisma and engaging handling, combined with the decent build and longevity of the Opel brand.

Indeed the Vauxhall scores equally against the Peugeot for space, comfort and practicality. In fact, if you are put off by the unusual steering wheel position of the 208, or your legs get in the way as my long limbs do, you'll definitely prefer the more familiar seating position of the Corsa.

Aside from that specific issue, which of the two should you choose then? The Corsa is familiar if not entirely inspiring to behold both from without and within, it's slightly more expensive, and as I was able to test essentially the same drivetrain and transmission on both cars, the Vauxhall seemed slightly less engaging to peddle. So, get the Peugeot.

## REVIEW

# Vauxhall Corsa

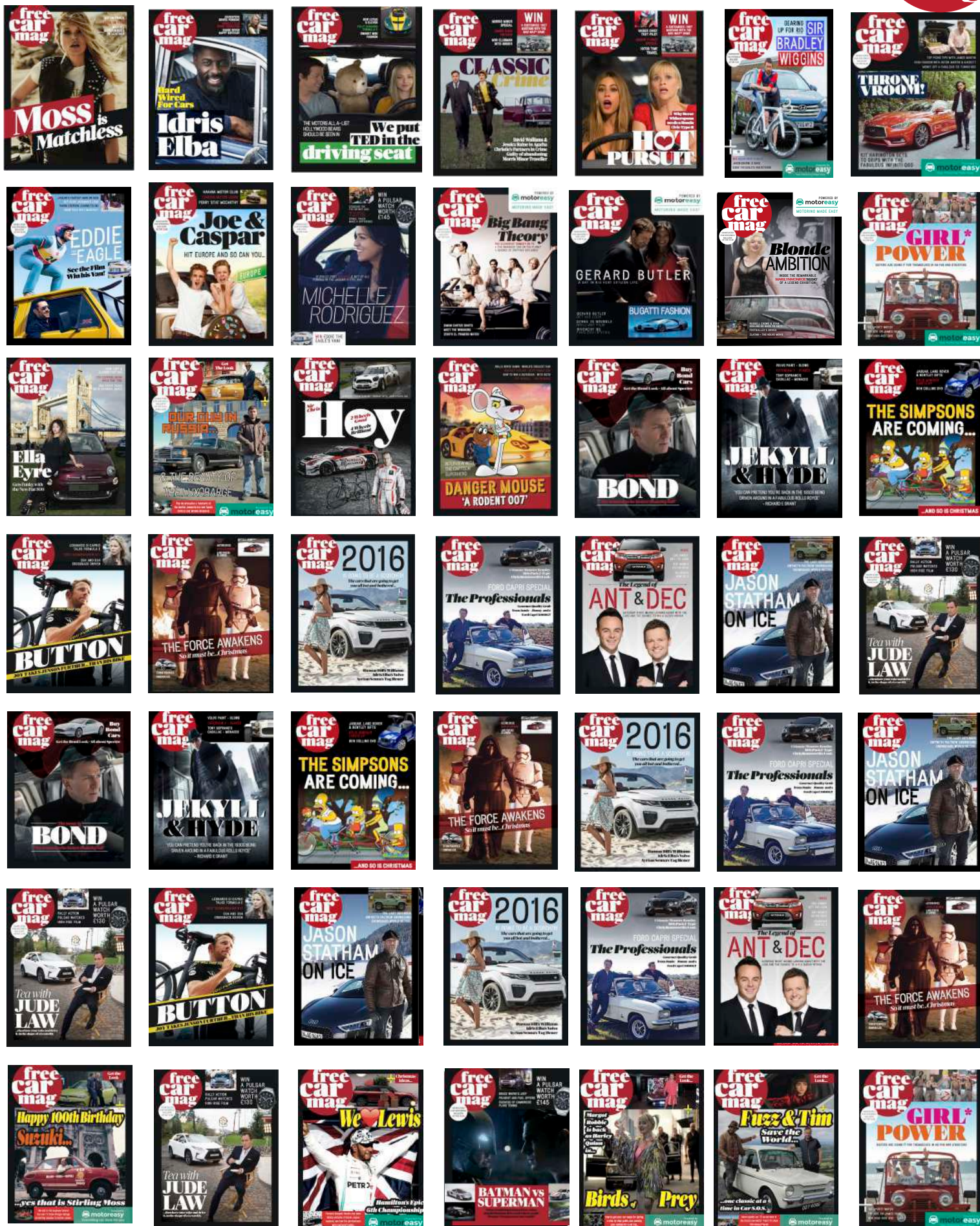


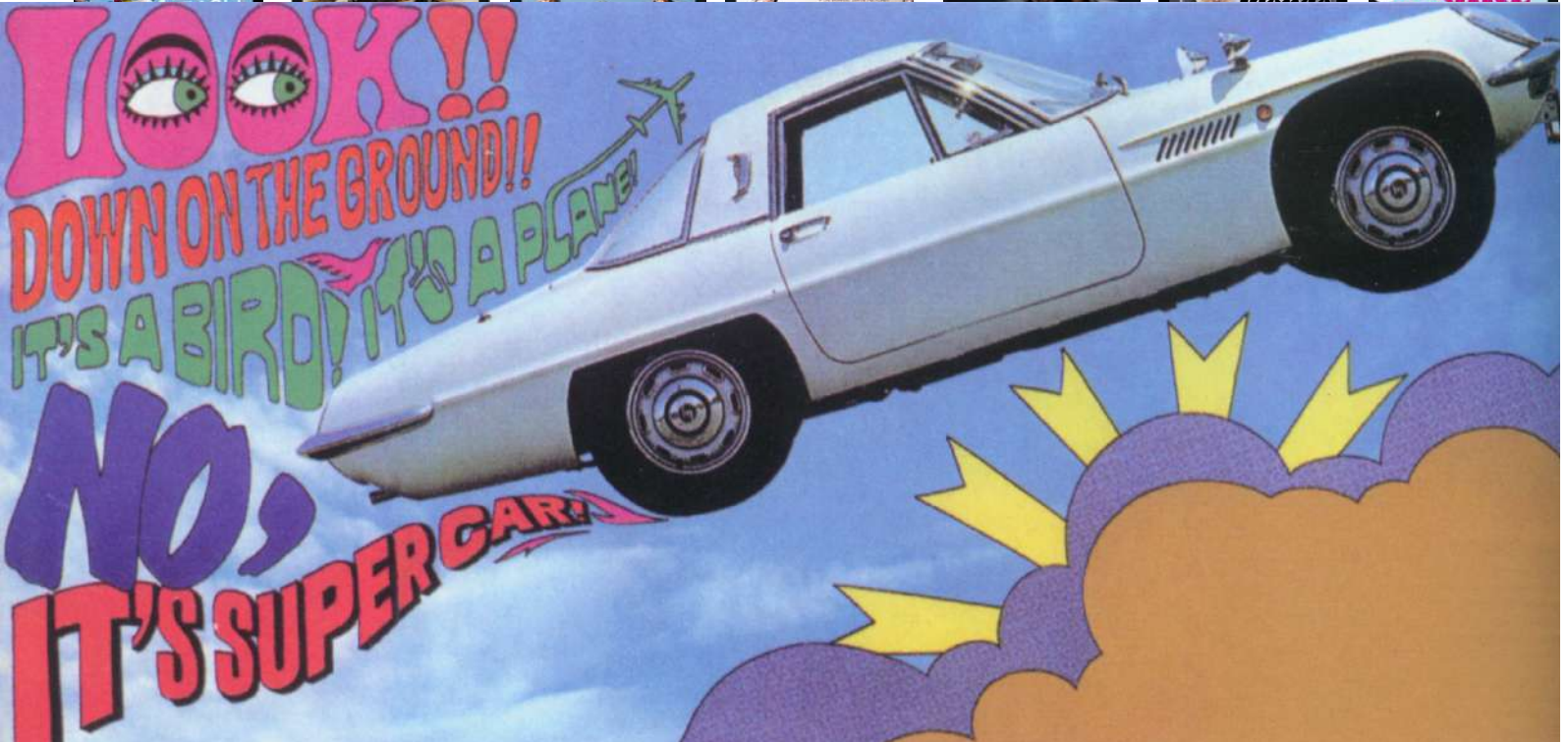
# FCM 91

The next issue will be 2021. There are going to be some pretty big changes by then. FCM might be bigger, or smaller, printed and distributed from the bomb bays of retired 1950s RAF delta wing bombers, or from a Mazda pick-up. We look forward to seeing you next year...



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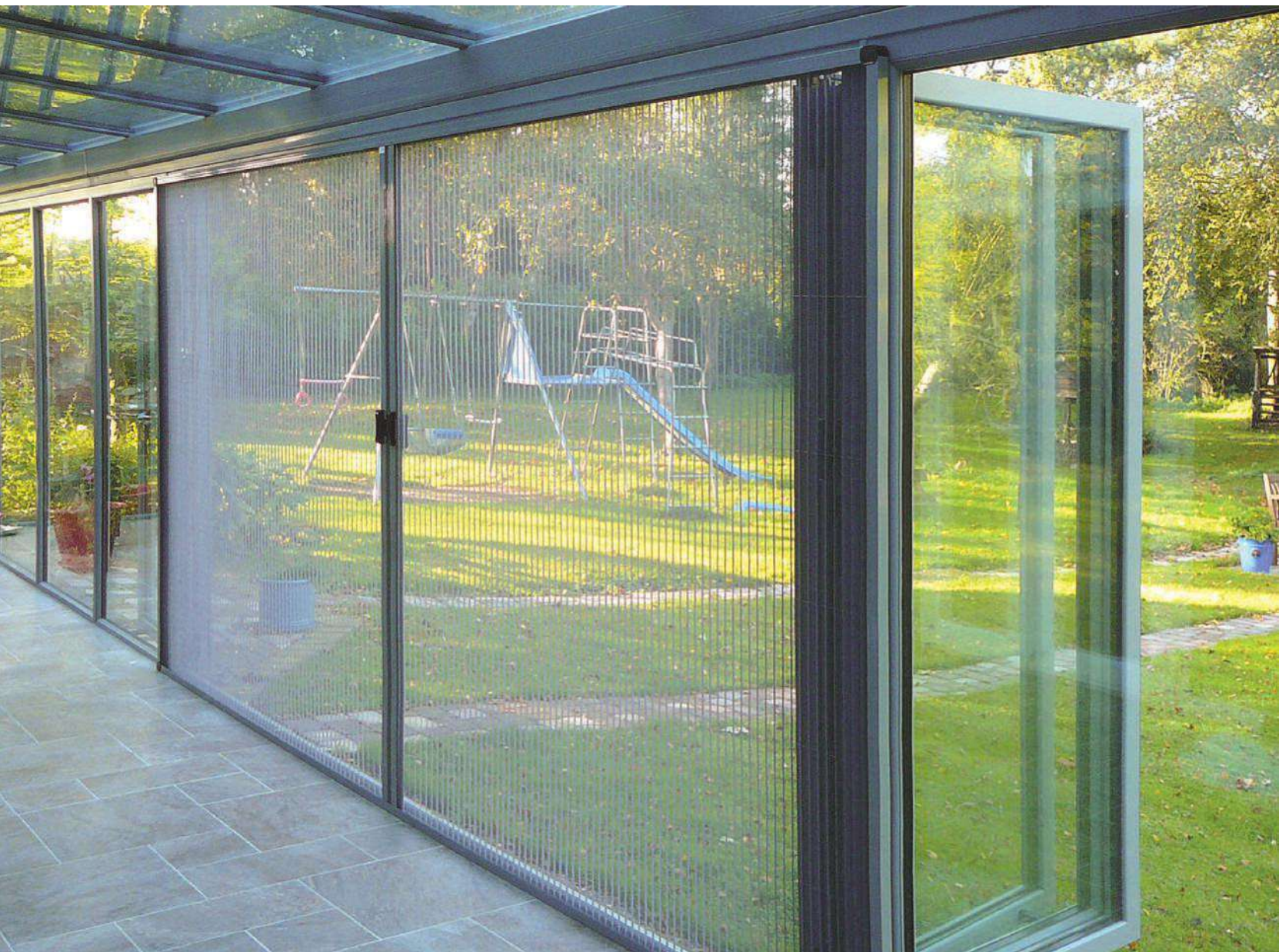
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