

free
car
mag



Three Men 4 Wheels

Electric Dreams



Going EV was always a bit daft



In 2021 you won't own a car,
just rent a bloody scooter
and be happy..


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

Sign This

Scrap the proposed ban on new petrol and diesel cars

<https://petition.parliament.uk/petitions/556842>

There are 40 million of us with cars...

 **Petitions**
UK Government and Parliament

 **Coronavirus (COVID-19)**
[What you need to do](#)
[What the Petitions Committee is doing](#)

Petition

Scrap the proposed ban on new petrol and diesel cars

The Government plan to ban the sale of diesel and petrol cars by 2040 or even 2030. This is because of the goal of UK being carbon neutral by 2050. We believe this is not realistic and that electric cars are nowhere near as economic as diesel and petrol cars.

[▶ More details](#)

Sign this petition

6,454 signatures

[Show on a map](#) 10,000

 **At 10,000 signatures...**
At 10,000 signatures, government will respond to this petition

 **At 100,000 signatures...**
At 100,000 signatures, this petition will be considered for debate in Parliament

Share this petition

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Created by
Aryan Bastani

Deadline
4 May 2021

All petitions run for 6 months



freetorial

Welcome to 2021. The Sinclair C5 is a very cheap shot when it comes to being an electric vehicle sceptic, but that's what we are. Unlike every other magazine and newspaper out there we refuse to accept that motorists are effectively being disenfranchised. An unaffordable, unachievable and pointless virtue signal by giving up a technology that works for one that is at best a compromise. Car buyers are being denied a choice and that is clearly wrong. Read Matthew Corrigan's brilliant take on all this. Kiran Parmar tells us all about the heroic failure of the C5. That's right Free Car Mag is on your side and we will be trying our best to present an alternative view, do sign the anti car petition which is on the facing page. In other news we spoke to the blokes behind Three Men Four Wheels which looks like one of the best Car programmes ever made. Watch it on Discovery. Also, the real world test drives From Great Driving Days are brilliant. See you next time.



It's new car day for the FCM staff...



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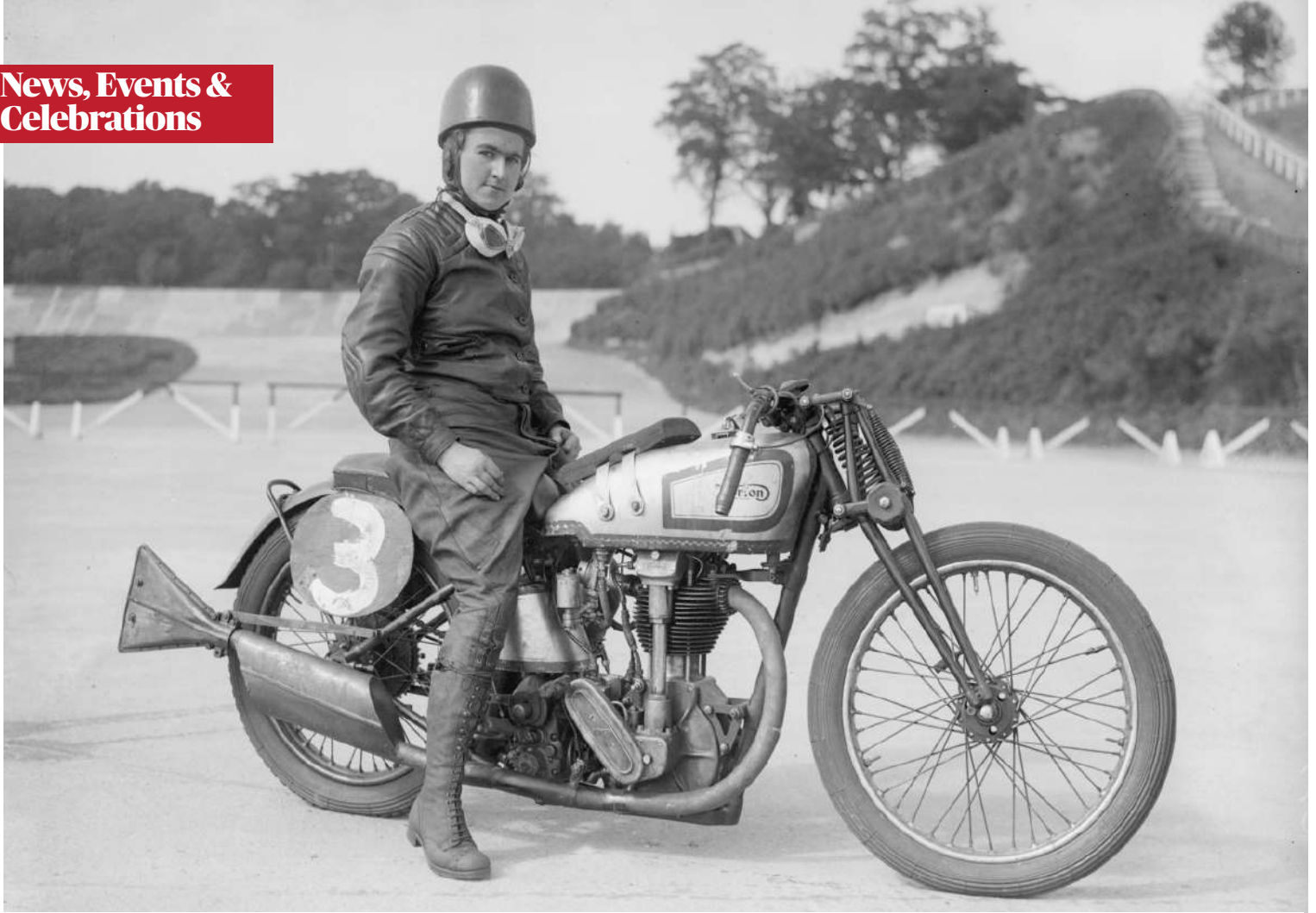
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BURLIN CELEBRATE MISS SHILLING'S ORIFICE

This Skinners Union (SU) Carburetter Company is best known for its automotive applications but, during the Second World War, SU paused road car carburetter production to help with the war effort. This change of direction led SU to be successful in aero carburetion, and their single-point fuel injection pump became standard fitment to the Rolls-Royce Merlin engine.

The Merlin engine was used extensively in the Hurricane and Spitfire fighters, but once air battle became more commonplace it became apparent the engine would suffer a 'fluff' caused by fuel starvation when in a steep dive. Late in 1940 an engineer named Beatrice Shilling introduced a modification that allowed the Merlin engine to overcome this issue. Today Burlen celebrates Beatrice, and her invention, 80 years after it was initially introduced.

Miss Beatrice Shilling, known as Tilly to her friends was a remarkably gifted lady who was once described as 'a flaming pathfinder of women's lib'. Born in 1909, she was awarded a gold star in the 1930s for lapping Brooklands on her Norton 500 motorcycle at over 100mph. Later Beatrice would gain an engineering degree at Manchester University and was recruited as a scientific officer by the Royal Aircraft Establishment (RAE), a position she held until her retirement in 1969.

During her RAE career she led investigations into the aquaplaning of aircraft during take-off and landing on wet runways and was awarded an OBE in 1948. Beatrice continued her passion for speed by racing a 1935 Lagonda at Silverstone and took part in sportscar races at Goodwood during the 1950's but was always best known for her Merlin engine modifications.

The Spitfire and Hurricane aircraft used in the early stages of war had a Rolls-Royce Merlin III engine fitted and when 100-octane fuel became available it allowed for increased boost, taking power to 1310hp. At this time all Hurricane and Spitfire engines were fitted with an SU AVT35/135 carburetter.

As the battle intensified it highlighted a problem with the SU carburetter when it was subject to negative G. Entering into a steep dive the Merlin engine suffered a 'fluff' caused by the fuel level at the jets momentarily being thrown to the top of the float chamber, starving the jet of fuel for 1.5 seconds. Despite this being a potentially disastrous situation, the carburetters were able to function normally after the floats had regained control.

A solution to this was developed by Beatrice Shilling at the RAE laboratories, offering a preventative modification that would be retrospectively fitted to all serving aircraft. The solution credited to Tilly comprised of a restrictor (or orifice plate) with a calibrated aperture in the centre that was fitted to the fuel line before the carburetter. It limited the fuel flow to a volume only slightly less than the engine demanded at full power and while it did not stop the momentary weak hesitation, it did prevent the 1.5 second rich cut. This modification is known as Miss Shilling's orifice.

By 1941 the Royal Aircraft Establishment had developed an anti-G modification which would be retrofitted to serving aircraft and would also become a standard feature of all new SU carburetters. However, Miss Shilling's orifice was retained by many aircraft, depending on their role in battle.continued

Supermarine Spitfire fighter plane. Photo by Bernard Spragg. Photo via Good Free Photos



Speaking of Beatrice, Mark Burnett, Burlen Managing Director, said “We are proud of Skinners Unions’ role in aeronautical carburetion history, and have admiration for the Skinner family for pausing car production to help with the war effort. Beatrice Shilling is an inspiration to us all, not only was she a first-class engineer but she also loved speed and was fast on both two wheels and four. Today Burlen lives by that mantra, combining innovative product engineering and a love of all motor-powered vehicles. Miss Shilling should be celebrated and remembered for the incredible woman she was, and as an engineer who made wartime pilots lives as safe as they could be when in battle.”

Burlen manufactures and supplies genuine SU, Amal and Zenith carburettors around the world and also owns the J40 Motor Company, dedicated to the preservation of the Austin J40 pedal car. **www.burlen.com** and **www.J40motor.com**



PADDY HOPKIRK MBE GETS A BRAND NEW MINI...

Mazda's Northern Irish rally driver Patrick 'Paddy' Hopkirk MBE is among the first of just 100 customers in the UK to receive the MINI Paddy Hopkirk Limited Edition, named in his honour to commemorate his triumph at the 1964 Monte Carlo Rally in the classic Morris Mini Cooper S Mk1. When asked what the special edition means to him Paddy said, "I'm so flattered to have a MINI named in my honour. Motorsport is long behind me now and for my win at the Monte Carlo Rally to be remembered in this way is a great thrill and honour. The designers at MINI have done a wonderful job. They've got a lot of the features on it just like the classic Mini I took to victory, with the number 37, the bonnet stripe and the colours – it reminds me of my very lucky days and wonderful memories." The Paddy Hopkirk Limited Edition is based on the MINI Cooper S 3-Door Hatch and available with automatic or manual transmission. The engine delivers 178hp and 280Nm torque, reaching 0-62mph in just 6.7 seconds (6.8 manual).

Patrick 'Paddy' Hopkirk clinched the first victory behind the wheel of the classic Mini Cooper S number 37 at the Rally in 1964. Driving the small British car with his English co-pilot Henry Liddon, Hopkirk overcame the odds against competitors with significantly greater engine power. Reminiscing about the Monte Carlo Rally and his win, Paddy added "Everybody wanted to win the Monte Carlo Rally, it was a very glamorous event, so when I joined the British Motor Corporation and the Mini came along it surprised the world. It became a David and Goliath with the might of the other car manufacturers spending a fortune to try and win the event. We were beaten by the big American cars down the straights, but we would beat them on the twisty bits! For the Mini to win against really powerful cars, showed just how good it was - it made the car famous."





Get The Look

...WITH HIS NAME ON IT, A LEGENDARY LTD EDITION

Limited to only 100 vehicles, the Paddy Hopkirk Edition comes with impeccable fixed specification and is available with either manual or automatic transmission. The motorsport appearance of the Paddy Hopkirk Edition is enhanced by a modern interpretation of the iconic 37 racing number. Unique Paddy Hopkirk Edition features include the cockpit fascia, door sill finishers, side scuttles and exterior badges, as well as the solo bonnet stripe in white with Paddy Hopkirk's signature. There are additional LED Headlights in black, perfectly complementing the exterior design, the interior elements complete the racing look. More importantly how can we get Paddy's effortless look? Could we actually look like a legend?

Paddy Hopkirk MBE

- 1 MINI Cooper £28,200
- 2 Shirt - Saville Row Company £18.50
- 3 Trousers - Cotton Traders £28.00
- 4 Jumper - ASOS £18.00
- 5 Trainers - M&S £59.00



4



5





Mates Rates

Three friends, Drew Pritchard, the hugely successful antiques dealer and star of *Salvage Hunters*, who also restores and deals in classic cars and bikes, Andy Jaye a broadcaster with a passion for motorsport, and professional British racing driver Marino Franchitti are **THREE MEN FOUR WHEELS**.

Free Car Mag ask the questions..



What is the greatest racing car ever made? That is the question that a trio of expert motoring fanatics will look to answer in the brand new series *Three Men Four Wheels*, coming soon to the new streaming service discovery+.

Each week Drew, Andy and Marino will get their hands on one of the most exciting classic racing cars on earth. Throughout the series, they'll draw up their own 'greatest hits' list of the world's finest motors ever to grace a racetrack. Fueled by passion, opinion and controversy, will they win one another over with their selection?

Motoring gems featured in the series include the legendary Stovebolt Special, a truly unique one-off car that launched racing legend Sir Stirling Moss' career and was driven by film star Kirk Douglas in the 1955 film, *The Racers*. Drew, Andy and Marino also gain rare access to Ten Tenth's, the private car collection of legendary Pink Floyd drummer Nick Mason. Plus, where cameras have never before filmed before, they access the Porsche Motorsport Garage which houses over £100m worth of cars.

Free Car Mag: Why should Free Car Mag readers tune in?

Drew: Discovery and Quest have given me the freedom to do the car programmes that I love. I am very passionate about my motoring. When I met the two boys at the Monaco Historics we got chatting and we just hit it off and we spent two days. Talking about old cars everything from pre war to F1. We just kept in touch there was a shared love of early 911s and Marino is a test driver for Singer. After the London Classic Car Show we went out for a curry, all the best things are decided after a curry and we put a plan for the programme together and Andy laid it all out properly then we drew up a list of the cars we wanted to feature. We are not talking about the fastest, most expensive or the best looking, it is not about that. It is all about cars with a story and soul, a heart and interesting back stories. Some of these cars have been lost and were worth nothing at one stage. There are

cars on this programme that you will never have seen before and probably never heard of. The access we got to the cars was incredible. Then to get to do this show with your mates and one of them is a professional racing driver which really helps, then we have Andy who has the most subtle and beautiful way of getting to the root of things with people. So it seemed like the obvious thing to do.

Andy: There are three really simple reasons why this show is worth your time. You will see a side to Drew that you will never have seen before which has hilarious and joyful results. He will at various points be bewildered and joyful and Drew Pritchard fans get to see a side to him that me and Marino already know. The second reason is that the cars across the ten episodes are phenomenal from the ultra rare to the ultra cool. I mean when we put our dream list together, at least five of them we thought, we will never be allowed to drive that, or anywhere near it. We asked not just to see the cars but also take them to a race track and thrash the nuts off it. We thought there was no chance of getting insurance. The third reason to watch is that there is so much joy in the show. It is three mates who are genuine mates, nothing is manufactured. We are being given access to things that we are genuinely passionate. We also want to make it apparent that the viewer is actually the fourth member of our little gang. Everyone loves going through the door marked private. The viewers get access to the cars and to our friendship.

Free Car Mag: Presumably you will introduce Free Car Mag to cars they have never heard of?

Paul: The whole mantra behind the show is that all three of us for each of us to champion a car in the ten episodes and we knew that we would have to convince the others and that is part of the journey as well. I am sure that on our list of ten there is going to be two or three that you will absolutely love and maybe a couple you will wonder what sort of idiot included that on the list. Maybe you



might have changed your mind by the end, or not. I think this makes it a sort of buddy show with excitement, disagreements, but it is entirely factual. Everyone we speak to are the experts in the car, so we get the real inside knowledge and even as car nuts there is so much that we have learnt at the end of each programme.

Drew: his is a diverse range we go from hot rods, two cars driven by the world's best rally drivers, to Formula One, Le Mans, pre-war, it is all over the place but it is cars that speak to you. This is three mates looking at cars and we just know when they are right, but we can be honest with each other and say that you are an idiot and got it wrong. Our list was made whilst drinking lager and we do want to get a reaction and provoke people and each other.

Free Car Mag: Drawing up the list must have been the easy bit, you actually drove these cars in anger?

Drew: Over to Marino.

Marino: What a treat that was. Whether I liked them or not it all furthered my education. With most of them it was just a great thrill, there were things that I could find to love in every car, even ones I was not too keen on. A few with passenger seats and we could put one of the boys in, it was great to share it with a friend, especially if the car meant something to them. We forget the cameras were there most of the time, apart from when a drone almost hit me on the head, so you are getting genuine reactions from all of us in and out of the cars. I mean for Drew it was so emotional because he saw them running in the 1920s...(much laughter).

Drew: Two of my favourite cars on the planet I got to go in. I was in the passenger seat of a Type 35 Bugatti, we were and we came over the brow of the hill on a beautiful circuit, when the sun comes through the clouds, hits the sea the whole peninsula

opens up and I am being deafened by the engine which is being gunned by Marino. So I put my arms up and I just went 'yes', It is not often in life that you get to do that, plus I got to do it with my pals. I must say I think that this is best telly I've ever done. **FCM:** What piece of advice would you give Free Car Mag readers when they go and buy a used car?

Marino: You talking about that makes the hairs on the back of neck stand up, there are so many moments, during the filming.

Free Car Mag: Can you tell us some of the cars you will be featuring?

Drew: A few, we don't want to spoil it, T35 Bugatti, Aston Martin Ulster, '39 Willys Coupe Gasser, Mini Cooper, a Jaguar, everything is in there.

Andy: Each one of us will take one vehicle per programme and make a case for it as to why it should be a racing icon and we do all have to agree by the end of the episode whether it is worthy of that title. They don't all make the cut.

Free Car Mag: We spotted Drew sitting inside a Lotus 72...

Marino: That was a mental couple of weeks, we went to Lotus and filmed in what was Emerson Fittipaldi's first race winning and first championship winning car. Then it sat on a shelf, I drove that at Lotus headquarters at Hethel, two weeks afterwards at Goodwood Speed Week, and the Lotus boys were there and said do you want to drive Stirling Moss's Lotus 18? Go on then. The next morning they said do you want to drive another 72, and this was Emerson Fittipaldi's other car, which won all his other races in. Then I am sitting in the 72 in the pits and right next to me is Emerson Fittipaldi in the other 72 I drove a few weeks before. I thought this is cool and then he gives me the thumbs up, I do it in return and I go to myself, this is nuts.



Andy: Who won the race?

Marino: No, no, no, he won, it's Emerson Fittipaldi. Then I look in the mirror and I see Jackie Stewart and Emerson Fittipaldi side by side waving at each other. That all happened because I had driven their car and not done anything too silly. So I hope that lots of people will see me doing this and think that I can be trusted in theirs. That 72 what a car, and the noise of the DFV engine, it is as thrilling outside as it is in and I think the boys enjoyed being up close to that.

Andy: The amazing thing is with the 72 is that we were allowed to take it apart and examine why it was such a special machine. That is what we mean about access. It is one thing to get up close to a great car, another to drive it and really something else when you can take it apart. Engineers letting us do this is absolutely incredible access.

Marino: All the cars have a different story and a unique personality. The 72 was built for Emerson Fittipaldi and you are sitting in his seat. The engine is from that period, it was restored with all the original metal, that makes it a time machine. An incredible experience, the Hethel track was sodden the tyres a bit wooden it was very stressful.

Drew: I did think that Marino was going to tickle it around the track, especially as there are just a couple left and worth millions, but after a couple laps he was really going for it. That's what this programme is all about three mates talking about a car, then one of them trashing it around a track. That is what we would do anyway, just talk about cars all day and then someone says we have free use of a track.

Marino: Andy manages to draw out such great stories and passion, Drew can tell you why the car is the way it is and I hopefully I can show what it is like to drive, those fingertip things. The way it has been made is very accessible.

Drew: The most incredible thing for me was getting to sit in Paddy Hopkirk's garden and entertaining us with things he has forgotten about winning. I sat there thinking how did I get here listening to this guy? Andy got on with him so well. That is what you will get to see. A great in depth interview about his mini, then Marino takes it off road.

Free Car Mag: There is lots of material there for another series..

Andy: IWe would love this to go beyond season one, we are really, really proud of this show and it would be treat to do more.



Matthew Corrigan wonders why we have to

EV or Die...

VW have been at
EVs since the '70s





Two postal workers (Stirling Moss & Richard Noble)
and their electric Bedford van in 1984.

I saw a photograph last week. An actual, physical, hold-it-in-your-hand, bordered, black and white photograph. On the back, between its tattered and curling edges, someone had scribbled the location and date: 1936. In it, a vintage car (I'm afraid I'm not sure what it was – probably an Austin Seven or some such) can be seen, up to its axles in water. Ahead of its front wheels a great bow wave is just about to break and a wide wake trails at the rear. People are standing on a wall, watching its plucky progress as it battles its way along a deeply flooded local lane. It was shown to me by a neighbour in her eighties and, if I'm being honest, I had no idea she was so adept at forgery. Quite simply, the picture must have been a fake. Because when the same lane was badly flooded last summer, the local authority told us it was an unprecedented weather event and all the experts nodded sagely. Something needed to be done.

And now, at last, thanks to the latest brave new direction announced by our Prime Minister, something will be. In order to meet the challenge posed by The Climate Emergency™ and to stop these repeatedly unprecedented weather events, Our Leader has decreed that we must make the transition to electrically-driven cars more quickly than was previously thought. From 2030 – just nine years from now – it will no longer be possible to buy a new petrol or diesel car in the UK.

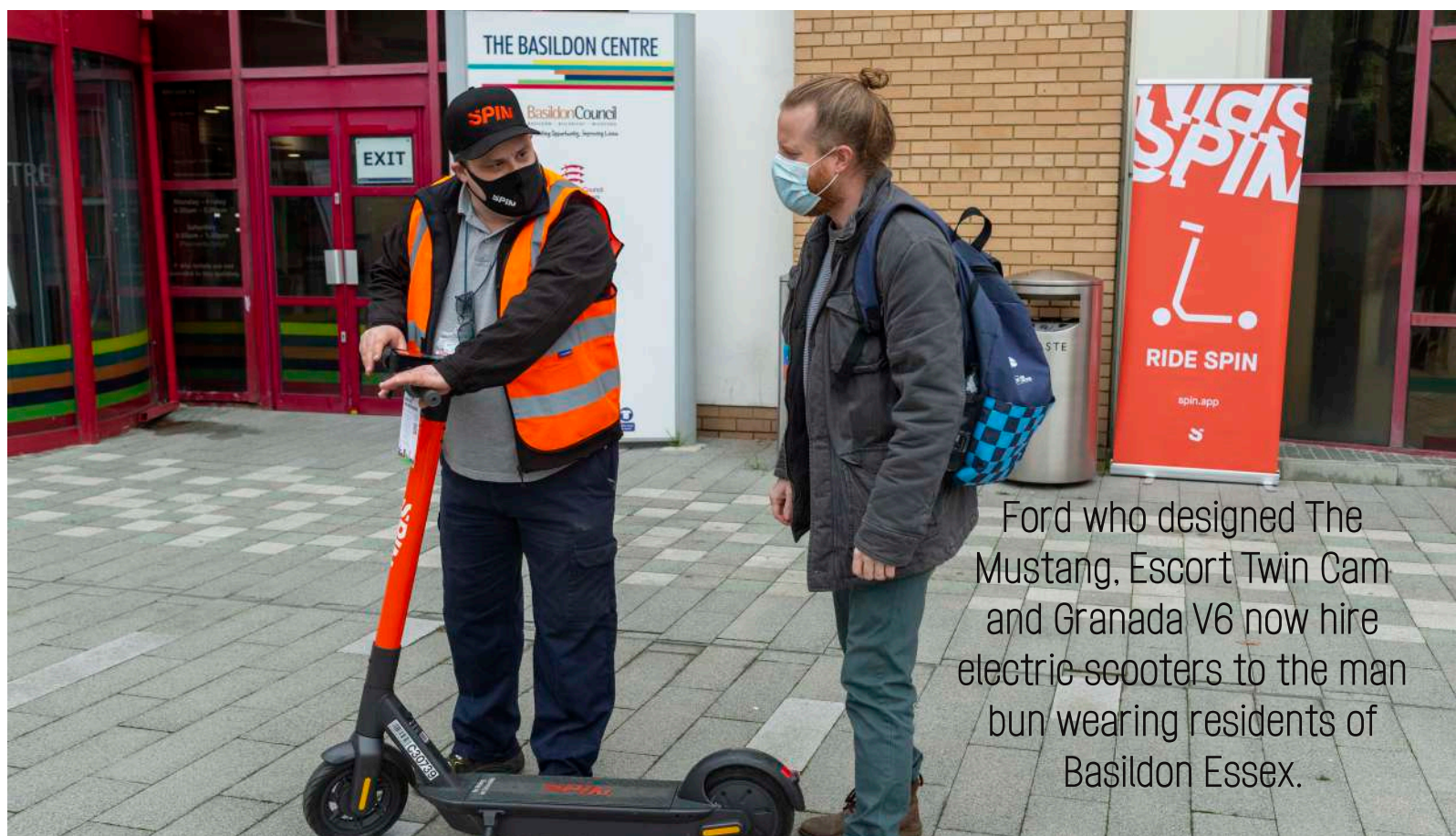
As electric cars are notoriously expensive, he has announced that work is continuing apace on a subsidy scheme to ensure that

Government will match the cost of purchasing a new EV to that of the outgoing internal combustion equivalent. Er, hang on. No he hasn't. I made that bit up. If you can't afford one, mate (perhaps because you are no longer viable), you'll have to get a bicycle.

You'd have thought this would be something of a hard sell, wouldn't you? Perhaps, in less insane times, it would be. However, the PM is having his marketing done for him FOC. The traditional motoring press can't get enough of the EV. In much the same way as they enthusiastically leapt aboard Tony, Francois and Gerhard's idiotically misguided rush to diesel, they are breathlessly cheerleading the coming Great Green Revolution in private transportation.

The manufacturers are doing their bit too. At any other juncture, BMW's 'OK Boomer' advertising campaign for their utter, abject munter of a new electric SUV would be seen as Ratneresque, but you know what – I think they've captured the zeitgeist perfectly. The Ultimate Driving Machine is rather irrelevant when the aspirational vehicle of the 20s is apparently the children's scooter.

Then there are the zealots. I was unaware of them until I posted an innocuous tweet a few months ago, in which I stated that I don't want an EV and that even if I could afford one, there were none on the market that fulfilled my requirements. The reaction was instant. I was pounced upon by a small army of fanboys, all of whom assailed me with a series of impertinent questions.



Ford who designed The Mustang, Escort Twin Cam and Granada V6 now hire electric scooters to the man bun wearing residents of Basildon Essex.

Below, Gridserve opens the UK's first electric forecourt in Braintree Essex. Better move to Essex if you want to electrify your life.





**Commuter
Vehicles** inc.

1979 Comuta-Van

Foolishly, I responded. That I sometimes need to drive long distances was just one of my many reasons. It was as though they were working from a script: driving a long way without taking a break was an irresponsible thing to do and I should therefore recharge my car while having a coffee (no doubt some sort of indecipherable mochafrappalatteccino, to go, guys). It never crossed their collective mind that there might have been two of us sharing the driving. Concern about fuel was another. The unexpected late night medical emergency drive is not just a remotely possible scenario – I've had to do it. Even with the car low on petrol, it would take just a few minutes for a splash at a local service station. EVs simply takes too long to charge. For suggesting this I was berated for my lack of planning – in their electrically-powered utopia, there is no unexpected.

It soon became obvious that they had an answer to everything. Like the worst sort of salespeople, they treated my worries as objections to overcome. Unlike the worst sort of salespeople, they weren't just trying to flog me their dubious wares; they were merely passing sanctimonious judgement on my behaviour.

My old Volvo estate has put in years of good service. As I write this, it is having some suspension parts changed ahead of an MOT which will keep it on the road for another twelve months. Before travel was banned by our illustrious and benevolent Government, it used to make regular trips into rural France, whence it would return full of ill-considered flea market purchases and enough wine to satisfy even the gargantuan thirst of a drunkard political leader called Boris* who has presided over widespread economic carnage while pursuing the half-baked policies of an idiot. I understand that driving in rural France is probably considered

'unethical' these days (unless your name is Amelia Womack, you're the Deputy Leader of the Green Party and you're aboard a smoky old Volkswagen bus), but it will simply not be possible to replicate these life-affirming journeys in an EV. Another little bit of freedom gone.

Although such things are nigh-on impossible to quantify, I fail to see how wastefully acquiring of one of these hideously ugly and overweight electrical contraptions every three years (a fairly typical lease cycle) is in any way better for the environment than my continuing to run a well-maintained old car. Still, I suppose we have to do something to stop all this unprecedented weather.

*I refer, of course, to the late Boris Nikolayevich Yeltsin, former President of The Russian Federation. Who did you think I meant?



Builders Van in 2030

5 Star

Ever wondered where the Sinclair C5 came from and where it was going?
Kiran Parmar explains all...

Innovation is at the core of being British. Alexander Graham Bell's telephone, the Frank Whittle's jet engine, Tim Berners Lee's World Wide Web and Golden Wonder's Pot Noodle brand in 1977. Fast forward to 1985 when Sir Clive Sinclair a pioneer of the pocket calculator and personal ZX computers, unveiled his electrically powered pedal car; the C5. The C5 was a single seater electric tricycle with pedal assist that was unveiled on 10th January 1985. On paper, the C5 sounded fantastic; it featured a cutting-edge injection moulded polypropylene shell that had been perfected in a wind tunnel, a special steel pressed chassis from Lotus, a silicon chip control system that monitored the motor temperature, battery condition and provided a speedometer. It was road tax exempt, it could be driven without a licence or helmet and insurance was not compulsory.

It had a rechargeable battery that could provide an 18.7 mile range with a speed of 15 mph. The battery had a recharge time of eight hours. The steering was done with handlebars under the riders' legs as they leant back. The advertising video boasted it was a 'safe, reliable, pollution free electric vehicle which could be driven on the road by anyone 14 or over.' They believed it was a 'fun vehicle for all the family, easy to drive, quiet and exhilarating.'

They claimed it was the ideal vehicle for the commuter to get to the train station and parking was a breeze. Comparing it to the original Mini in their video, they

said the seating height was the same as a family car, therefore having extremely good all-round visibility.

The boot however is less convincing as the lady in the video manages to squeeze a small bag of supermarket groceries into the tiny luggage compartment which is about the same size as the armrest storage bin of a modern SUV.

To bring the C5 to a stop all you had to do was squeeze both brake levers simultaneously and the rear drum and front calliper brakes would bring you smoothly to a halt.

If you were brave enough to drive your C5 at night, rest assured that it featured front and rear moulded lights, high reflection tape along the sides and wheel-covers, and a high visibility rear mast with front and rear reflectors.

You could even customise your C5 with accessories which included optional wing mirrors, indicators, a 'weather cheater' to keep you warm and dry. Tonneau cover and mud flaps were also available. Plus, you could have a long-distance comfort seat liner or even a booster pad for shorter drivers. The flagship accessory was a second battery of course.

Despite all this brilliance the C5 had an instant image problem. The press and public viewed it more as an expensive toy rather than a new mode of



transportation. If you wanted one in 1985, you would have to fork out £399 (approximately £1,216 in today's money).

If you lived or worked on a hill, you would need to pedal but at least that would save you a trip to the gym! Then there was the big question of safety, if 'Euro NCAP' tested it today it would probably score zero stars. The C5 went from drawing board to prototype without any market research. Sir Clive believed he could create a market where none had existed before thanks to new legislation that allowed electric pedal vehicles and improving battery technology.

Despite the claims in the advertising video, the driving position was extremely low making it effectively invisible to other vehicles especially lorries and trucks. Also, the battery range did not live up to expectations and there was too much exposure to the bad British weather. The C5 did not go down well and production ceased eight months after its launch.

If you think about the time-period it was launched in - the 1980's, it was the 'decade of excess.' We had supercars with huge engines like the Lamborghini Countach and Ferrari Testarossa. No one was interested in a planet saving death trap.

However, if the C5 was launched in 2021, I think it would be quite a different story. The eco-warrior clan would be overjoyed at the prospect of such a tree hugging vehicle and sales would rocket especially if it had some degree of safety. So, despite all the stick that Sir Clive received, perhaps his C5 came too early and a modern version of the C5 would be exactly what we need in 2021 - well maybe?

**How to get
even more from
your Sinclair C5!**

C5 Accessories





Ferrari 328 values shot up in the first half of the 2010 but since then it has dropped annually as the appetite for modern-classic Ferraris subsided. From 2016 to 2019, values fell at roughly 11% per annum, but last year this reduced to just 2%. It has all the markers of a successful classic: a legendary manufacturer, rarity and an 80s look that is so attractive.

How long can a car like the Toyota MR2 remain a secret? Even a rare unmolested example will only set you back a few thousand pounds. It has Toyota's robust mechanicals and leather or Alcantara options make the interior not a bad place too. With our HPG 'excellent' value at just £4,100 the roadster from Japan seems undervalued.

Values of classic Range Rovers have rocketed over the last five years, and we believe it's about time the Series I Land Rover Discovery followed suit. Until recently, even the best could be bought for a few thousand, but in recent months, exceptional examples have achieved much more: in June, CCA sold one for £12,320.

Top 10 Classics

Hagerty's Bull Market list recommends the ones to buy.

The Hagerty Bull Market List is an annual compilation of classic and modern-classic cars which provide the owner with a pleasurable driving experience while also predicting which makes and models could be bought without fear of them losing money.

However, the list isn't tailored to investors, it's aimed at people who want to find, buy and drive a vehicle they love. The standout advice from Hagerty experts is to buy any classic car with your heart as they are built to be enjoyed and driven as often as possible. Buy a car you like first and foremost, and should it deliver a healthy return financially, consider that an added bonus.

To compile the report, Hagerty analysed both its market valuation data and insurance quotes and policies, looking for indicators that suggest a car is rising in value and increasingly in demand among drivers. The UK Hagerty Price Guide also tracks auction sale

results and private sales to ensure drivers can be fully informed about the value of a classic or modern-classic car.

One fundamental difference of the Hagerty Bull Market is that Hagerty experts look back at the previous year's selection and compare the cars' predicted values with the actual values a year later. Previously, in the US, the humble Toyota MR2 – one of the most affordable cars identified – was the strongest performer, rising in value by an average of 30 per cent. From the 2018 list, it was the BMW M3, which recorded an average rise of 20 per cent.

For the inaugural 2021 Hagerty UK Bull Market List, the selection of cars highlighted by Hagerty is wide and diverse, meaning there should be a car to suit most tastes. The 10 smart-buy classic cars are: Aston Martin DB7 • Ferrari 328 • Ford Focus Mark 1 • Jaguar Mark 2 • Land Rover Discovery Series 1 • Mercedes Benz SLS • Mini Cooper Mark 1 • Porsche 944 S2 • Renault 5 GT

Have your say  @freecarmag1



BEST CLASSICS TO RESTORE



ACCORDING TO HAGERTY...

The cost of a classic vehicle restoration almost always exceeds expectations and owners are often reminded to restore their classics for love rather than money, but how does an owner know whether they are entering into a financial folly before they even start?

The Hagerty Price Guide lists a value for each of four conditions for every one of the over 2,000 models covered. These range from Condition 4 (fair: a drivable but imperfect classic) to Condition 1 (concours: one of the best in the country). To investigate the difference between these two Hagerty compared the value differences between 'fair' and 'concours' cars for each model in the UK Hagerty Price Guide.

With £13.12m difference, the Ferrari 250 GTO came out top, followed by the AC Cobra Daytona Coupe (£8.364m) and the McLaren F1 (£5.74m).

The newly added Ford Focus 1.6i Zetec appeared at the other end of the spectrum with a difference of just £1,400 between 'fair' and 'concours', followed by the Austin Allegro 1750 4-door saloon (£2,150) and the Vauxhall Magnum 1800 saloon (£2,200).

Plotting the difference between 'fair' and 'concours' values as a percentage of the latter and the biggest winner, with the difference of £13,400 (91% of its 'concours' value) was the Series 1 Land Rover Discovery. Close behind the Lancia Beta 1600 S2 HPE estate, its £10,200 difference equating to 89% of its top value and the Lancia 2000 Berlina (£8,000 or 88%).

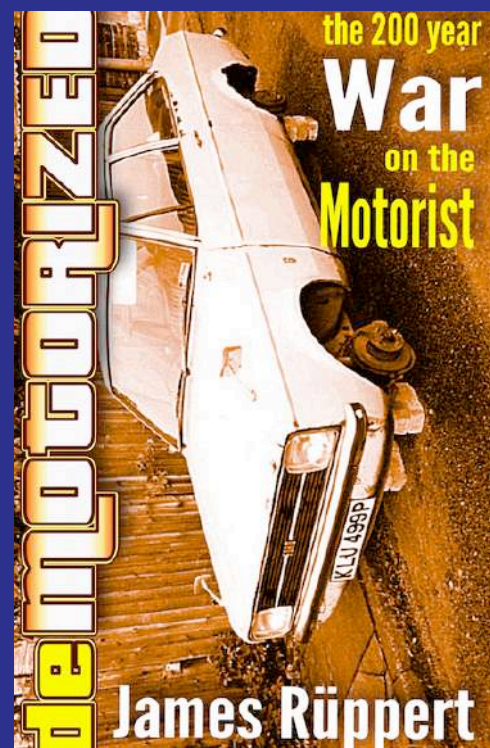
At the bottom, the TVR Cerbera came out last with £13,700 (36%) followed by the Porsche 924 Carrera GT on £27,800 or 36% and the Maserati Ghibli (£59,800 or 30%), with the Ferrari 330 and the Austin Healey 100-4 M making up the bottom five.



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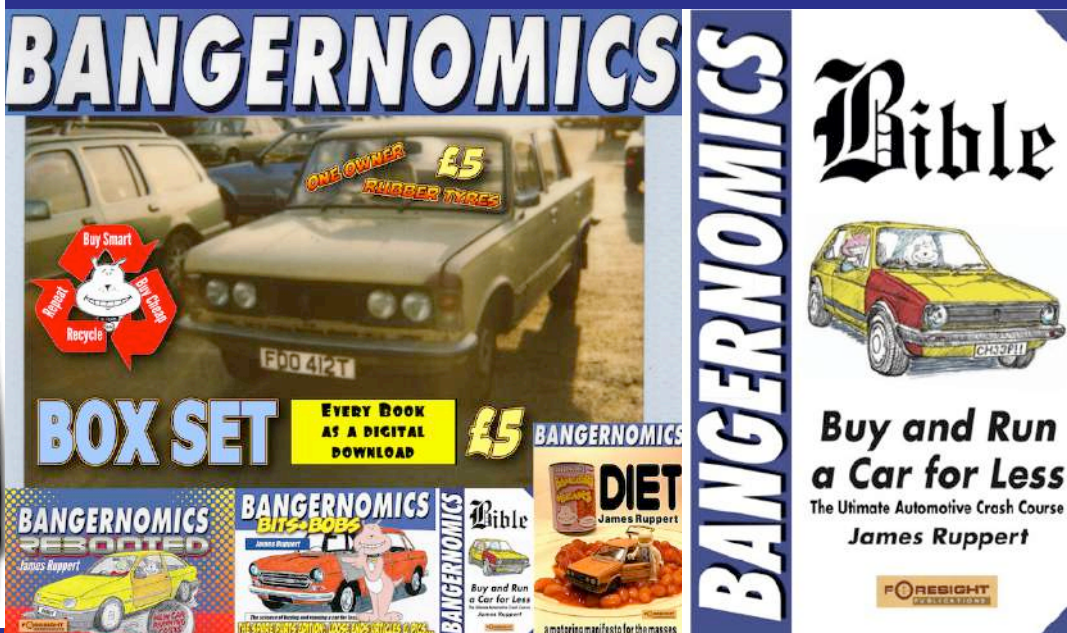
Here are books written by some of our contributors and friends plus you can buy some T shirts and other stuff with logos on that helps keep us going as FCM, I mean a Free Car Mug will cheer up tea time no end.
www.bangernomics.com

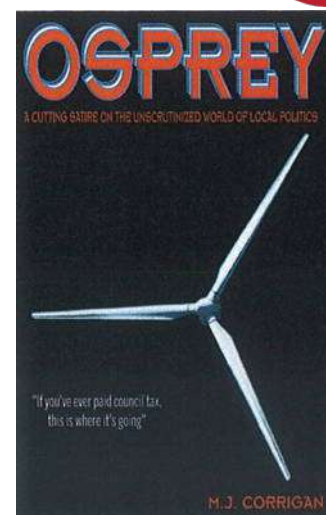


Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van, LuxoBanger or Happy Shopper (see inside for details). This Bangerpedia contains 755 models on offer in the UK car market, with descriptions, basic specifications, brief buying tips and a ridiculous rating system. James Rüppert is best known for writing Bangernomics, Demotorized and telling the fine readers of Autocar which used cars to buy every week.

This is the not quite definitive history of how parking became an industry, governments overtaxed motorists, carmakers lied about how safe and environmentally friendly they were and tested their emissions on monkeys and humans. Also why robot cars are so dangerous and electric cars are not the answer. Also, who is behind the ongoing plan to Demotorize the world. Printed in 2020 it predicted the future with terrifying accuracy. Buy it before it gets banned. Now updated with a Chapter all about what happened recently in 2020 to screw the average motorist.

Bangernomics Books available also as PDFs to download at
www.bangernomics.com





PEUGEOT 205 GTI - CORRIGAN
AMBERLEY PUBLISHING £14.99

Covers the engineering and design features that made the 205 so special. Within a stylish design, it offered a variety of lively petrol and diesel engines while the suspension, with MacPherson struts at the front and torsion arms with trailing arms at the back, offered excellent ride and handling. Soon the first GTI version was produced with an eager free-revving 1600 engine. In 1986 a 1900 version was introduced. Drawing on his personal experience of driving a renovated Peugeot 205 GTI, Matthew Corrigan also provides advice on restoration, parts, and other ownership tips.

THE MANCHESTER HEINKEL
MATTHEW CORRIGAN £8.99

Here is the forgotten story of the only plane to be shot down over Greater Manchester in World War Two. The Heinkel He111 was brought down in a dog fight over Stockport in May 1941 and the plane landed near a farm. Amazingly the four German crew members survived and were One eyewitness, a local solicitor, went over to the site of the crash to help and put the German pilot under citizens arrest. Matthew Corrigan heard the story growing up and was surprised that there was so little records or information about his momentous event, so decided to research and write this book.

OSPREY - MATTHEW CORRIGAN
EMPIRE £8.95

OSPREY -- Overhead System Producing Renewable Energy is an audacious scheme to harness high-altitude wind power. Is it a breakthrough in clean energy or a far-fetched fantasy designed to extort millions? Set in recession-hit Manchester, Osprey is a brilliantly satirical novel that lifts a lid on everything from phone hacking to climate change hysteria. Topical, controversial and worryingly believable, OSPREY is a tale of panic, greed and people on the make.

The Ultimate
Classic Car
Quiz Book



The questions, the answers,
the stories...

by David Milloy

THE ULTIMATE 'BOOKS' BY
DAVID MILLOY £8.00

Packed with facts, trivia and statistics, The Ultimate Quiz Books are the quiz books that not only gives the answer to each of its multiple-choice questions but also tells the story behind it. So if you've ever wanted to know the story behind a certain car being mentioned in a National Security memo to President Jimmy Carter or about a Hollywood filmstar's appearance in a round of the British Saloon Car Championship then the Classic Car is the book for you. If you are a fan of motorsport then the F1 delivers fascinating facts by the hundreds. Not only that, by buying these book, you'll be helping others - the author will donate at least 25% of his royalties to charity. That's another great reason to buy not just one, but both these books. Free Car Mag 'Books' of the year.

The Ultimate
Unofficial F1
Quiz Book

by David Milloy



Illustrated by Marcus T Ward

More Ultimate Quiz Book Fun

After the best unofficial Formula One Quiz Book comes yet another with a whopping 25% of the profits going to great causes...

Packed with facts, trivia and statistics, The Ultimate Classic Car Quiz Book is the quiz book that not only gives the answer to each of its 150 multiple-choice questions but also tells the story behind it. So if you've ever wanted to know the story behind a certain car being mentioned in a National Security memo to President Jimmy Carter or about a Hollywood filmstar's appearance in a round of the British Saloon Car Championship then this is the book for you. And by buying this book, you'll be helping others – the author will donate at least 25% of his royalties to charity.

We loved the last one and this book is just as good which gives the great option of holding a quiz with like minded car enthusiasts. You might well spot a reference to a book written by the editor of Free Car Mag, buy it and find out. We rather enjoyed the diversion into Lord Lucan, but won't spoil it for you.

This book costs £8.00 from the usual outlets.

The Ultimate Classic Car Quiz Book



***The questions, the answers,
the stories...***

by David Milloy



FARER

Ainsdale

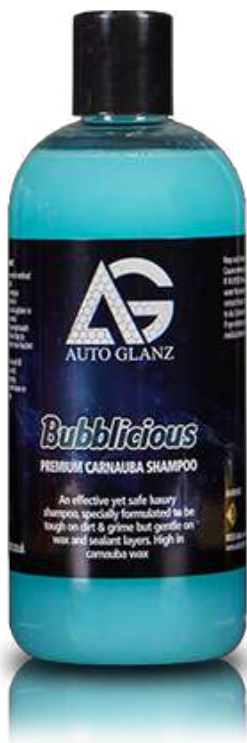
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There is a new Countryman on the block...

BROADWALK EDITION

Just 325 units for sale in the UK, the latest addition to the MINI family is offered with the Cooper 1.5-litre 3-cylinder petrol engine producing 136hp, or 2.0-litre Cooper S engine delivering 178hp. Painted Deep Laguna Blue Metallic, and has a contrasting black roof, black roof rails and piano black exterior. It has 19" alloy wheels, automatic tailgate, LED headlights and rear lights as standard. Inside the model a range of options are offered as standard, including interior lights pack and MINI Excitement Pack, which includes MINI logo projection, illuminated door handles and LED mood lighting. Additionally, the model has a fully digital display cockpit, automatic headlight activation, rain sensors and cruise control with brake function.



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Toyotas order books are open...

HIGHLANDER HYBRID

The all-new Highlander Hybrid is the fourth generation of Toyota's large SUV, but the first to be offered for sale in the UK. Built on Toyota's GA-K platform, it has authentic SUV credentials, combined with high levels of comfort, drivability, seating for up to seven and a fourth generation hybrid electric powertrain. Two grades will be available: Excel and Excel Premium. The Excel specification includes 20-inch alloy wheels, leather seat upholstery, three-zone air conditioning, a panoramic roof and a JBL Premium Sound System. The Premium model adds a head-up display, power tailgate with hands-free operation, heated rear seats, 360-degree camera and a different 20-inch alloy wheel design.



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Citroen have an online model range

C-SERIES

Citroën UK new 'C-Series' trim level on the new C3, C3 Aircross Compact SUV and C5 Aircross SUV. All 'C-Series' can be configured +ordered online with PCP finance through the Citroën UK Online Store **Citroën Store**. Power comes from Citroën's 1.2L PureTech 83 stop and start petrol engine. Standard exterior equipment includes 16-inch 'Matrix' bi-tone wheels, Airbump® panels on the doors, a new Anodised Deep Red colour pack +colour detailing on the fog light surrounds +Airbump® panels, gloss black door-mirrors + bi-tone Onyx Black roof. 'C-Series' models have LED headlights and daytime running lights, a 3D rear light-signature +front fog lights +dark tinted rear +tailgate windows. Automatic headlights, automatic air conditioning, lane departure warning, cruise control, speed sign recognition and recommendation, as well as rear parking sensors – all as standard.

By Graham Eason



ONE OF THOSE ICONIC HOT HATCHES...

Today I have mostly been driving a Peugeot 308.

Here's the review. 205 GTI.

(but can we have buttons instead of screens Peugeot?)

The End.



A SPORTS UBIQUITY VEHICLE?

This week I have been driving...this.

It's chunky.

The interior is brought to you with the words flimsy and scratchy.

It looks rugged, but isn't. Crosswinds are not its friend.

But it is cheap and it is honest and it isn't a silly premium SUV.



THE LESSER SPOTTED RANGE ROVER EVOQUE

I have been driving this. Here's the review. There's a lot of 'design' going on, quite a lot less practicality. And quality. It's noisy and knobbly on motorways. It's wearing Rohan to go shopping. If Pandora did cars, this would be it. The End.



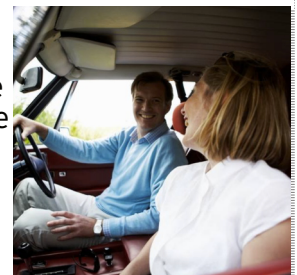
A VOLVO...

This week I have been V40 Volvoing... Really nice seats. Ancient button-infused infotainment. Lovely seats. Sluggish autobox. Stylish ergonomics. Unhurried, relaxed Swedish vibes. Those seats. Verdict: as good as a massage for stressed junior execs. The End.



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Ban on New Petrol + Diesel Car Sales

This was written by the Alliance of British Drivers before the official announcement.



An arbitrary target date for banning new petrol/diesel cars and vans is based on costly virtue signalling.

It is widely reported that Boris Johnson is planning to announce 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'.

Support The Alliance of British Drivers on Facebook: <http://www.facebook.com/allianceofbritishdrivers>
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Ford Puma



Yes, there was a Ford Puma in the late 90s. Yes, it was a two-door sporty little thing. No, this new Puma is not quite the same. But yes, there is some shared DNA. And something else, both are recipients of great acclaim and numerous awards.

The new car is based on the current Ford Fiesta, itself highly regarded not just for being Britain's best-selling car, but also for just being a fantastic little runabout. The Puma of course is bigger – a compact crossover with SUV-like stance and capacity, yet promising the same level of nipiness the Fiesta boasts.

Prices range from £22-25k for the models equipped with the 1.0 Ecoboost turboed three-cylinder engines available in two states of tune, that's either 125bhp or 155bhp, driving the front wheels and mated to a 6-speed manual.

Oh, and one other thing, they're mild hybrid (MHEV) set-ups. There is a 48 Volt battery on board which smooths out the stop-start system, provides increased initial torque and lowers emissions with 101g/km CO2 put out for the 155bhp version tested. Top speed is 124mph, with rest to 62mph acceleration in 8.9 seconds. Fuel consumption is around 50mpg.

If you want an automatic, there is a 7-speed available, but

only with the 125bhp version, and no hybrid. If you crave more power, that's available too. The more recently introduced ST edition has the 200bhp 1.5-litre Turbo motor endowing it with hot-hatch acceleration (0-62mph in 6.7 seconds).

In addition to the taller body and higher driving position, you get more luggage space than a Fiesta and rear accommodation that's just about enough for a pair of six-footers. That is to say passenger accommodation is not bad at all, and up front the news is even better. It's essentially like a Fiesta in that it's ergonomically sound, but also sportily well-fitting, yet more welcoming for taller drivers – a boon for six-foot me.

The manual is slick and enjoyable to use, the brakes reassuring, the ride is surprisingly mature and performance is perfectly adequate for darting about town and keeping up with hard-charging BMWs on the motorways.

Spend a couple of days with this car and it's easy to see why it's picking up plaudits and gongs. It's dynamic, practical and affordable. It is ideally-sized for the urban environment, and also long-legged enough to comfortably dispatch inter-city journeys. Now I can't wait to try the ST version!

BROWNCARGUY SAYS...

Today's new cars are tomorrow's classics

While producing a video on what classic cars to buy in 2021 (check it out at [YouTube.com/BrownCarGuy](https://www.youtube.com/BrownCarGuy)) and thinking ahead to the proposed 2030 new petrol and diesel car sales ban – I realised how easily today's cars will become tomorrow's classics. If you accept that we'll mostly still be driving petrol and diesel cars till almost 2050, today's new cars will become bona fide collectibles.

Which started me off

thinking which cars I'd buy now, if I could, and keep till then: Honda Civic Type R, Ford Fiesta ST, BMW M2 Competition, Jaguar XJ (it will be the last non-electrified edition), Suzuki Jimny, any Morgan or Caterham, and of course a Lotus Elise, Mercedes AMG models up to the current crop (they'll be neutered henceforth), Audi RS6 Avant and well... gosh, where will I store these for the next three decades?



The DS 7 Crossback is a medium sized front-wheel drive SUV that was the first car wholly developed under the new luxury brand from Citroen, so from the get-go they focussed on an upmarket feel and build quality. Whilst it is based on a Peugeot 3008 platform it has a wider track and a longer wheelbase.

There's a choice of turbo-charged engines including a 1.2-litre 131bhp with a manual transmission, and two 1.6 units with 8-speed autoss with either 181bhp or 225bhp and even a range-topping petrol-hybrid with 300bhp.

Two diesel units offered include the 1.5 with 130bhp available with manual or auto, and the 180bhp 2.0 as tested. It has 295lb ft, can accelerate from rest to 62mph in 9.4 seconds and reach 134mph. Combined fuel consumption is 42.7mpg and CO2 emissions are 128g/km.

Trim levels include Elegance, Performance Line, Prestige and Ultra Prestige with prices starting from just under £33,000.

It's a handsome thing with



DS 7 Crossback

neat details such as the party-piece adaptive headlights which rotate, wobble and do a little dance. Inside it's exquisitely crafted with tactile delights, digital instrumentation and su-

perb space and comfort.

A camera reads the road ahead to adjust the adaptive suspension and the DS 7 is very much tuned to providing a caressing ride and easy driving

experience. Sports mode ruins the ride. Overall, this is a feel-good offering that employs Gallic elegance and intricate design to delight and engage in a way that other family SUVs fail to do.

This is the baby SUV from Toyota's luxury brand. The UX (Urban Explorer) shares its platform with the best-selling Corolla, Prius and most significantly the CH-R compact SUV. It has the same wheelbase as the CH-R, but is slightly longer and wider.

The UX starts at just under £30,000 for the front wheel drive version, but that jumps to £38k if you opt for the E-Four drivetrain which features all-wheel drive from an electric motor driving the rear wheels, though it seems to dramatically reduced luggage space.

All are powered by a 2.0-litre petrol hybrid arrangement mated to an CVT automatic. The power output is 181bhp which provides 0-62mph acceleration in 8.7 seconds and a top speed of 110mph. Combined fuel economy is quoted as 47mpg while CO2 emissions are 136g/km.

There is also a full electric variant available, the UX 300e with 200bhp and a 196 mile range, but pricey at a £44,000 kick-off point.

The UX offers typical Lexus styling that makes it look bigger than it is and, crucially, more upmarket. The interior is exactly as Lexus owners would expect: high quality trim but with an infotainment touch-pad interface that needed throwing out half a decade ago. While comfy up front, rear space is tight.

Smooth and refined, the adaptive suspension can be caught out by larger or deeper bumps, but it's a fast motorway cruiser and easy to pilot about town. A solid offering, but the CH-R is more distinctive, roomy and engaging.



Lexus UX 250h

FCM 92

I think we continue on with sticking up for the motorist. We just might go down the controversial climate change con route which is leading to cars being blamed for just about everything and so much more. Mind you some of those old 2-strokes. We look forward to seeing you soon..

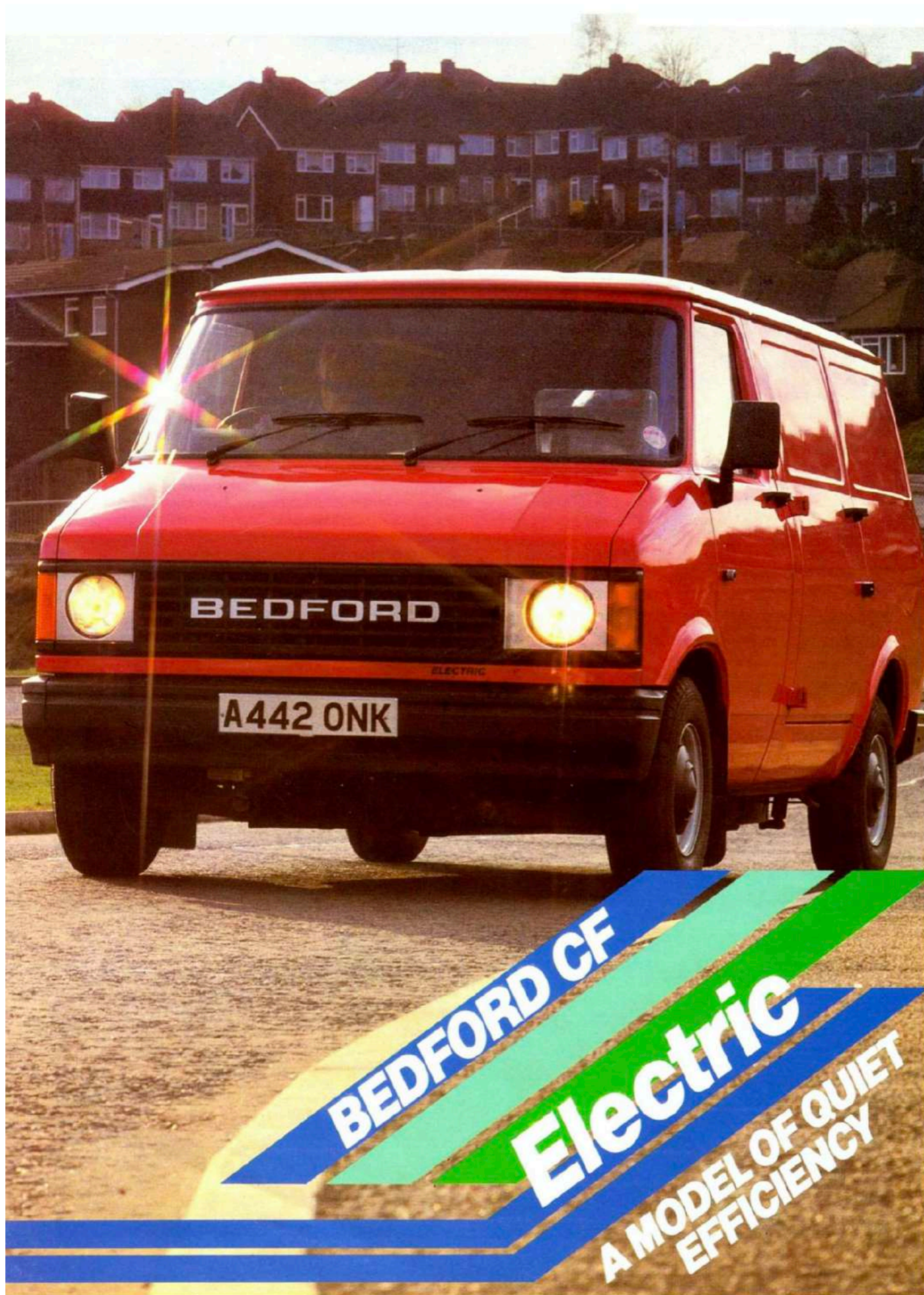


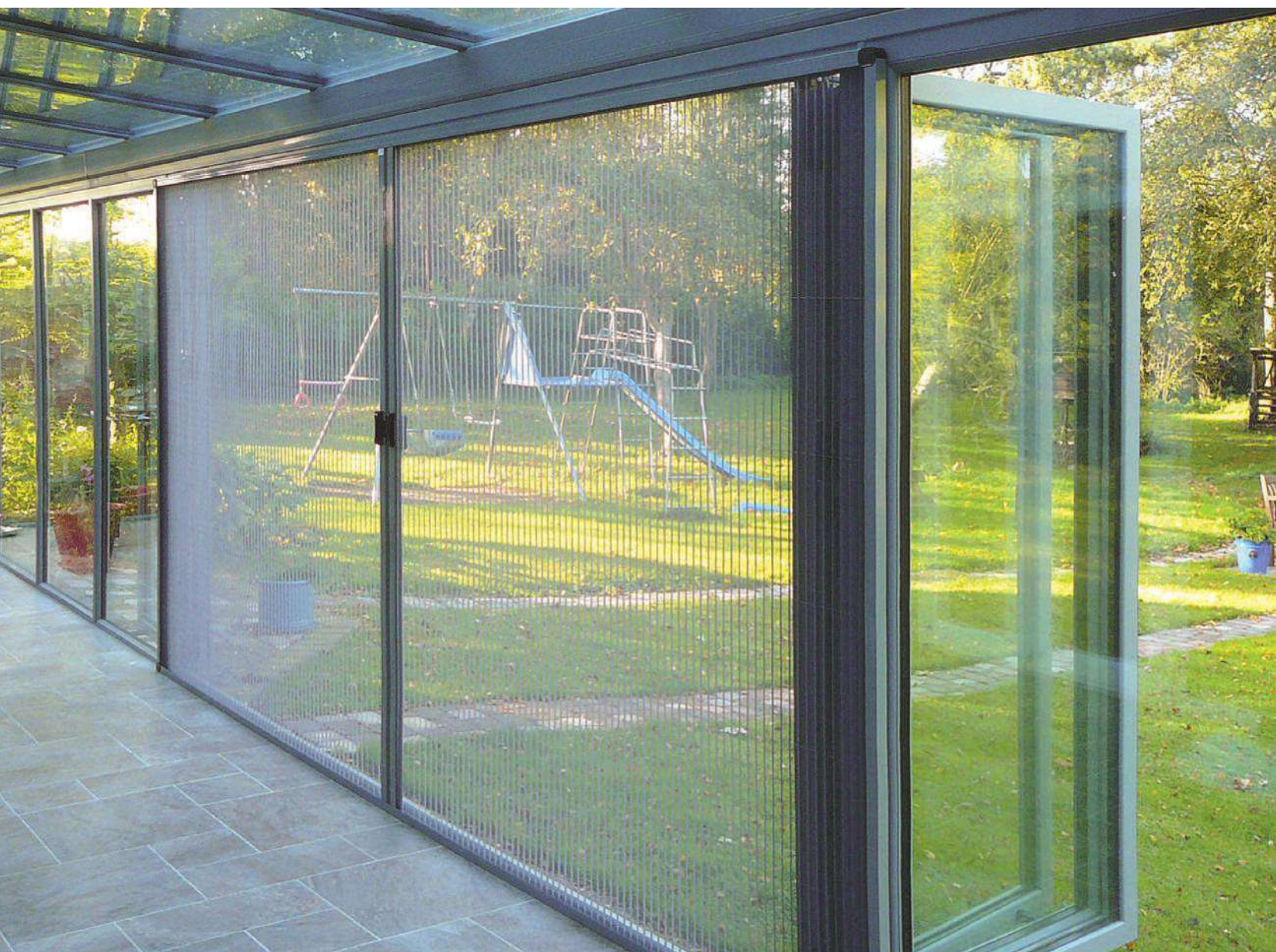
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