

free
car
mag



Goblin Works Garage

Fuzz & Tim



to the rescue...



The Jaguar XK is a modern classic, we talk to a very happy owner of this beauty...



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freetorial

Television with cars in it is a hit and miss thing. We are aware that a certain Gear based programme is back on the box, but we are believers that simply mucking about with motors isn't enough. There is actually plenty that you can do to make a difference in the world through the power of bringing classic cars back to life and re-imagining daily drivers.

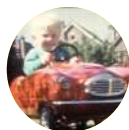
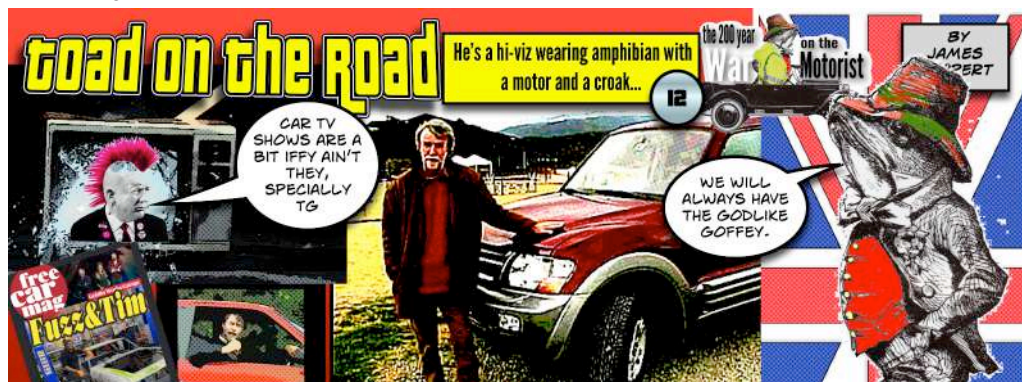
We can only be talking about Car SOS and Goblin Works Garage Mod Shop, obviously. Yes, we have been having meaningful chats with the Blokes and girl involved in these programmes and it was nothing less than heartwarming. So head on over to Discovery+ for your proper motoring fix.

Meanwhile enjoy one of reader's fine Jaguars photographed by and interview by Kiran Parmar. Finally, Motoreasy are behind us again, so we reach over 300,000 of their customers.

See you next time.



Free Car Mag Editor on the celebrity circuit back in the day



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**FUELLED
BY FUN**



Opel Ambassador is Top Coach

The world football association FIFA has named Jürgen Klopp as “The Best FIFA Men’s Coach” for the second successive year. At the virtual awards ceremony yesterday evening, the Liverpool manager expressly praised his coaching team, without which the Champions League success in 2019 and the English Premier League win last season would not have been

possible. “The Best FIFA Men’s Coach” award is voted for by millions of fans worldwide, the coaches and captains of the national teams of FIFA members, and selected journalists. Klopp is also brand ambassador for Opel, hence the picture. If the car looks familiar it is also a badged as a Vauxhall in Blighty.





Nico Rosberg tests Volkswagen ID.R last year...

Record-breaking race car meets Formula 1 champion. A very special guest took his place at the wheel of the fully-electric Volkswagen ID.R at the Nürburgring: Nico Rosberg, 2016 Formula 1 world champion, took the 500-kW (680-PS) electric race car for a spin at the Grand Prix circuit in the Eifel region of Germany. Rosberg, who is passionate about electromobility, has invested heavily in future technologies since retiring from Formula 1. Among other things, he founded the Greentech Festival – a sustainability event. The 35-year-old is particularly fascinated by companies with innovative solutions and sustainable concepts in the field of mobility. At the Nürburgring, he took his place for the first time in the Volkswagen ID.R in his other role as car tester and influencer. Rosberg stated later on his social media channels that the car had the kind of performance he had only ever experienced before in Formula 1. The weather gods were not smiling on the former Formula 1 champion at the Nürburgring. However, despite rain, wind and temperatures below ten degrees Celsius, Rosberg still had a smile on his face as he climbed into the ID.R, which currently holds five records on three continents. “It is a while since I have driven a real race car in the rain, but I immediately felt like a fish in water again in the ID.R. It feels fantastic to drive,” said Rosberg after his test drive. “The traction, the acceleration, the downforce – it was all very familiar,” said the man who won 23 Grands Prix over the course of his Formula 1 career. “Compliments to the engineers at Volkswagen, who have done important pioneering work in the field of electromobility with the ID.R. Motorsport’s job is to change mobility as a whole. It should be the test and development platform, in order to transport technology into production. That is exactly what has happened with the ID.R and the ID.31. I could even imagine getting an ID.3 for my family.”





MINI SPECIALIT FITS FALKENS TO STARR MINI

With over 30 years' experience, Andy 'Ace' Harrison is amongst the UK's foremost specialists for one of the world's most loved cars, the original Mini. Over that time Harrison has repaired, raced, rallied, restored, bought and sold all types of Mini via his Acespeed business in Shipley, Yorkshire. As one of the world's leading authorities on Minis, it is no surprise that one particularly iconic Mini found its way back to Harrison's Mecca to ensure it was perfect for a special new owner.

Back in 1966, each member of pop band The Beatles was handed an incredibly special Mini by their manager Brian Epstein. Each was customised by luxury coachbuilder of the time, Harold Radford & Co. Alongside significant changes to the body, they were fitted with desirable extras including alloy wheels, a substantially more luxurious and equipped interior with a walnut dash, electric windows, reclining seats and a sunroof. The cars were the height of cool in Swinging London at the time.

Ringo's car went one step further, packing a specific feature that made his just a little more special for the time. As the drummer, he asked that his Mini be capable of carrying his full drum kit in the rear; no mean feat for three-metre-long car. It led Radford to incorporate a folding rear seat and, decades before the MINI had one, a rear hatch.

Registered in Ringo's real name (Richard Starkey) in June '67, LLO836D was owned by the star (or Starr!) until December the following year. Harrison knew the car, it having already passed through the hallowed Acespeed workshop when it received some remedial work with a previous owner. Now owned by another pop icon, Geri Halliwell from the Spice Girls, Harrison was again entrusted with undertaking a rigorous recommission of the highly original and fortunately unmolested condition.

With body, engine and interior now up to scratch, Harris focussed on the details that included sourcing the correct Cosmic alloys and Falken Tyres. "Falken and Minis go hand in hand," says Harrison. "I've trusted them on my road and race Minis so when it came to picking tyres for Ringo's car, there was only one brand I was going to opt for." As well as being available in the correct 145/80/10 size, Harrison says the look and feel of Falken's Sincera SN807 tyre complements the Mini perfectly. "For me, the best handling Mini is one fitted with the 145-width tyre – it makes the car. The Falken is ideal for providing the right grip and feedback but it also looks right; not over bulbous like some others."

Harrison's faith in the Japanese tyre is not just limited to the period Minis. He has opted for the rubber for the AcespeedR new build; bespoke Minis built to a customer's ideal specification. In essence, the AcespeedR is a brand new classic Mini where colour, trim and engine performance choice mean you can have the Mini you always wanted. "They just suit the car so well; I'll use Falken wherever I can."

Going forward, Harrison has exciting new projects to ensure the Mini stays as relevant for the next 60 years and plans to include Falken tyres there, too. "2020 has been a strange year but Acespeed has grown to offer more services and car sales. Our team has expanded to six people and through our increasing exposure on YouTube and the reputation of our road and race cars, we continue to expand. That means we've got some very exciting builds planned in 2021, taking the Mini to the next level," concludes Harrison. "Despite a changing world, the Mini is a car that you will always be able to rely on!"



Get The Look

RINGO STARR'S MINI

Here is a great photo of Ringo Starr and his Radford mini Cooper S. This car sold in 2017 for £102,000 at a Bonhams Auction and interestingly went to former Spice Girl Gerri Halliwell, although her married name is now Horner as she is married to the boss of the Mercedes Formula One. It is a fabulous image and just as stylish is Ringo himself. He is still a great drummer and a snappy dresser, so we are trying our very best to find out if there are any threads around these days which are just a groovy. We will speculate on the cost of an ordinary mini Cooper S that probably did not belong to a Beatle. Anyway, it was fun to do.

Ringo

- 1 1966 Mini Cooper S £40,000+
- 2 Trousers - Moss Bros £25.00
- 3 Coat - Mod Clothing £179.00
- 4 Shirt - Hawes & Curtis £22.50
- 5 Leica M-10R - London Camera Exchange £7,100
- 6 Glasses - Ebay £20.39





NATIONAL
GEOGRAPHIC
THURSDAY 8PM
FROM MARCH
11TH

Metroland

Fuzz Townsend and Tim Shaw are back again changing people's lives and restoring iconic classic cars including a very special Mini Metro in a 50 minute opener. They get this 6R4 back on the road and into the hands of some very special people. This is just one of the remarkable stories they share in the brand new series. .

Free Car Mag ask the questions..



Each new episode features a different heart-warming and inspiring story from owners who deserve the chance to have their treasured classic motor fully restored back to its prime condition, with parts-blagging car enthusiast Tim and master mechanic Fuzz joined throughout the series by a host of guest stars, including Katie Piper, Jimmy White, and Philip Serrell. The celebrities are on hand to lend their time, energy and moral support, to help get the tough car renovations completed and deliver the cars back to their owners in a fitting and sentimental way.

Free Car Mag: Where the Devil are you Fuzz? That looks absolutely magnificent.

Fuzz: I'm in a 1929 Austin Heavy twelve Four Burnham saloon. It is outside the house and it is the only place I can guarantee that I won't be bothered by the kids who won't run in screaming. It is quite nice sitting out here actually.

Free Car Mag: Haven't you restored every classic car left in Britain?

Fuzz: We've hardly even scraped the surface, there are so many cars we could choose from so may.

Tim: E21, E36, E92, E9...

Fuzz: That's just a few old BMWs. Yes we've done a Series One and Two Land Rover. We are nowhere near duplicating what we have done before.

Free Car Mag: What have been the standout cars in this series?

Tim and Fuzz: Metro 6R4.

Fuzz: Yes that was a biggie especially as it was the British Rally Championship winning car. Managed to get the driver David Gillanders. It is nice every now and then it is great to work on and restore a properly historic artefact. Something that is going to be kept for a very long time.

Tim: It seems also that we are a sign of the times, we did a Beetle Wizard. That car is something that if you drove past it 20 years ago you would wonder why anyone would cut the roof off a classic VW Beetle, but it is one of those cars that you don't see around anymore. Not many survive and we put hundreds of hours into and it is probably one of the top five Beetles in the country a great thing to give back to Andreas who was very sadly the victim of an acid attack. It was interesting seeing what people did to cars back then which was basically chopping the roof off without any reinforcement.

Fuzz: Yes that didn't have any sill reinforcement at all. It was literally a hinge, yet it had been driven around for years like that.

Free Car Mag: You are preserving British car culture, because that's what people used to do.

Tim: I have a lot of time for modifying cars, I've always modified and messed with cars, improving their performance. Looking to the States the Restomod is something that they have done for years and years. I feel like maybe we are beginning to move in the right direction.

Fuzz: There are now some great products out there, because if you wanted to modify a car ten years ago it really was a bloke in a shed, but now you can buy products off the shelf. I did my first fuel injection upgrade on an Austin A40 ten years ago, but now it is quite a common thing to do. What's happening is that we are liberating the inherent performance in that engine.



Tim: We did a Fiat X1/9, which is a sad story, we lost the owner of the car a lovely chap called Steve, it was nice to be able to give the car back to his son Jordan and wife Colette. It is funny how you see these cars and you often have opinions of them and I wasn't the biggest fan of them, it was though a well balanced car and fun to drive. I think Fuzz would agree, when you get the chance to actually get in and drive one.

Fuzz: It was the fact that they stopped making them just at the very moment when people were starting to get into two seater mid engined sport scars, what a missed opportunity. I think if they had stuck a different engine in it or fuel injection it would have been transformed.

Free Car Mag: It is the still the personal stories that make the programme?

Fuzz: whole families will sit down and watch this. Quite often when the cars go back to their owners quite often there is not a dry eye in the house. It is nice to do something lovely. The people who do the nomination are also doing a lovely thing.

Tim: It is real, that's what makes Car SOS different to the other shows. We are petrol heads, we love cars have always done them up. I have an idea where I'm going to get parts from, Fuzz knows what he is doing on the mechanical side. It is a weird combination between a fly on the wall documentary and entertainment TV show.

Fuzz: We do the whole car, every aspect of it, whatever we find when we get the car in we take it apart and that's what we work with at the time. We can't script it, we are not very good with them.

Tim: When we did the specials there was an autocue, but by the time we did the actual show it just said 'talk for two minutes'...

Free Car Mag: So you still enjoy making the programme?

Fuzz: We love it, hope we get to make more because at the end of it someone gets a real treat. Those families use the car together so the benefits go on and on.

Tim: Car SOS is still growing, we haven't run out of cars by a long way. We will never run out of people to restore cars for. It is a great show and we are both very lucky to be part of it.

Free Car Mag: What would you say to a Free Car Mag reader who perhaps does not have the confidence to tackle a restoration?

Tim: If Fuzz can do it anyone can do it (Fuzz laughs)

Fuzz: Acquire skills slowly. There are courses you can go on. It is possible to get decent tools quite cheaply. start small, practice, practice, practice., then work on your car.

Tim: failure is the fastest way to success, You Tube has a video on everything, so if someone dumped a welder on you just enter the model name in and there will be a how to film you can watch and within 10 minutes you will know where to start. The thing is that people being at home more has meant more people doing restorations. We know this doing Car SOS when I am chasing parts and companies are telling me that they sold all of them all around the world as everyone around the world is doing projects.

Fuzz: That's great because people are in their garages upskilling. I hope that means we are going to see lots more classic cars out there.

Free Car Mag: Many thanks for chatting to us, we are really looking forward to watching the new series.



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A promotional image for the TV show 'Mods & Rockers'. The three hosts, Jimmy, Helen, and Ant, are standing in a garage filled with car parts and tools. A dark car is in the foreground, and various wheels and mechanical parts are visible in the background. The lighting is dramatic, with blue and red hues.

Goblin Works Garage Mod Shop

Mods & Rockers

FROM 4TH
MARCH ON
DISCOVERY+

The Goblin Works crew are back in this brand-new discovery+ Original series, as Jimmy, Helen and Ant open their very own mod shop to bring affordable custom design to everyday cars! Putting together stunning visual and performance mods based on their one-of-a-kind Goblin style, they treat deserving owners - from trainee vicars to NHS First Responders - to a major mod transformation, turning their cars into one-off personalised rides. With just five days and a tight budget to transform each car, the crew tackle everything from wheels and suspension set-ups to vinyl wraps and full body kits. Using their contacts in the custom world they'll also track down the best workshops and local artisans to realise their clients' customised designs with a Goblin twist.

Free Car Mag ask the serious questions



Free Car Mag: Can you MOT my car and will a Goblin do it?

Jimmy, Helen and Ant: No we won't do an MOT...

Free Car Mag: What are Goblin Garage doing in this series?

Jimmy: This is a completely different direction and a new series for Discovery+. It is a reflection of what is going on in the world. Basically the world is down on its knees a little bit. So we are trying to do something nice to lift people's spirits, minds and souls, through the power of modified cars. This has meant we have taken cars into the garage that we would never have normally touched. But that has been a good thing for us and for them.

Free Car Mag: What sort of strange vehicles have you been tackling?

Ant: I think the strangest vehicle and one of Jimmy's favourites was probably the GL right? An AMG Mercedes GL. I would never in a million years thought of messing with that.

Jimmy: Yes what are you going to do?

Ant: The options to modify that car if you want to spend £100,000 then yes you can do something crazy with it, but for £10,000 anything AMG or Brabus, is a fortune. Literally the bumpers took almost the whole budget. It was quite a challenge. Helen: Yes we probably had cars that we wouldn't choose to do but it will broaden the audience as they would probably say I would love one of those. This is all about encouraging people to be creative as we are spending far less than we normally would,

the time frame is a lot smaller, it was really hard to get parts because of the state of the world. So we are trying to encourage people to get involved in modding and the custom scene. These are actually things that people could do at home. Especially if people have cars sitting in their garages, they could order this and bolt it on quite easily. This is all about encouragement no matter who you are, your budget or your skill level.

Free Car Mag: Everything is possible then?

Jimmy: A nice example is that we did a car for a first responder, in his part time, full time he works in the ambulance service dealing with specialist assets. So he is a pretty wonderful person that we need in our world. We did a mini for him and we put a starlight roof into the headlining. So he does some pretty traumatic things and uses the car as somewhere to chill out. So what a lovely thing to do, he can literally put his seat back and have a starry roof. The kit was around £300 not massive, take the headlining out, quite simple and it completely transformed that space for him.

Free Car Mag: So you had no choice whatsoever over the cars?

Jimmy: Yes then you have the person with their set requirements as well. When we do it we are designing a car for Goblin Works Garage, but this is completely different. It has to suit their lifestyle.

Free Car Mag: Was the car a daily driver?

Jimmy: Absolutely, just going back to Neal and his MINI, we put air ride on that with three settings, a super high setting so he can go whizzing over speed bumps, then normal and finally slammed right down because he likes to go to modified car meets. We gave him



those things that suited his world.

Ant: We have had a rule since day one. We always put our combined ideas together, if two of us like it and one doesn't then the majority rules. If me and Jimmy love it and Helen doesn't then tough titties that is what wins. We all do different things, Helen is very creative and design orientated, Jimmy is a mad engineer, I love the fabrication and the artistic craft side, so I think that between us we create a really good trio of ideas.

Free Car Magazine: Any other stand out vehicles?

Ant: The cars surprised us all in different ways. I keep saying that I don't like Defenders, but every time we do something to do I scratch my head and think that I actually wouldn't mind one of those.

Helen: We all really liked the Mark One Fiesta. Jimmy and I like classic cars, that probably would have been something that we would have done in another Goblin series.

Ant: Yes it probably was a pretty much nut and bolt restoration.

Jimmy: We didn't hold back on that car.

Ant: That may have stolen the budget from the rest of the cars. It was the first car that we did and we went hell for leather in that and then we thought, oh no we have another seven to go.

Jimmy: this also highlighted the difference between the cars as this is a classic and you can literally pull it apart. Far more accessible to work on at a lower level. Whereas if you have a GL, literally the exhaust box could cost as much as a whole new engine for the Fiesta. That made it a real challenge to do so many different cars, for me that was really exciting. Scary, but exciting.

Free Car Mag: So with the older cars was it mainly rust that you had to deal with?

Ant: Well the three old cars we did, in particular the mark 1 MX5 we had, I have never seen a cleaner car, it was brand new, no panel had a spot of rust on it.



Helen: I think we lucked out with that one, I bought a Mark 1 MX5 and it was an absolute rot box and it is still giving me headaches. But yes the one on the show was like a brand new car.

Free Car Mag: So is this the new direction for the Goblin Garage, or is it just for one series?

Jimmy: This is a new direction especially for Discovery+ it is a new show really a standalone purely because of what has happened in the world. We did eight cars in three months, whereas on our normal show we did ten cars in a year. So there is a massive variation in the time and effort and money. We are still getting the car content out there, so it is the normal where people are watching and asking what on earth we are up to, but we all have our own opinions about things. So for us it is a new thing.

Free Car Mag: What would you say to Free Car Mag readers who are possibly thinking of getting a car? What would you recommend with all your experience of pulling old and new cars apart?

Helen: I think we would all say something different. I will jump in here and always say that a Mark 1 Mazda MX-5. It is a modern classic and as long as you don't get a really rusty one like me.

You have to start with a good base and they are so easy to get parts for and relatively cheaply. You can do the build in your own time as you go along. They are a lot of fun to drive and you can take it to a track. This is a great entry point classic car they are a lot of fun.

Jimmy: For me it has to be my homeland, where I started, a Land Rover. It is a giant meccano kit and if you want to learn about how to deal with undoing nuts and bolts and rust which is really important. Get a later 200 300TDi, you can use a basic spanner kit and I got my first for £2.99 from Woolworths. If you want to learn nut and bolting, there you go...

Ant: I am going to say something I would never have said a year ago. Now I have banned Helen from buying BMWs and right now there is one outside with no lights that doesn't work, another one in the garage, but I always thought they were a disaster. I had a bad experience with a 5 Series where everything broke. But recently I bought a 330i Sport, I fell in love with it, cost £3000 has 100,000 miles on it. Parts are reasonably cheap, it goes sideways when you want to and I can't see them losing any money.

Free Car Mag: Thank you Gobblins for sharing your knowledge with us and good luck with the new series.



Watch & Listen here: <https://youtu.be/Nsf-FnbY-tI>

Puurfect V8



Kiran Parmar finds out what makes the Jaguar XK so special by talking to owner Jaydev Chauhan



The Jaguar XK is a two-door 2+2 grand tourer that has been with us since 1996 and is widely regarded as one of the most beautiful cars that has rolled off the Castle Bromwich assembly line. This month we decided to interview my friend Jaydev Chauhan who owns a stunning 2011-year, second generation example of the 'X150.'

Jaydev's car is equipped with the desirable five litre, normally aspirated V8 engine that boasts 385 bhp with 380 lbs/ft of torque. It has a limited top speed of 155 mph and will do 0-62 mph in 5.2 seconds thanks to its all-aluminium construction. Finished in 'Xirallic' metallic Kyanite Blue, a paint with special particles that enhances the sparkle, Jaydev's car certainly has the wow factor.

Free Car Mag: What is the mileage and how long have you had the car?

Jaydev: The car was first registered in September 2011 by Jaguar Edinburgh as their demonstrator to herald the XK Portfolio range – hence the special colour and Selena wheels. I bought it in November 2014 with only 9,600 miles, the current mileage is 40,700, and I have enjoyed every mile. It was my daily drive to work, endorsing its practicality, reliability and relative economy, giving some 25 mpg on the motorway.

Free Car Mag: What is it like to drive?

Jaydev: It's an effortless, comfortable, long-distance purring cat that can cross continents in sublime luxury. The naturally-aspirated 5-litre V8 has so much torque that overtaking at any speed is graceful – without the need for complicated turbochargers and their inherent lag.

Put it into 'brute' (dynamic) mode and the exhaust note immediately tells you it's ready for action with extra revs in each gear, whilst the suspension stiffens for sharper cornering. Turning the unique rotary gear dial to Sport enables fully-

manual gearchanges with the paddle shifters. The 6-speed ZF transmission does an excellent job, the gear changes are imperceptible in automatic mode. The purring cat turns into a snarl as you approach the red line, and the dynamic nature of the XK becomes evident. The all-aluminium body giving the big cat relative agility and poise.

The clever electronics of the XK effectively gives two cars in one: an everyday docile well-mannered town and motorway cruiser, which turns into a sporty grand tourer at a switch of a button for winding up and down country lanes.

Free Car Mag: What are your favourite features about the car?

Jaydev: The sheer beauty of the its lines puts a smile even before I get into the XK. Ian Callum's design language particularly in the Aston Martin DB7, DB9 and Vanquish is carried over to the Jaguar, especially evident in the rear haunches. In the metallic Kyanite Blue, the car looks stunning from any angle.

And then into the driving seat, keyless entry means keys stay in my pocket (I initially thought it was a gimmick, but I love it now) – the multi-adjustable electric seats enable the perfect seating position, you can even turn a dial to stiffen/relax the side bolsters so they hug perfectly. And the electrically-adjustable and heated leather steering wheel completes the ultimate driving position. The seats are heated, and also blow cold air in the summer.

Like all Jaguars the interior is sheer luxury with leather everywhere: seats, steering wheel, upper door-cards and dashboard with contrast stitching. The Alcantara headlining completes the classy ambience. And the cream finish gives the interior a wonderful airy feel.

Press the Start/Stop button and the V8 comes alive with that deep sound that is unique to V8's. The rotary gear selector automatically rises up – pure drama. And if I needed to add music to the drama, the 525 watt Bowers & Wilkins speakers perfectly provide audio either through the iPod connector or 6-CD Autochanger which can be fed through the dashboard.



Brexit + Classics

Hagerty talked the Industry experts to find out the impact

“We could plan for a no-deal, as we knew what that would look like” said Peter Bonham Christie, founder of Straight Eight Logistics, one of the UK’s top historic vehicle transport firms “but we only found out what was in the treaty a week before we had to put it into practice, and now about 90 percent of my working life is spent working with the customs agency.”

Every vehicle movement from the UK now requires an ATA Carnet. An Access/Temporary Access Carnet is like a passport for goods, a bond that guarantees that your items won’t disappear after they enter the country. While an ATA costs just a few hundred pounds, a returnable bond payment of 40 per cent of vehicle value also has to be presented. Even if the value of a car is only £10,000, the bond is £4000; for a £1m vehicle it is £400,000.

Newly introduced costs and paperwork are also affecting British exporters. Julian Majzub of classic-specialist manufacturer Blockley Tyres told Hagerty “The paperwork, aggravation, increase in costs, real delays and inconvenience to customers will impact us. Obviously, we’ll make the best of it, but I’ve now got quite a

heavy monkey to carry on my back that my competitors don’t.”

Dealers of more modern collectable cars have their own specific issue—the addition of a 20 percent value-added tax (VAT) to the import of used cars from Europe that are less than 30 years-old. “This is a real problem,” said Edward Lovett, leading dealer, and founder of Collecting Cars. “A buyer searching for a rarer modern performance model might typically have looked in Europe. Now that comes with a hefty additional cost.”

John Mayhead, Head of UK Valuations, concluded “It’s a fair prediction to say that summer 2021 may be a watershed for the UK historic vehicle community. What effect this may have on the average enthusiast is yet to be seen, but most seem determined to work around the problems and get back to normal as soon as possible. The UK has always been a mainstay of the classic car industry and it seems our industry is determined to succeed; whatever barriers are put in front of them.”

The full report is here: <https://www.hagerty.co.uk/articles/a-monkey-on-my-back-what-brexit-means-for-the-classic-car-market/>

NISSAN CAMO



Just in case you wondered Nissan test engineers have gone through two miles of adhesive camouflage. They have been describing the New sentra, Rogue, Kicks and Amada, big everywhere (mainly in the US) but the UK market. Meanwhile brace yourself for the 2022 Frontier and Pathfinder.

According to Sherri Bruder who is the manager of the Engineering Fleet, North America, “If the material was just black or white or beige, you could see the body lines of the vehicle. The patterns make it tougher to see those body lines.”

NOW YOU SEE IT



NOW YOU DON'T



Have your say  @freecarmag1

SKODA REIMAGINED



ŠKODA's design team has unveiled images of a new project that aims to give the brand's most iconic models a dramatic makeover. As part of ŠKODA's 125th anniversary celebrations, a group of designers from across the brand have re-imagined classic models and repurposed them for the modern era.

The reborn 130RS by contrast, is more recognisable as an homage to the original. "I wanted to refresh the original car, not change it," explained Aymeric Chertier. "I retained its essence and characteristic lines and added certain details that we know from modern WRC cars, for example," the designer continued, explaining the retro feel combined with the distinctive muscular shapes of his car..

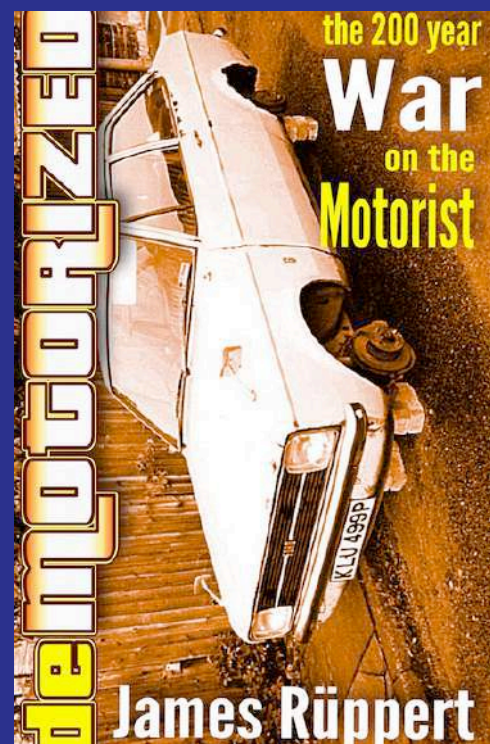
Another ŠKODA icon to get a dramatic makeover is the 1203 van, which has been transformed into a 21st century campervan. The brainchild of ŠKODA interface designer Daniel Hájek, the 1203 formed the backbone of Czech industry through the 1970s, becoming the default choice for trade, governments and the emergency services. Production ran from 1968 until the late 1990s.



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T Shirts • Mugs • Books

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.
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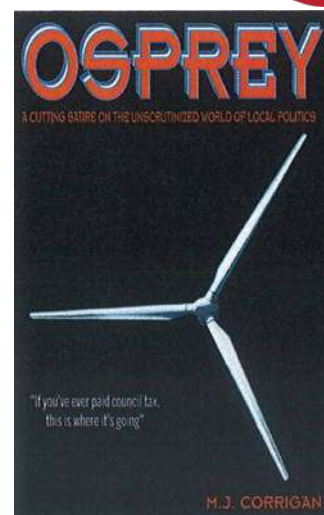


Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van, 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



Despite appearances it isn't a fact and stat based history of the boxy Bertone designed version of the British Leyland Mini. The author, Frank Kirtley, does know his cars, but not to the extent that it would bore someone who wasn't into vehicles. The book itself looks great on your bedside table, not least because the cover features a period (1980s) Dutch registered Innocenti 120 with a moon roof and added wing damage, pictured on a dusty European mountain pass. This suggests, as you read a few chapters in, that the story inside may well be 'based on a fairly true story'. Driving around Spain and France in a boxy mini whilst involved in a cold war spy plot is a massive plus point. It is straightforward, there are some twists, but it is delightful to be able to get into the back seat of the Inni and go along for the wild ride.
<https://www.smashwords.com/books/>



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

How to win the greatest race...

By Tom Kristensen with Dan Philipsen

Foreword by Dr Wolfgang Ullrich

Publication date: March 2021

UK price: £40.00, Hardback

ISBN: 978-87-972603-0-2

Format: 245x170mm

Page extent: 432, Illustrations: 125
photos from Evro Publishing.

Between 1997 and 2014, Tom Kristensen won the world's toughest motor race, the Le Mans 24 Hours, a record nine times and finished on the podium on five more occasions. Every time his car made it to the finish, in fact, he was in the top three. It is no wonder that this great sports car driver is known as 'Mr Le Mans' to motorsport fans around the world. Now retired from racing, Kristensen shares in this book his deepest personal reflections and insights from inside and outside the cockpit. He looks back on more than 30 years spent striving for perfection in racing and tells of the battles and setbacks that sometimes seemed impossible to overcome, including a terrible accident in 2007. Voted 'Sports Book of the Year' when originally published in Kristensen's native Denmark, this thoughtful memoir is now available in English.

What you will learn...

Climbing the racing ladder, from karting into Formula 3 single-seaters, including championship titles in Germany (1991) and Japan (1993), then Formula 3000 and a Formula 1 testing role with Tyrrell.

Winning as an underdog on his first visit to Le Mans, in 1997 driving an elderly Joest-run privateer Porsche in which he impressed all onlookers with a night-time charge to vanquish Porsche's factory-entered favourite.



His second Le Mans victory came in 2000 on his maiden drive for Audi in the R8, a car that was to become all-conquering. Kristensen won the next five editions of Le Mans, four times with Audi and once with Bentley (in 2003), his last victory in this sequence taking him past Jacky Ickx's previous record at the Circuit de la Sarthe. His eighth win came in one of the all-time classic contests at Le Mans, in 2008, a rollercoaster of a race in which his ageing diesel-powered Audi was never expected to beat the fancied works Peugeots. One more victory with Audi in 2013

sealed his reputation as a true legend of Le Mans. His story includes exploits at other racetracks all over the world, none more prolific than Sebring, home of America's long-established classic endurance race that Kristensen won six times.

Personal reflections together with contributions from notable observers — including English journalists Gary Watkins and Charles Bradley — complete a truly rounded portrait of the man and his achievements.



Bulova Mens Watch

Special offer at your local Argos....

This Bulova Quartz looks great with a white stitched, black leather strap with buckle that links to the 43 x 9mm slim stainless steel case. This features a black dial and white, easy to read arabic numerals, plus 24 hour indicators around the inner rim. 12 and 24hr on dial.

Analogue display.
Black dial.
Case width 42mm.
Stainless steel case.
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VIOFO A139 3 £219.68

The newest model in the range, the device includes three cameras to record the front, interior and rear as well as many features to ensure drivers are covered as long as they are in their vehicle such as parking mode providing ultimate peace of mind and evidence when needed. Thanks to its three cameras, the VIOFO A139 dash cam can record the road ahead (lens wide angle 140°) the rear interior of the vehicle (170°) and the road behind (170°) simultaneously. The front camera with 300° rotation delivers 2560*1440p resolution at 30 frames per second (fps), with the interior cam providing a resolution of 1920*1080p at 30fps and the rear with 1920*1080p also at 30fps. The Quad HD+Full HD resolution allows the cameras to capture a super clear image, giving total protection. The A139 captures excellent and clear audio and also offers



compatibility with an external microphone for improved outdoor audio. Suitable for use with all vehicle and wash jet types (including headlight washers), it has been proven to shift all common contaminants and will not freeze down to -45°C. ! Autoglym De-Icer is also supremely versatile and cost-effective thanks to its highly concentrated nature.
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Engineered for Extremes apparently...

TOYOTA HILUX ARCTIC TRUCKS AT35

This has increased running ground clearance (by 65mm) and its approach and departure angles (+9 and +3 degrees). Key elements include re-engineering of the vehicle's frame, inner arches and bodywork and the fitting of 17-inch Arctic Trucks alloys with 35-inch BFGoodrich KO2 All-Terrain tyres. The Arctic Trucks Bilstein performance suspension system, featuring front springs and dampers, anti-roll bar adjustment and rear dampers with extended shackles, has been updated, producing an extra 40mm of front and 20mm of rear suspension lift. Torque and drivability are optimised with re-gearing of the front and rear differentials. Extra practicality by a rear height bar with an integrated two-inch receiver hitch for quick and easy deployment of tow balls, winches, steps, gear carriers or other accessories.



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Special Edition MINI for the UK

MINI CLUBMAN + COUNTRYMAN SHADOW EDITION

The new Shadow Edition has Midnight Black Metallic exterior body paint, with contrasting Silver roof and mirror caps and a Piano Black exterior, creating a dramatic and streamlined look. Customers can choose between the Cooper and Cooper S engines, in both manual and automatic transmission, with the All4 Plug-in Hybrid also available on MINI Countryman. Based on the Sport trim level, the Shadow Edition exterior features include 19" John Cooper Works Circuit Spoke alloy wheels, John Cooper Works aerodynamic kit including John Cooper Works spoiler, and LED front and rear lights. The special edition has a graphic on the bonnet and the A-panel, while the lower roof features the Shadow logo. Black roof rails are offered as standard to customers selecting the MINI Countryman, and as an option for those choosing MINI Clubman.

Modern Classics

Photography Kiran Parmar

Puurfect V8





Photography Kiran Parmar

And SatNav through the centre screen combined with Bluetooth phone connection complete the infotainment. The hatchback tailgate gives the car a relatively large boot with a hidden compartment as there is no skinny spare, just the tyre sealant kit. Golf clubs or two fairly large suitcases or shopping are all easily swallowed up.

Free Car Mag: What are the running costs like?

Jaydev: The big petrol engine pushes the XK into the highest car tax category – the penalty which we bear to enjoy such a beautiful classic engine, the likes of which we won't ever see again. Fuel consumption is bearable given such a power plant, especially on long runs. And Jaguar now provide fixed-price servicing through main dealers, also reasonable. I understand that Jaguar engineers prefer servicing the XK compared to the F-type, as key components are more easily accessible. Insurance is surprisingly low – that will vary according to driver age and previous claims.

Free Car Mag: Have you had any problems with the car? Are there any things buyers should look out for? Have you had any work done on the car?

Jaydev: There was some paint perforation on the lower sill near the nearside rear wheel, unusual for an aluminium body. This was quickly rectified by my dealer under Jaguar's 6-year paint warranties. I had kerbed a couple of the alloys, so all four were recently fully refurbished, giving me the opportunity to have the brake calipers adorned in red.

The relatively long bonnet and high speed motoring could also make the car susceptible to chips, so Paint Protection Film (PPF) now covers the front of the Jag. Given we will never see or hear naturally-aspirated V8's, I have a duty to preserve this beautiful cat, so it drinks only premium unleaded, the car is regularly serviced and was bought with a perfect history. The bodywork is professionally detailed to preserve that metallic lustre.

Free Car Mag: We are living in a world where we are bombarded with four-cylinder, turbo engines. It is so refreshing to see a V8 engine which is rather special. What is it like to own and drive a car with a V8 engine?

Jaydev: I have driven super and turbo-charged 4 cylinder units as well as a flat-6 Porsche Boxster – and the V8 gives me the greatest satisfaction. Just the sheer grunt and sound of the V8 is unique and quite intoxicating.

Free Car Mag: Finally, what is your dream car Jaydev?

Jaydev: I am driving my dream car - that beautiful shape combined with a glorious V8 and the practicality of a good boot and relatively easy maintenance makes this the perfect car for me. If I had huge bank account then the Ferrari Roma would be my choice – but it may be too fast and furious, so I'll stick with my XK.

Kiran: Thank you Jaydev for taking the time to chat to us at Free Car Mag. So there you have it, a British GT car that is fast, luxurious, elegant and a future classic for sure.

Watch and listen to this XK: <https://youtu.be/Nsf-FnbY-tI>

ABD Welcomes Fuel Duty Freeze



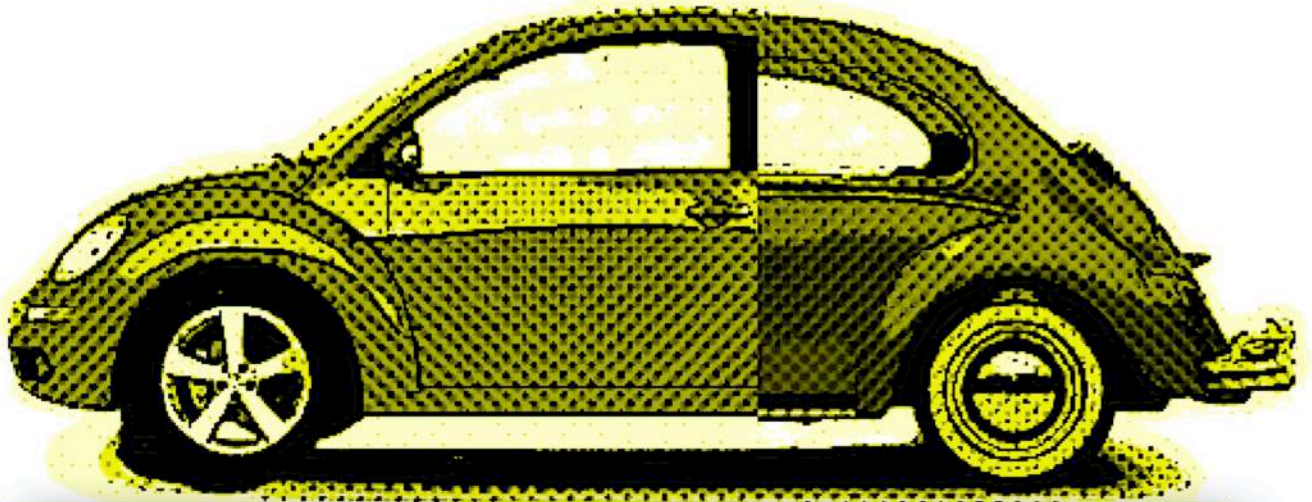
An The continuing freeze on fuel duty is good news for the economy, but UK drivers remain amongst the highest taxed in the world.

The ABD is pleased to support and congratulate Howard Cox of Fair Fuel UK in his untiring efforts against fuel duty rises over the past 10 years.

ABD Spokesman Paul Biggs said: "The overwhelming economic benefits of freezing fuel duty have been made clear in the recent CEBR report (1) commissioned by Fair Fuel UK, but there is no room for complacency. Today's fuel duty freeze may well have simply deferred any rise until a future budget, so inevitably the fight will continue. Let's not forget that the cost of fuel is nearly 70% tax made up of fuel duty and VAT. There really is no justification for an increase."

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



Bangers & Classics ***PODCAST with Ruppert + Milloy***

Bangers and Classics, the brilliant mind altering Podcast featuring James Ruppert and David Milloy explaining life, the universe and everything to do with the wonderful world of motoring Listen to the latest Podcast 'The Hardline According to...' The first episode where James Ruppert and David Milloy explain what a Banger is and isn't, touches on the hideous scrappage scheme, remembers the suitcase test and compares old fashioned buttons with new fangled screens....

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**REVIEW**

Audi A3 Sportback

WATCH MY
VIDEO REVIEW
OF Audi A3
Sportback



This is the Audi A3 Sportback 40 TFSI e. Translated: it's the A3 hatchback with a 1.4-litre four-cylinder engine producing 150bhp. As the 'e' in the title signifies, this is a plug-in electric hybrid (PHEV) which also packs an 85kW electric motor integrated into the six-speed dual clutch automatic gearbox producing 107bhp.

But through some alchemy the combined total is quoted as 204bhp. Driving the front wheels, it's capable of accelerating from rest to 62mph in 7.6 seconds and two quoted top speeds: 87mph in electric-only mode and 141mph overall. Audi also quotes an idealistic 280mpg fuel consumption figure, though 45mpg is more likely in the real world.

It would not be unreasonable to suggest this is a Volkswagen Golf PHEV in a posher suit and a more charismatic one at that, with sharply tailored lapels up front and beefy shoulder pads stretching over the extended wheel arches. Possibly the best-looking design in the A3 lineage so far. Prices start from about £33k.

Squeezing into the back, it's unsurprisingly a little tight for this tall tester, particularly with the front seat set at my driving position. It should be fine for four regular sized

adults, especially thanks to scooped-out seatbacks for added knee room.

Up front there are no issues regarding space and you're greeted not just by a typically high-quality interior finish laid out with unfailing German logic, but also some signs of Italian flair as the dashboard takes a few styling cues from Lamborghini (owned by Audi). The two vent pods perched on either side of the instrument panel are meant to make you feel like a supercar driver.

On the go, this car is plenty quick enough, whilst not exactly hot-hatch hot, over 200bhp is not inconsequential in a car of this size. Audi claims sharper steering and more responsive handling than the previous A3, largely due to a wider track and predictive electronics that anticipate the car's movements. Though this equates to good body control, it does not necessarily translate to the comfiest ride around. It's not uncomfortable, but every now and then does take you by surprise particularly on well rutted city roads.

The PHEV edition is less convincing value for what it delivers and the demands it makes. Aside from that, the new A3 is a classy and comfy thing with good agility and size for city chores and enough maturity for distance drives.

BROWN CARGUY SAYS...

Keep a blanket in your EV

Attempting a 220-mile round-trip in an electric car that has a range of 160 miles proved an eye-opener that left me cold. I mean literally cold. One of the key components in cars that drain battery charge is the on-board heating. To ensure a safety margin of range over the course of the journey, the heater was switched off. Not fun in four degrees centigrade.

Eco-mode was engaged and hypermiling techniques employed with

speeds kept to no more than 60mph. Again, not fun. Meanwhile range anxiety kicked in and maths mystified the mind as distractions included contemplating whether an extra set of Duracells should have been packed to home. Those wouldn't really have helped, but two extended stopovers to recharge did and total travel time went up by 50 percent.

Conclusion: a long drive in an EV requires planning. And extra blankets.

WATCH MY VIDEO HERE



Toyota Yaris Hybrid

Search for the new Yaris online and you'll find pages of links eulogising over the wanna-be rally car edition that is the GR Yaris – and we await to have our own moment to rave about its brilliance soon.

But that fierce little £30k all-wheel drive pocket-rocket is a halo car inhabiting a realm frequented by the likes of racing drivers and YouTubers. For the rest of us, the regular Yaris is of far more crucial concern. And the worry is that all the investment went into the headline-grabber and that perhaps the bread-and-butter version was overlooked.

Worry ye not, the little Yaris remains as ruggedly reliability, durably dependable, perfectly practical, and as convincingly cost-effective as it's ever been.



WATCH MY VIDEO REVIEW OF TOYOTA YARIS HYBRID

Prices for the Yaris, now only available as a hybrid, start from just under £20k. It's powered by a 1.5-litre three-cylinder motor producing 114bhp and driving the front wheels through an Electric CVT automatic. It can accelerate from 0-62mph in 9.7 seconds and

reach 109mph, while sipping fuel at a rate of nearly 69mpg and keeping CO2 emissions down to just 92g/km.

Where it has evolved is in developing a big car feel. You sit lower and more reclined, whilst still leaving room for four adults to climb on board. Its

real achievement over its forbears is in its design and presence. Taking inspiration from its sporty sibling, the new Yaris looks substantial, pumped up with bulges over its wheels emphasising its planted road stance. New Yaris didn't just get better, it got cooler.



WATCH MY VIDEO REVIEW OF FORD RANGER RAPTOR

REVIEW

FORD RANGER RAPTOR

Your friends will call it a Tonka truck, your neighbours will peg you as a builder and your other half will think you lost your marbles. Particularly when you proudly pronounce to all the doubters that this sticker-festooned, jacked-up, Ford Ranger pickup on highly illegal steroids is actually the Ford Mustang of the truck world.

The Raptor is too big for our

shores, it takes 'fitness-for-purpose' and nukes it with 'shock and awe', and drips brutish machismo like the mop cleaning up at Dwayne 'The Rock' Johnson's gym. This truck is designed to race off-road at up to 100mph, which its 2.0-litre four-cylinder bi-turbo diesel is easily capable of propelling it too thanks to 210bhp and 370lb ft of torque. But that's not the real feat here, the mag-

ic comes from the increased and lofty ride height and the sophisticated Fox suspension transplant.

Plus there's 33-inch BF Goodyear all-terrain rubber, a reinforced chassis, thick steel front kick plate, and a ten-speed automatic. This thing is decked out like Arnie at the end of Commando, complete with war paint. Driving one in London is like taking an M16

assault rifle to a spot of clay-pigeon shooting in the country.

The Ford Ranger Raptor is awesome overkill, and all the better for it. There's more capability and breath of extraordinary engineering than you're ever likely to need on our little Island. It'll go faster, further, and over rougher ground than anything else, and it'll carry your family and their groceries – what's not to like here?

FCM 94

We are at War next issue. There will be some fabulous pictures from our own Kiran Parmar and we have a contribution from a rather angry motorist. There will be more, we just don't know what it is yet. Hopefully it will be rather interesting. We look forward to seeing you then...



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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.

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Excellent: 4.7/5



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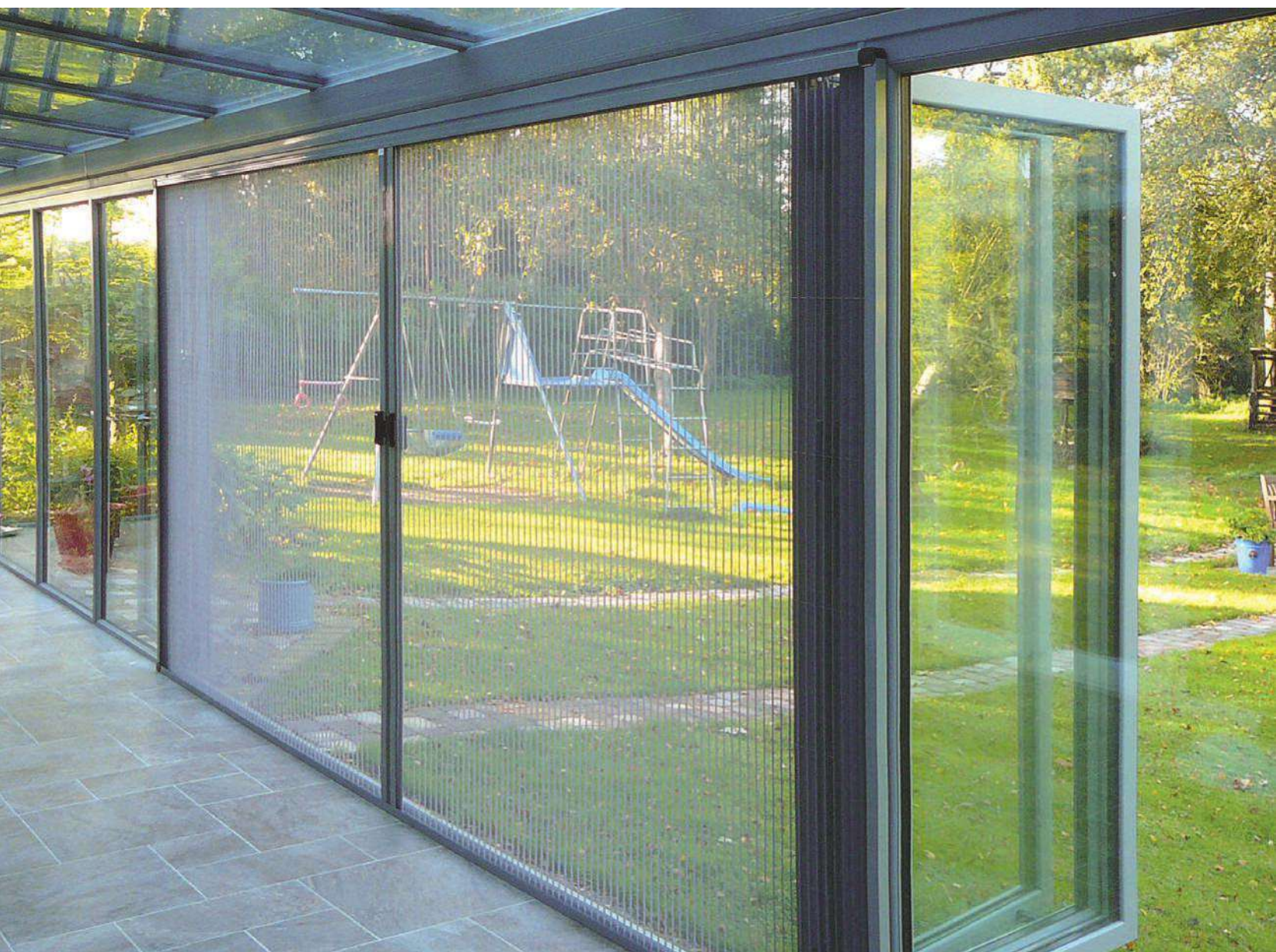


Excellent: 4.7/5

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