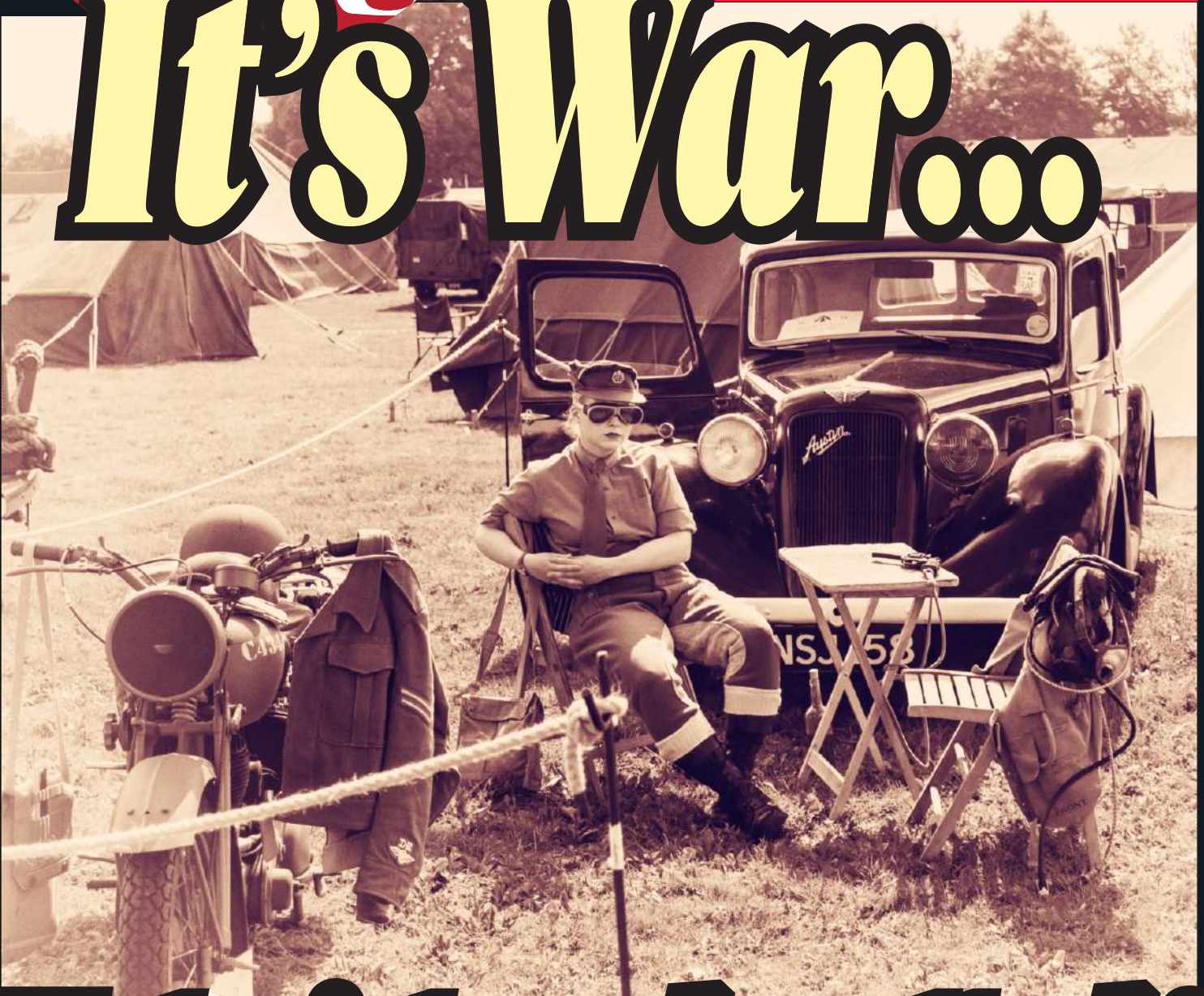


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Bubble Car

It's War...



Motorists under attack!



911s by Singer in Japan is just one of the stories we cover as well as an old Clio...



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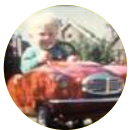


freetorial

After six years what have we learned? Apart from never start a car mag... Well, cars are still brilliant. Cars get you to work, to the shops, take you on holiday and to see loved ones. Cars are convenient, practical and give you total freedom. Not only that, they can be sexy, fun and provide a wonderful distraction from whatever is going on around us. Trouble is politicians and various non governmental authorities are determined to get in the way. Politicians see us as little more than taxation delivery systems. Drivers exist to be squeezed dry for money, bullied into their choice of vehicle and told where to park and what to do. Essentially Britain and indeed, the world is being Demotorized. Well, except Communist China. They can't get enough cars and Western car companies are only too happy to help. Then there is the insanity of Net Zero. A policy zero people voted for but being implemented to drive us out of cars and freeze us in our homes without any credible scientific justification. Electricity cars are not the answer to anything, just the gateway to a two tier society of those that can and can't afford one. Yet tax payers have been subsidizing their adoption. Meanwhile, car companies just go along with it all, especially the ban on petrol and diesel sales in 2030. Remember they don't care about you they just want your PCP money each month. The time for a totally Free Car Mag, one that is free to think, act and stand up for the ordinary motorist has never been greater. However, this is the last digital edition of Free Car Mag, so for the latest stories and features go to Free Carmag.com plus find us on Instagram and inevitably driving a car. Thanks for your support.



Free Car Mag - How it all started in March 2015



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The Great Escape

On 23 May 1964, shortly before the border crossing closed on midnight, the BMW Isetta converted by Klaus-Günter Jacobi, rolled underneath the opened barrier. Shortly after crossing, he freed his friend Manfred from his hiding place behind the seat bench and took him in his arms delirious with joy. This was the only time Jacobi's BMW Isetta was used as an escape car, but his achievement was to inspire imitators. Eight further GDR

citizens managed to escape to the West over the following years in a similarly converted BMW Isetta. Today this car is on display in the Berlin Wall Museum. The movie "The Small Escape" will also be a permanent exhibit of the permanent exhibition on spectacular escape attempts. Watch it here <https://youtu.be/bkho0RB0zz0>





Ford GT Heritage tribute to '66 Daytona win

The Ford GT is America's only Le Mans-winning supercar, and taking this pinnacle of Ford Performance even further for 2021, Ford is revealing two new enhancements today – the first-ever Heritage Edition inspired by the original model's first endurance win at the 1966 Daytona 24 Hour Continental race, plus an all-new Studio Collection package offers even more exclusivity and design enhancements. Co-drivers Ken Miles and Lloyd Ruby led a 1-2-3-5 Ford domination at Daytona, kicking off a magical season for the Ford GT40 MK II, with additional 1-2-3 wins at Sebring and Le Mans. This Heritage Edition is the first to feature a livery famous for a race other than Le Mans.

Inspired by the bold white, black and red exterior of the 1966

endurance-winning Ford GT40 MK II race car, the new 2021 Ford GT Heritage Edition features Frozen White exterior paint with exposed carbon fiber hood adding stark contrast. Asymmetrical Race Red accents on the front fascia and roof edge, driver's side door and underneath the rear wing add distinct visuals, while exposed carbon fiber shapes the signature 98 roundel graphics and speak to the supercar's lightweight body. Unique Ford graphics on the lower rear-quarter panels plus one-piece Heritage Gold 20-inch forged-aluminum wheels paired with red lacquered Brembo monoblock brake calipers complete this new exterior livery.





MV AUGUSTA SUPERVELOCE IS RETRO FABULOUS

Free Car Mag is all about cars, but we do love bikes. We've had plenty on the cover over the years and we rather liked this fashion shoot that the Augusta crowd did a few years back and this seemed like a great opportunity to enjoy the pictures they produced. Inspired by its glorious racing legacy, powered by a latest-generation 3-cylinder engine and packed with futuristic technology, 3-cylinder engine developing nearly 150 HP for a top speed of 149 mph. It is described by MV Agusta themselves as "a modern interpretation of the iconic stylistic concept of the MV Agusta. A fusion of vintage and contemporary ensures that the future incorporates the memories of good times gone by".



Get The Look

Finally, let's get the look which due to popular demand will return online at www.freecarmag.com

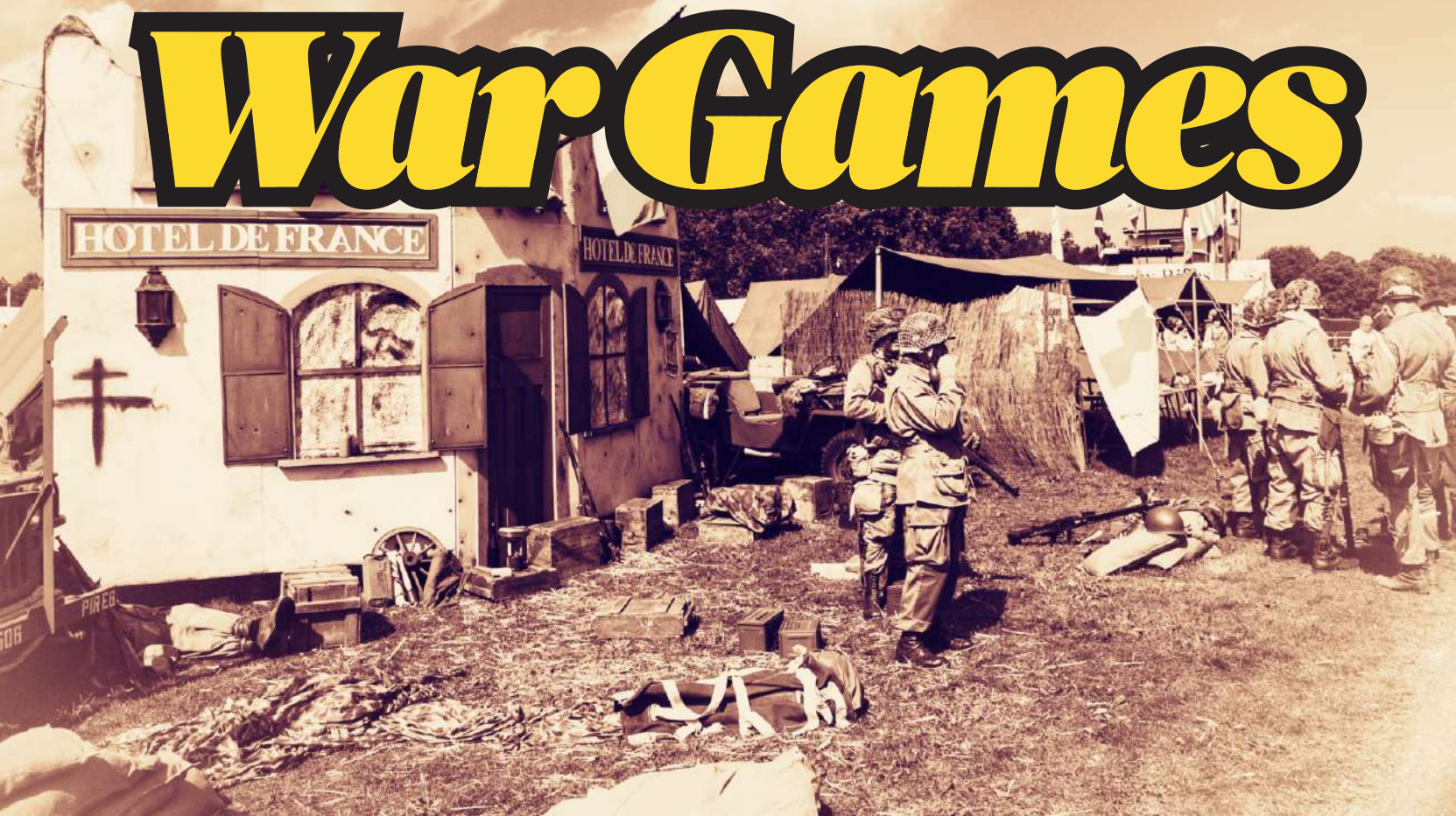
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Fun Day Out

War Games



Kiran Parmar talks to expert Simon Thomas about historical military vehicles and the brilliant Military Odyssey get togethers.





A few years back, I visited a military event in Kent which proved to be a fascinating experience. The event is called 'Military Odyssey' which takes place in the summer at the Kent County Showground in Detling, Kent. On display are a huge assortment of military vehicles, weapons of war, and aircraft. In addition, throughout the show there are re-enactments and demonstrations of famous battles from the pages of history ranging from the Ancient World to World War II to Modern Warfare.

This month, I interview a good friend of mine who is a historian and teacher who possesses a passion for history and a keen interest in wartime vehicles since his childhood, Simon Thomas.

Free Car Mag: Where did your interest in history and military vehicles come from and how do you apply that knowledge in today's world?

Simon: It's a pleasure to talk to you and your readers about my interest. It all started (many years ago now) when I was in secondary school and I was told that we were going to be studying the Second World War. I asked my parents for a book about it for Christmas and from then on, I was hooked. I started collecting militaria using the local Friday Ad and local antique shops – this was long before the internet became popular for selling such items. I decided to sign up to the Open University where I studied for a degree in history, I had no idea that this would then lead to the world of teaching. I am currently a primary school teacher with responsibility for the history curriculum. I am very much looking forward to the new term after Easter, where we will be studying the Second World War and I am very excited to be displaying part of my collection for the children to view at school.

Free Car Mag: Simon, you have visited military Odyssey many times; can you tell us what to expect when you visit and how has it changed over the years?

Simon: When I first visited Military Odyssey, my reaction was one of astonishment. How can such a fantastic event exist? I felt like I had achieved one of my life goals when I first walked through the gates and the first display I saw was of approximately 50 military Jeeps, lorries and armoured cars – and that was only fifty feet inside the front entrance! As you look further around, you are surrounded by living history all around you. From the re-enactors who march through the grounds to the stallholders selling high-value military items such as medals, military equipment and even firearms; there is no such thing as an ordinary day at Military Odyssey. You will definitely need to spend more than one day at the event. When I think about the changes over the years, it just gets better and better every year with new re-enactment groups taking part as well as being able to have the chance to fire a flintlock musket or cannon, there's always something to keep you on your toes.

Free Car Mag: What vehicles and aircraft should we look out for and why?

Simon: Tanks are definitely the main vehicles to look out for. Its only when you get up and close to a tank that you start to appreciate the size of them and the effect they must have had on the infantry fighting without the benefit of a thick piece of steel between them. On the other hand, the infantry also come with anti-tank guns which are guaranteed to ruin your day if you get too close! The stand-out vehicle I saw that day only had 3 wheels, but to me, it was the most important vehicle there – the Hawker Hurricane Mk II. Without this aircraft, the Battle of Britain would have been a much tighter contest, even possibly a defeat.

Free Car Mag: Can you tell us about the various re-enactments and demonstrations that are taking place?

Simon: I The reason Military Odyssey exists that a like-minded group of people wish to re-enact historical events and people. On each day of the three-day weekend that it takes place, there is always an event where different groups representing different soldiers from history demonstrate their prowess in battle.

Photography
Kiran Parmar



These include the Ancient Greek hoplites, the Diehard Company (Victorian Redcoats) and soldiers from World War II with their tanks and armoured personnel carriers. These events are about as realistic as you're going to get without actually being able to travel back in time itself!

Free Car Mag: Can you tell us about the various stalls selling historic artefacts?

Simon: I'm sure my eyes bulged out of my head when I first saw the huge range of militaria for sale. I started off by looking at the 'cap badges' and medals before being distracted by the bayonets and hand grenades before I finally spotted the firearm stalls. From the smallest pistol to the twin Vickers Machine Gun, there was a gun for every occasion and every one of them was for sale. My first thought was 'which one do I buy?' followed by 'No way is that fitting inside the house' before eventually thinking 'what would the neighbours say if they saw me lugging an MG42 machine gun through my front door!' One thing I will always say about the stalls is don't be afraid to ask questions about the items, especially if you're not sure what an item is. This is the only way you learn more about your interests and is also an excellent way to make new contacts.

Free Car Mag: I know you are really interested in World War II Tanks, Land Rovers and Jeeps; can you tell us a little about them and which ones are on display?

Simon: Most tanks that you see at Military Odyssey are American tanks, typically the Sherman tank as they were produced in far greater quantities during the war compared to German tanks which were either destroyed on the battlefield or not restored due to lack of spare parts. The fascinating part of all these vehicles is how Jeeps and armoured cars were used by both British and

American forces, you can tell which division formation a vehicle belonged to by the insignia painted onto the vehicle. For example; the British 7th Armoured Division – the 'Desert Rats' – had the insignia of a desert rat, due to their exploits against German forces in the Western Desert. The Americans, on the other hand, tended to be a bit more dramatic with division names such as 'Hell on Wheels' and 'Old Iron Sides'.

Free Car Mag: Why do you think events such as 'Military Odyssey' are beneficial for children and adults in the modern world?

Simon: I In the modern world, we are used to modern vehicles, for examples SUVs and Jeeps. To get to this point where we have Jeeps and SUVs, now very common on the road (I own one myself), you have to consider how the Jeep first came about and that's what Military Odyssey does, it connects the past to the present in a very inspirational manner. Also, the innovation that went into the construction of different vehicles such as D-Day tanks that could swim ashore (as they did on D-Day) to the Churchill flamethrower tank which was used against German bunkers. Vehicles such as tanks and Jeeps have had a major impact on warfare in the 20th Century and the advancement of technology in war has propelled the technological advances that we see in today's modern cars.

Free Car Mag: If you could choose one military vehicle and one military aircraft to have in your own collection, which ones would they be and why?

Simon: Now that is a very difficult question to answer! If I had to choose a military vehicle, I would have to go for a Daimler armoured car as I can legally drive to work in it, although I'm sure the students will have a surprise to see a seven-and-a-half-ton



Photography Kiran Parmar

vehicle in the car park! The benefit will be that if anyone blocks me in, I can get out very easily... or over them shall I say. For an aircraft for my collection, I would have to say a Supermarine Spitfire most definitely. Its agility and grace as it flies through the clouds is awe-inspiring.

Free Car Mag: No doubt you are looking forward to the next 'Military Odyssey' event, will it be taking place this year and where can we find more information?

Simon: I am most definitely looking forward to Military Odyssey this year! With Covid being ever present, it did not go-ahead last year. I plan to book my tickets as soon as possible from the website. It will take place over the August bank holiday weekend, Saturday 28th, Sunday 29th and Monday 30th August, 2021. You can book tickets from their website (www.militaryodyssey.com) and also visit their Facebook page to support them. Ticket Prices start from £9 each for children and £16 each for adults. It is an event well worth visiting.

Free Car Mag: Thank you once again Simon for speaking to us at Free Car Mag. If you love history, military vehicles, war planes and historic re-enactments, we guarantee you will enjoy visiting Military Odyssey - a most unique and interesting day out for the whole family.



Two Car Garage?

THE FUTURE IS HERE. DO YOU DRIVE ELECTRIC, OR PETROL OR BOTH OR WHAT?



Free Car Mag check out the first electric Mazda and chat to the Managing Director of Mazda GB Jeremy Thomson. First we drive the car, the one on the left.

Limited to 350 cars in the UK, the £27,995 including the tax payer grant, Mazda MX-30 First Edition is the company's first production electricity car and we quite liked it. If you are going to drive one, then this is stylish and responsive. The thing is that the AC synchronous electric motor and a 35.5kWh lithium-ion battery delivers just 124 miles. That's just not realistic unless it is a second car for mainly urban environments. The specifications are certainly generous and on the First Edition includes adaptive LED headlights, satin D pillar trim and signature LED rear lights. Inside, the First Edition features a light and modern cabin ambience with light grey cloth and stone leatherette combined with orange seat stitching. Eight-way power adjustable driver's seat and chrome interior details, plus heated front seats.

We can have a go at the sustainability of digging up rare earth metals to make the batteries, but at least the interior is genuinely sustainable and recycled. The lower console incorporates a 7-inch colour touch-screen climate control panel,

and in a nod to Mazda's founding as the Toyo Kogyo Cork Company in 1920, the Mazda MX-30 features cork lined centre console trays and inner side door handles. Harvested from the bark of trees without felling, the use of cork and door trim materials that incorporate fibres from recycled plastic bottles.

We went to the Mazda MX-30 drive in a 42 year old vehicle which is very petrol thirsty yet it had more than twice the full tank range. Environmentally our old heap would win the day. Inside it was simpler, brighter and less like driving a post box, but then it isn't a Sports Utility Vehicle. It is also less safe. Given the choice of Mazdas We would rather have an MX-5. After all, it's got pop up headlights.





Free Car Mag: Tell us about your electric plans?

Jeremy: We are trying to be pragmatic and also honest, we don't want to spin anything. We want an honest debate with people and be clear what the car is for and not for and how it fits within our portfolio of cars. This is our first and only electric vehicle. We believe that there is a place certainly for the foreseeable future for the internal combustion engine. Which we continue to develop.

Free Car Mag: Was there a possibility that you could get in touch the SMMT to make representation to the government about postponing or reevaluating the 2030 ban on petrol and diesel sales.

Jeremy: We work very well with the SMMT but they represent a broad church of views of other manufacturers. Some of them are further down the electrification road and are making some very bold statements about being 100% EV. But there is another level to it, it goes to the EU with the EU premiums for CO2 status. That drives behaviour as well as consumer demand. It is a complex ecosystem of influences happening right now. We need to time it right. This car is important but we only aim to sell less 3,000 a year out of a total of 24,000. We will though be introducing a wider range of power plants we are not going to be pure EV we also phev, range extenders and hybrid so all these technologies will play a part. In the meantime we have ten years of sales of internal combustion engines, then five more years of hybrid, then there are worldwide sales. Then there is the Efuel alliance and I think we are the only manufacturer. So the fuel that will

power Formula 1, is part of our journey towards being carbon neutral. Through the supply chain carbon neutral by 2050.

Free Car Mag: Why haven't car manufacturers told governments that these targets are not realistic? Do we have to live in mud huts and give up cars?

Jeremy: We are all trying to do things in different ways but the reason this car has a 310kg battery and not a 700 kilo one is partly a response to this issue. I mean the extra weight of a battery is equivalent to having four burly blokes in the car with you. We have a gramme strategy so we will look at a rear view mirror and see if we can take a gramme out of that. If you look at the whole life cycle impact of EVs. This is a right sized car for the battery size a lower to medium range vehicle. There is a focus on maximum range but we don't talk about that with petrol or diesel cars.

Free Car Mag: That's because you don't have to. I could not have got from Free Car Mag headquarters to here in a Mazda MX-30 without stopping. That would have been inconvenient.

Jeremy: I've had one for three weeks and I share a car with my wife so we select the car which is the most appropriate. We appreciate that some people want a primary vehicle and we are honest to admit that the MX-30 won't be ideal for everyone. For 80% of people it might be perfect as one of their two cars. We know that Mazda owners drive an average of 26 miles a day.

Free Car Mag: Life is complicated though and one day in an emergency you might have to drive 300 miles.

Driving the Mazda MX-30





Jeremy: We are in a huge charging station and there are going to be a lot more of them. Once there is a network then it becomes more feasible.

Free Car Mag: The thing is, £28,000 for a second car, never mind a first, is just not affordable for the majority of motorists.

Jeremy: Well it is a few hundreds of pounds a month the equivalent of what some would pay for a Sky TV and broadband package. So there is a cost but cars today are phenomenal value for money considering the number of components and technology. A hard example is when the MX-5 came out in 1991, that car in real terms would cost £30,000. Even with the retractable roof it cheaper today than it was 30 years ago. I think manufacturers have kept cars affordable through competition and supply and demand. Maybe I come from a different perspective.

Free Car Mag: Why does a Mazda need to be interesting to drive?

Jeremy: As a brand we do emphasise the importance of the driving experience. Otherwise we would just become another commodity so we compete on something else. The drivers that care about driving are the ones we want to talk to. This does have an incredible car like feel because of its small battery, I do think that if we are going to move people from conventional combustion engines to electric cars in the future, I am not sure that a one and a half ton to two ton plus car is going to give them what they were used to. Cars have to be fun, we are the company that makes the MX-5.



A Reader Writes...





We left the EU, but the EU does not seem to have left us. Just what is going on? A Free Car Mag Reader dares to ask some difficult questions...

On Thursday 23rd June 2016 UK citizens voted to leave the EU. This result did not suit the 'Establishment' who basically refused to accept the result. They have done their best to waste the next four and half years of precious time, to achieve any form of smooth transition. Meanwhile they kept on imposing EU motoring laws.

There are so many European based organisations involved in what is generically called 'road safety', many, which most people will never have heard of, have a huge influence on all our daily lives and it is becoming harder to be independent and just get on with driving without too much interference.

Amongst the countless changes to existing legislation the Roadworthiness Directive in 2018 (MOT) is the tip of a massive iceberg of changes that have taken place since voting out of the European Union.

In May 2017 the Cross Border Directive (2015/413/EU) was imposed. This allowed EU states access to DVLA records, so that UK drivers could be prosecuted for alleged motoring offences committed in Europe. I expect many of these will be speeding fines, which more than ever is done electronically by cameras, speed guns so that there is no personal chance of debating with your accuser, or optimistically them showing some form of discretion.

That raises the question of just how many people would bother to challenge a 'foreign' motoring offence? Indeed, the thought of going to court in the UK to prove your innocence is pretty daunting. In the case of an alleged speeding offence, how would you know that all the right set-up procedures for the camera had been done correctly or that it was not another vehicle that had been 'zapped'?

The police might not even supply you with photographic evidence to help prove their case. Was all the speed limit signage legal and in place? The thought of questioning trained police solicitor or experts from the suppliers of the equipment. Everything is against you getting an impartial hearing. Plus the huge 'Costs' involved.

So how would you like to do this in a foreign court, in a language you do not speak, in an 'alien' justice

system, combined, with a labyrinth of laws as complicated as ours, thousands of miles from home.

Hence anybody with a 'foreign' number plate becomes an easy target. With this in mind, the police or private company issuing the prosecution know whatever they say stands a very good chance of going unchallenged. As a result, by the end of 2019, something like 900,000 information requests had been handled over by the DVLA.

In April 2018 the eCall Directive became law. (2015/758/EU), that's the 112 eCall automatically dials Europe's single emergency number 112 in the event of a serious road accident and communicates the vehicle's location to the emergency services.

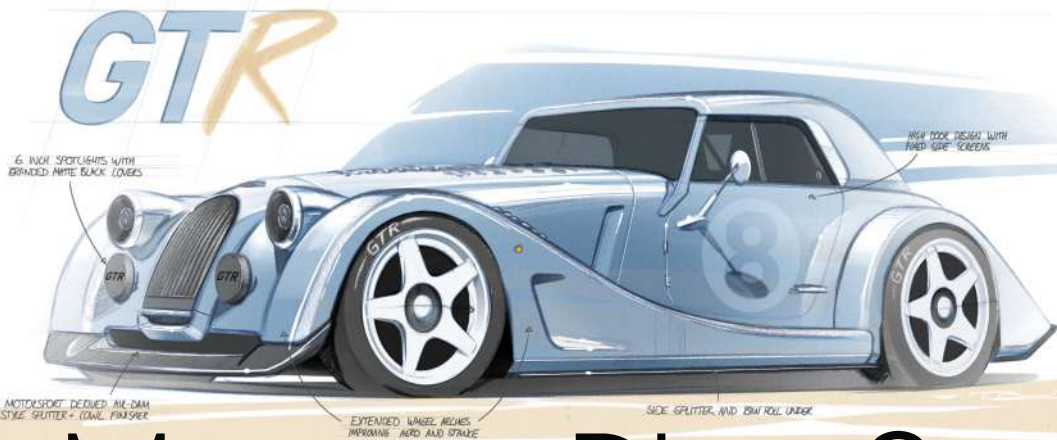
Next year, Intelligent (which is questionable) Speed Adaption (ISA) will be imposed under the EU 'General Safety Regulations' which incidentally will include many other 'must haves' to make drivers less 'involved' in the act of driving and leading the way to acceptance of autonomous vehicles.

So, despite all the rhetoric from pro-cycling Boris Johnson of leaving the EU, he has, as far as motoring in general is concerned, we have not left. Speed limiters will render your vehicle or even your £100k supercar, no faster on the road than a 1950's Standard Vanguard. As a sop to the more gullible, at first ISA can be deactivated; but how long will that last? However, would your insurance still be valid if you deactivated the system if something happened? Could you then be open to a private prosecution in the event of an accident, by ambulance chasing lawyers?

Producing a vehicle in both left and right hand drive must require a fair amount of engineering, so it would not have been too difficult to produce vehicles without these electronic 'widgets' required to impose this nonsense especially when models will be sold in the rest of the world without speed limiters; But for how long?

With the influence of the United Nations) and World Health Organisation why are they all singing from the same anti car hymn-sheet?

Got a view on a motoring matter, please get in touch. Through the usual channels.



Morgan Plus 8+

Here is the Special Project GTR which is 'gloves off'

The Plus 8 GTR explores design themes such as the high shoulder line, not seen on a traditional Morgan body for decades. Its five-spoke centre-lock wheels are reminiscent of Morgan's 1990s Plus 8 race cars, framed perfectly by subtly re-sculpted wheel arches. Further design elements include a revised rear end, front wings, and front splitter, and the fitment of a hard top. The model also benefits from learning and expertise gained by the company since the Plus 8 officially finished production in 2018.

One particular design inspiration was the Plus 8 race car that competed in the GT series throughout the late nineties, more commonly known as 'Big Blue'. This car served as the testbed for Morgan's first bonded-aluminium chassis, which would go on to underpin the Aero 8 and 'Aero-chassis' Plus 8 models. It seemed fitting, following the recent launch of Morgan's latest CX-Generation bonded-aluminium platform, to use this opportunity to pay tribute to the car that pioneered Morgan's use of aluminium structures.

The project has only been possible because of the recent availability of a number of Plus 8 rolling chassis, which have been re-acquired from a third party following a discontinued project. These were all built by Morgan before 2018, and were never used for their intended purposes. All are to be recommissioned and will benefit from the upgrade of selected mechanical components.

As part of their transformation from rolling chassis to finished vehicle, each GTR will be handcrafted using Morgan's traditional coachbuilding techniques. In a break from over a century of Morgan tradition, much of this work will be completed not at its famous Pickersleigh Road factory, but at the nearby Morgan Design and Engineering Centre (M-DEC). The Plus 8 GTR runs alongside core programmes and is one of several Morgan special projects to be announced this year. It follows numerous special project Morgan models in recent years, such as the Aero GT, SP1 and Aeromax.

These 'Aero-chassis' Plus 8s use the Morgan first-generation bonded-aluminium chassis developed initially for the Morgan Aero 8. Previously, from 1968 to 2004, Plus 8 models used Morgan's traditional steel chassis and were powered by Rover V8 engines.

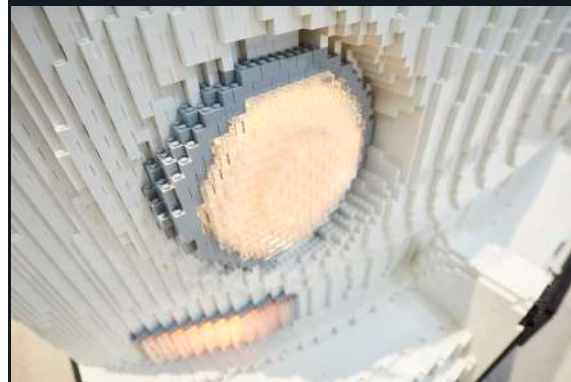
All 'Aero-chassis' Morgan Plus 8s were powered by the BMW N62 4.8-litre engine, and the GTR will be no exception. In its original specification this unit produced 362 bhp, however, the exact power output for the GTR is yet to be finalised. A choice of a six-speed manual or ZF six-speed automatic gearbox will be available, with fixed allocations for each transmission option.

Just nine Morgan Plus 8 GTRs will be built, with production beginning in summer 2021. The transformed special project will be available in certain worldwide markets,

LEGO VW CAMPER



Using 400,000 LEGO® bricks, two experienced LEGO® model makers have built what is probably the world's biggest camper made out of LEGO® bricks. Weighing 700 kilo this brick vehicle was based on T2a camper van, built from 1967 to 1971. Rene Hoffmeister, one of only twelve officially certified LEGO® model makers in the world, together with colleague Pascal Lenhard, had just six weeks to make a T2 camper van, inclusive of pop-up roof, out of LEGO®. Using 3D programmes, the duo had produced a construction plan in advance. From that they were able to calculate, for instance, the precise number of bricks required. The rigidity of the side walls and windows were another particular aspect that had to be accurately calculated in order to ensure lasting stability."



Have your say  @freecarmag1

BIG IN JAPAN



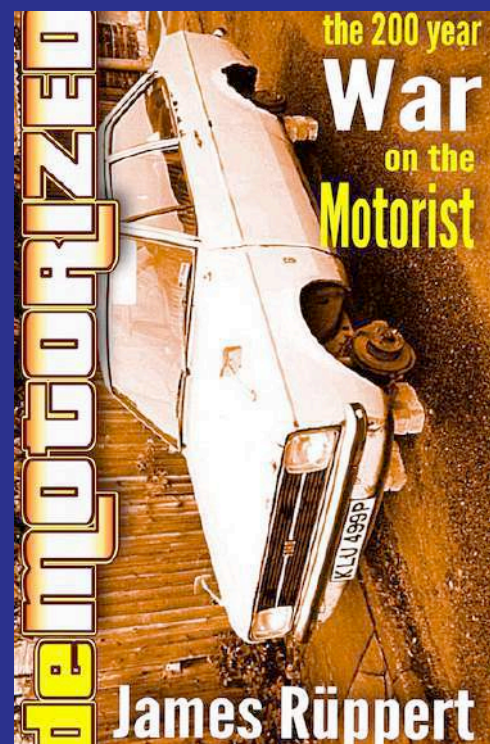
Singer Group, Inc., recognised worldwide for its restorations of the air-cooled Porsche 911, announces its expansion in Asia and welcomes Fukuoka-based Ei San Motors into the company's global partner network. New clients in Japan will be able to learn about Singer's services and discuss their requirements in a sophisticated and welcoming environment. The announcement also means that both Singer's existing clients and future owners in Japan will have access to expert, in-country servicing and maintenance from a trusted partner. The 1991 Porsche 911 Reimagined by Singer, already on the roads of Japan. The car is presented in Lavender Metallic with ghosted stripes and lettering. The interior is trimmed in Purple. Sport seats with 4-way adjustment and bespoke leather-weave inserts have been selected. The heart of this machine is a 4.0L, naturally aspirated, air-cooled flat-six, paired with a 6-speed transmission and All-Wheel-Drive. The signature centre-mounted fuel filler and external side-mounted oil filler are both specified. While this is an All-Wheel-Drive (AWD) example, owners are also able to specify Rear-Wheel-Drive (RWD). Either left-hand-drive (LHD) or right-hand-drive (RHD) cars can be restored and Singer's special wishes department handles client requests for bespoke details and engineering, ranging from bespoke trim finishes through to ski-racks, spot-lights or alternative wheel design.



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www.bangernomics.com

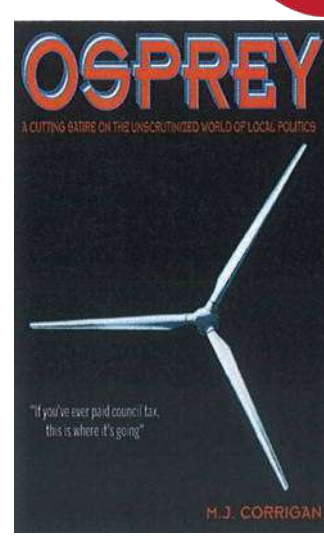


Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van,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



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

Racing Baggage

Simon Jordan has created and designed fine leather goods for over 16 years, designing luxury products and accessories for private clients, including many of the heroes of motorsport. His company, Jordan Bespoke, also supplies several corporate clients including Aston Martin, McLaren and Sunseeker yachts with bespoke luggage and tailored accessory ranges. As a lifelong motorsport enthusiast, Jordan has blended a passion for the sport with design flair to create luxury goods that honour his racing heroes.

The Lotus Type 25 Heritage Holdall. This stylish holdall was designed by Jordan in close connection with Clive Chapman, Managing Director of Classic Team Lotus, and son of Colin Chapman, and is the latest creation in a 13-year official partnership between the two brands.

This latest Jordan Bespoke bag takes inspiration from Colin Chapman's Lotus Type 25 racing car, designed by Chapman for the 1962 Formula One season and famously raced by motorsports legend Jim Clark. The result is a holdall which celebrates this famous racing car, captures the spirit of the 60s, honours the memory of Jim Clark and applauds the engineering prowess of Colin Chapman.

A plain white roundel echoes the livery of the Classic Team Lotus transporter which has become a recognisable emblem for Team Lotus. The number 8 remembers when motor racing icon Jim Clark crossed the line at Monza 1963. His Lotus Type 25 displayed the number 8, making history as he secured the drivers' title with 3 championship races remaining.

As with all Simon Jordan creations, client-led bespoke options are available. In recognition of the time when car numbers changed from race to race, customers can choose to have their holdall customised with a number of their choice.

www.jordanbespoke.com



Casio DBC -32D

Proper Calculator Watch
for the masses....



The classic calculator watch with a 10-key pad calculator for the convenience of an 8-digit calculator in a wristwatch. A big, high-contrast LCD makes figures easy to read. Other features include 25 line telememo databank, day of the week display in 13 languages, and 10-year battery life for uninterrupted operation.

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Calculator Function 8 Digit Calculator
Currency Converter Foreign currency translations are calculated according to exchange rates input by the user

Date and Weekday Display The current date and week day are displayed on the watch face

Dimensions: 50.4 x 37.4 x 12.0 mm

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Telememo: Memory capacity: Up to 25 sets of data, with 8-character name and 15-digit telephone number, Remaining memory screen, auto-sort, support of characters of 13 languages

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But not in the UK
and maybe sub
£200K



Latest full on Bentley Continental

GT SPEED

New GT Speed is equipped with an uprated version of Bentley's renowned 6.0-litre W12 TSI engine, delivering 659 PS (650 bhp) – a 4 per cent increase of 24 PS over the current W12 model – whilst maintaining an extraordinary 900 Nm (664 lb.ft) of torque. With exceptional handling, this results in a top speed of 208 mph (335 km/h) and 0-60 mph in 3.5 seconds (0-100 km/h in 3.6 seconds), a reduction of 0.1 second.

Speed models add a Dark Tint radiator grille and lower bumper grille, as well as unique, more sculpted sports sills, a Dark Tint radiator matrix and discreet Speed badging in chrome on the front bumper. Another signature feature is unique, 22" Speed wheels in bright silver, with the option of a dark tint or black gloss finish. "Jewel" versions of the fuel and oil filler caps are standard, while illuminated Bentley treadplates to both sills are a nod to the Speed's performance credentials.





Official F1 Safety Car for real...

ASTON MARTIN VANTAGE F1 EDITION

The new Vantage F1[®] Edition is a new breed of Aston Martin. One that celebrates the marques return to Formula 1[®] for the first time in over 60 years and establishes the Vantage as a true sports car. It is also the first core model to benefit from direct input from Aston Martin's recently appointed Chief Executive Officer, Tobias Moers. Starting with the 4.0-litre twin-turbo V8 engine, power is up by 25PS to a new maximum of 535PS. Peak torque remains unchanged at 685Nm, but that peak is sustained for longer to further increase tractability and in-gear urgency with an 8-speed automatic transmission,



Toyota announces Super Supra...

JARAMA RACETRACK EDITION

How exciting is this? It comes in Horizon Blue paintwork, matt black 19-inch forged alloy wheels and black Alcantara cabin upholstery with blue stitching. Each model fitted with carbon fibre dashboard insert bearing its production number and outline map of the Jarama race circuit. Has the classic front engine/rear-wheel drive Combination. Straight-six turbocharged 3.0-litre engine produces 335bhp and 500Nm torque, enabling 0-62mph in 4.3 seconds Performance-focused chassis with "golden ratio" track and wheelbase proportions for optimum handling agility and control. We can hardly wait to drive one of these. Stay tuned to www.freecarmag.com for our driving impressions coming very soon.



Stay at Home Get Net Zero...



West Midlands Combined Authority (WMCA) wants people to stay at home after Covid-19 to help meet net zero and Paris Agreement climate targets.

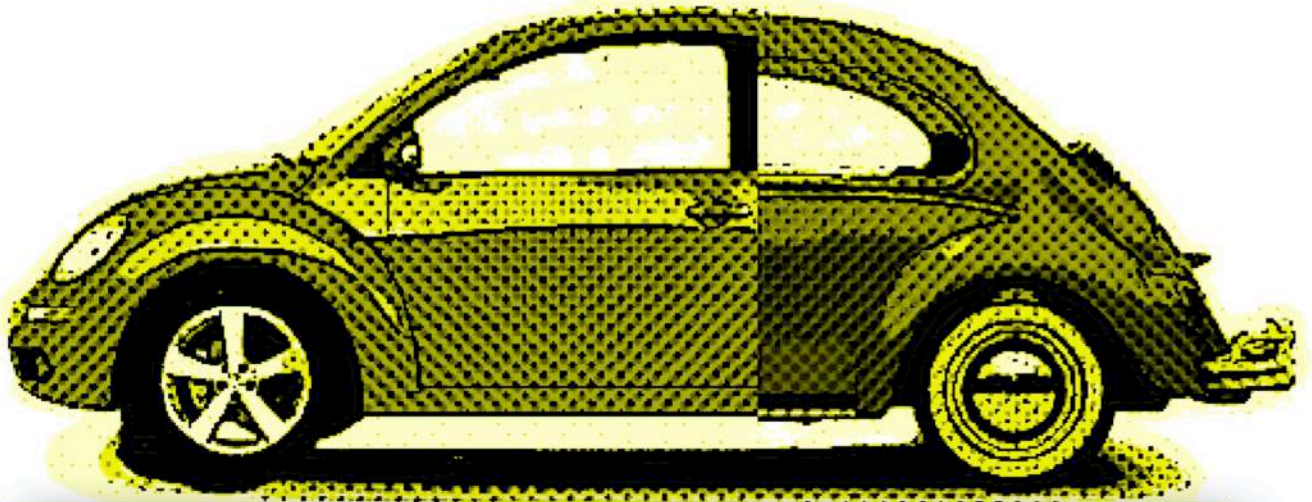
WMCA has published a 5-year plan (2021-2026) (1) (2) as part of its policy for achieving net zero carbon dioxide emissions by 2041. As always, car use is top of the 'behaviour change' hit list regardless of whether the car is petrol, diesel or electric. By 2026 the percentage of trips by car should fall from the current 63% to 59% and to just 35% by 2041. Personal and retail trips are also targetted for a 25% reduction by 2041 along with 35% of people working from home or local hubs 50% of the time.

ABD Environment spokesman Paul Biggs said: "From the outset of Covid-19 restrictions we have been concerned about the exploitation of the pandemic for other agendas under the guise of 'Build Back Better' and wondered if we'll ever get our freedoms back. The post pandemic plans of national and local governments suggest that we won't unless voters stand up to environmental totalitarianism that is bypassing any proper democratic process or cost:benefit analysis."

Reducing the UK's less than 1% contribution to global man-made carbon dioxide emissions to net zero by 2050 would reduce global average temperature by an unmeasurable 0.014C by 2100. Similarly, even if all the countries signed up to the Paris Agreement keep their emissions reductions promises, the reduction in carbon dioxide emissions for 2016 - 2100 achieves only 1% of the emissions reductions required for the 1.5C target (3). The costly climate agenda is all about controlling YOU, not the climate.

Support The Alliance of British Drivers on Facebook: <http://www.facebook.com/allianceofbritishdrivers>
Follow The Alliance of British Drivers on Twitter: <http://twitter.com/TheABD>
Visit The Alliance of British Drivers website: <http://www.abd.org.uk/>

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. Find out which cars are classics, bangers or both. Listen to stories you won't hear anywhere else. Laugh out loud at some very poor jokes, Get involved by making suggestions for serious and not so serious discussion.

Incredibly a new episode is uploaded every single week. Don't miss out.

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Jaguar F-Pace SVR



WATCH MY VIDEO
REVIEW OF
Jaguar F-Pace SVR



Less than four seconds, 3.8 to be exact. That's how quickly you'll reach 60mph having started from rest in a Jaguar F-Pace SVR. Your jaw will have dropped in shock, you'll forget to breathe, your neck will be pinned against the headrest and your ears will be pummelled by the savage guttural roar. Meanwhile, your partner will be berating you to slow down, the children will be whooping and laughing in the back, and the wide-eyed dog will be slammed into the back window confused as to how that tree he just had his eye on, shrank so quickly.

Overawed as you will be at the relentless force of momentum conjured up by a posh family SUV from Jaguar, you won't want to lift off. Revelling in the forces unleashed by a mighty supercharged old-school 5.0-li-



tre V8, churning out 550bhp and funnelling 516lb ft of torque through all four wheels, you'll be tempted to see it out all the way to the 178mph top speed.

The Jaguar F-Pace makes no sense at all, especially not at nearly £78,000, considering the F-Pace model range starts at £40k and the P400e at £56k would give you all the performance you could ever need in the real world. Plus the SVR barely manages 23mpg and

scoffs at the environment with CO2 emissions of 275g/km.

For 2021 as well as the increased torque, quicker acceleration and higher top speed, the aerodynamics have been improved, there's a new bumper, larger brake cooling vents, new LED headlights and taillights, and 22-inch forge alloy wheels. The suspension, brakes and steering have all been uprated. There's an active rear differential and torque vectoring brak-

ing to keep this firmly planted to the tarmac and heading in the direction you compel it to, at whatever velocity you choose.

Improvements inside include the new Jaguar-Land Rover infotainment system with a huge floating 11.4-inch touch screen, sexy sports seat, exquisitely presented quality upholstery and trim, and a proper lever to select gears with. Stubby it may be, but a knob it isn't anymore.

There is very little logic I can proffer you dear reader as encouragement to procure this sensational vehicle. Sure it's practical, sure it will quietly go about the daily grind too, pretending to be sensible and serene when you require. But at its core, it is a nutter mental raving loon, and you're either going to want one or not. I want one.

**BROWN
CARGUY
SAYS...**

“ Cars like the rather brilliant all-electric Citroen e-C4 may represent the inevitable future. However, I can't help but take a moment to lament the end of the road for utter awesomeness in the shape of machines such as the Jaguar F-Pace SVR.

Its speed is ludicrous, its noise is outrageous, its hellish consumption and ravaging emissions are untenable, but boy-oh-boy does it get under your skin. An estate car on stilts that should be occupied with the tedium of family chores, instead it has the cre-

dentials to shame supercars.

Yet Jaguar has committed to going fully electric by 2025 – five years ahead of the government's deadline. Which means gloriously savage sensations such as the SVR will be killed off. Make the most of them while you can.

”

The all-new Citroen C4 is a little perplexing at first acquaintance. With styling inspired by the classic Citroen GS, it's a kinda crossover yet is as much a rival for a Toyota Corolla or Ford Focus as it is for C-HR and Kuga. Citroen gives you one car where others may offer two - including within its own family group as this shares its platform with the Peugeot 208 and 2008.

However, this is the longest iteration of that chassis as can be witnessed in its sleeker form, but also from the remarkable practicality it offers. There's a useful 380-litre boot expandable to 1250-litres with the rear seats down, and talking of which, there is certainly room to accommodate a six-footer like yours truly in the rear - moreso than its cousins from Peugeot.

Prices for the C4 range from £21k to £28,255 and the trim levels are Sense, Sense Plus, Shine and Shine Plus. It's available with petrol engines with a choice of 100, 130 and 155bhp outputs and offered with a 6-speed manual or 8-speed auto (you only get an auto with the most powerful engine). You could opt for 110bhp (6-speed manual) or 130bhp (8-speed auto) diesel units or the all-electric version also re-

REVIEW Citroen C4



WATCH MY VIDEO REVIEW OF Citroen C4

viewed on these pages.

The model tested was the C4 PureTech 130 S&S in manual and Sense Plus priced from £23k. It pretty much has all the kit you could need unless you're really going to miss the rear centre armrest. The 1.2-litre three-cylinder petrol turbocharged engine delivers 130bhp and 170lb ft of torque

endowing the car with rest to 62mph acceleration of an on-par 8.9 seconds and a top speed of 130mph. This is more than adequate for city driving, motorway cruising and even chewing up some back roads. Combined fuel consumption is an impressive 54.7mpg and CO2 emissions are 135g/km.

Despite Citroen insisting this

car is geared towards comfort, backed up by the softer seats and excellent suspension, it's playful and enjoyable enough on the go. The instrumentation is clear and intuitive and the sensation is of driving a hatchback but sitting a little higher. This could be the most obvious all-round choice in the Citroen line-up.

The all-new Citroen C4, already reviewed on these pages in petrol guise, also now comes as a full electric vehicle. Since the platform, which you'll also find underpinning EV versions of the Peugeot 208 and Vauxhall Corsa, was intended from the outset to be electric, there are little if any compromises to be found here in terms of space for humans or their luggage, apart from the fact you'll have bulky cables in the back.

If you mostly charge at home, you won't need to carry them around. Citroen claims a range of 217 miles. So allowing for a realistic range of about 180-190 miles depending on usage, it is entirely usable as a daily driver.

With a 50kWh lithium-ion battery onboard along with

a 7.4kW charging (11kW is optional) a 100kW CCS Rapid charger should get it juiced back up to 80% in 30 minutes. Plug it in at home - once you've taken advantage of the free PodPoint 7kW home charger Citroen throws in - and seven and half hours should get the battery up to full bars. Prices range from £30,395-£32,545.

With a 100kW motor driving the front wheels, it puts out the equivalent of 136bhp and 192lb ft of torque getting it to 62mph in 9 seconds and onto 93mph. And it feels like a properly grown-up electric car from behind the wheel, mostly matching the non-electric versions for driving dynamics, but adding a tighter sense of solidity and somehow an even more refined experience.

REVIEW Citroen e-C4



Test Drive



Watch & Listen here: <https://youtu.be/v1KfQUCgr3M>

<https://youtu.be/-dYyB9wPlsg>

SupraStar



Kiran Parmar finds out what makes the TOYOTA SUPRA GR tick.



When two giants in the automotive industry team up to execute a co-project, enthusiasts sit up and take notice. The engine and gearbox from BMW's Ultimate Driving Machine meets Toyota's precision engineered GR Supra. In case you are wondering; 'GR' stands for 'Gazoo Racing'- Toyota's motorsport and high-performance division. The GR Supra is the fifth generation of the iconic sports car and the first global 'GR' model from Gazoo Racing.

Our test car is the 3.0-litre Pro, in-line six cylinder, with a single twin-scroll turbocharger boasting 335bhp and 500Nm of torque. It will do 0-62mph in a breath-taking 4.3 seconds with a limited top speed of 155mph. The gearbox is an eight-speed sports automatic with paddle shift.

The Supra GR is even more beautiful in the metal than any picture I'd seen. From every angle it is an extremely pretty sports car particularly in the premium solid 'Prominence Red' paint which is an £620 optional extra. Wherever you go you are certain to turn heads and attract attention. The Supra sits on stunning 19" black and silver 5 double-spoke forged alloys.

Interior Styling, Features & Safety Inside the Supra the electric memory heated seats are very comfortable and supportive with plenty of adjustment and legroom so you can fine tune your perfect driving position. The dashboard is very BMW 'idrive' but logically laid out and easy to get used to. It really feels like the driver is 'plugged in' and all the controls wrap around you. The 8.8" TFT touchscreen is a good size and easy to read but quite central in the console so you have to glance away from the road to see it. The dual zone climate control is very efficient and it is easy to adjust temperatures with the physical knob controllers; simply leave it in 'auto' and all the ventilation is sorted. The steering wheel has manual rake and reach adjustment and the gearbox paddles rotate with the steering, so you are never in a position where you are searching for the paddles. The windscreen height is quite short and letterbox like which does feel a bit strange if you

are not used to it. The side windows suffer from the same problem and you find yourself ducking your head at junctions to see traffic. The Supra does have some big blind spots however the blind spot monitoring system does work well. The wing mirrors are quite large and offer good visibility and feature the blind spot monitoring. If someone is on your blind spot, a yellow triangle will illuminate in the glass to alert you. The reversing camera is quite excellent – it senses where you are trying to park and offers guidance lines which adjust as you turn the wheel. If it sees a person or obstacle in your path, it will automatically apply the brakes thanks to the Rear Cross Traffic alert system. The 12-speaker JBL audio system is truly magnificent, simply put all your favourite albums onto a USB stick and the system will display the album art making it a breeze to scroll through and play your tunes. The speakers offer crystal clear sound, and you can adjust the bass, treble, fader to your liking. The DAB radio service is excellent also. The navigation system featuring 3D mapping is easy to use once you are familiar with it. The superb heads-up display shows your speed and the road's speed limit, and you can adjust the position of the readout to your liking. Finally, you can charge your phone in the wireless charging tray. The Supra is packed with safety equipment; with seven airbags, a pre-collision system featuring pedestrian and cyclist detection, lane departure alert, auto high beam, road sign assist and adaptive cruise control, tyre pressure monitors, just to name a few. Driving at night is most enjoyable as the cabin and instrumentation light up beautifully to minimise stress on the eye. The powerful automatic LED dual beam projector headlamps with cornering function illuminate the road perfectly. The boot is practical for a sports car offering 290 litres of space which can take 4 to 5 large bags of shopping or a set of golf clubs.

On a small downside, the cabin does feel quite dark and slightly cramped due to the all-black interior; black carbon-fibre, black seats, black carpets, and black headlining. A lighter colour combination of interior materials would make the interior more inviting and give a more spacious feel.

Test Drive



Photography Kiran Parmar



Photography Kiran Parmar

Engine Performance The Supra is fun to drive, the throttle response is instant and exhilarating. Accelerating up to 30mph occurs immediately with the lightest touch of the throttle. The engine sound is amazing and has an almost V8 growl to it. Press the 'Sport' button and the exhaust pops and crackles to add to the excitement. (See videos). You can even customise the Driving dynamics on the onboard computer; the 'Damping,' 'Steering,' 'Engine,' and 'Transmission' can all be adjusted from 'Normal' to a more aggressive feel by switching to 'Sports.' Keep the 'Damping' in 'Normal' and you will enjoy a very pleasant smooth ride on rough town and city roads. Switch everything to 'Sport Standard' if you are on a track day or engage 'Track' mode in the Vehicle Stability System for ultimate control.

Gearbox The 8-speed ZF gearbox offers extremely smooth and unnoticeable gear changes and rapidly changes to get you up to top gear as soon as possible for the best fuel economy. In 'auto' mode you can override the automatic gear changes anytime by pulling the paddles, leave the paddles alone and it will switch back to 'auto' in a few seconds. Flick the gear lever to the left ('M'- for manual appears on the digital gauge cluster) and you can keep the car in manual mode leaving you are in full control of all the gear changes. Pull the paddle to downshift in sports mode and the engine 'blips' and rev matches – a fantastic sensation.

Ride & Handling The ride is surprising smooth despite the huge wheels. The adaptive suspension works very well and irons out the bumps. Large potholes and bumps can be transmitted to the cabin, but the adaptive suspension really does do its best to give

you a smooth and controlled ride. The Supra was fine-tuned at the Nürburgring and it shows; the grip is sensational on all roads, if you feed the power in a bit too quickly, the rear wheels brake traction momentarily but the traction control kicks in straight away and a little yellow light flashes on the dash letting you know that some electronic trickery has just saved you! The rack and pinion electric power steering is very light but has laser-like precision giving the driver plenty of feedback as to what the front wheels are doing. Switching to sports mode adds weight and more feel to the steering wheel. Road noise and tyre roar are minimal considering the Supra is a sports car. The Michelin Pilot Super Sport tyres are impressive but can 'snake' under harsh acceleration even in the dry. The brakes, with Brembo red aluminium callipers, feature ventilated discs, and front 4-pot fixed callipers, rear with single pot floating callipers are extremely sensitive and highly responsive inspiring confidence. In the wet the brakes will automatically dry themselves and prevent brake fade by automatically increasing brake pressure when the discs become hot.

The GR Supra is a fabulous and highly impressive machine which feels like a baby supercar. It is the type of car that makes you want to go for drive just for the fun of it and when you climb out of it you cannot help but admire its beauty. With sports car on the demise and the electric revolution taking over, I predict the Supra, the Japanese sports car with a German heart, could be a future classic in years to come! Prices start from £54,365.00 and the Supra comes with a five-year warranty. Visit <https://www.toyota.co.uk/new-cars/supra/> for more details.

Franconomics

Matt Marchant bought a Renault Clio for £170 a year ago. He's kept it going with considerable ingenuity, skill and sheer bloodmindedness.

Matt proves it is possible to run a car on a marginal budget.

Follow Matt on Twitter: @fix_it_workshop www.fixitworkshop.co.uk

Instagram: @repairyourthings

Find Matt's previous posts on www.bangernomics.com



It's been over a year since I last updated you all about my old car, but don't panic, I haven't gone and scrapped it. With a few squeaks and rattles and a smidge over 125K miles on the clock, it's still good enough to hang on to. This time, I thought that I'd share my thoughts on why my daily drive is an old tatty car. I should probably watch what I say about the Renault actually, as I think it might have feelings and I wouldn't want to upset it. Prior to the Clio, I had new company cars. Before that, a fairly interesting car mix including a Smart For-Two and an Alfa 147. These days I have less free cash and in general travel less by car, so a banger suits my needs and wallet. Since people often say to me; running a banger will end up costing me more when it needs to be repaired, I thought that it would be interesting to see how much motoring cash you'd need for three types of car. So, I've unscientifically compared three types of Clio dci, to keep things comparable. One new, one 10 years old and one that's nearly 20 years old. Life's a gamble and each option comes with risks and rewards and the following narrative might explain my recent choice of wheels and why I bother with a banger. To keep my comparisons straightforward, I'm not including tax, fuel or insurance. You'll see what I mean in a minute.

First off, 100% brand-new metal: A Clio dci for £17,000 on the road, plus £400 servicing. Approximate depreciation would be £7000 over the first three years of ownership.

Assuming that you've got a pocket full of cash or have access to funds, a new Clio dci could be for you. It will be safe, be reasonably well-made, go, stop and able to handle everyday life. It will get you from A to B in comfort and probably won't break down and have the manufacturers' support for at least a year. At time of writing, all of this can be yours for a shade over £17,000, before you start

ticking option boxes at the dealer. Added to the £17K, you'll need to factor in servicing per year at around £200 to £400 per year depending on mileage, excluding non-service parts. Fresh metal depreciates rapidly and themoneycalculator.com suggests that a new Clio dci will depreciate at least 38% or just under

£7000 in the first three years. There's also the high 'bumps and scratches' worry factor too!

Next up is a 10-year-old Clio dci: £1,700 or 10% of the price when new. Budget around £400 per year for servicing and factor a further £900-£1,100 depreciation over the next three years.

If you don't fancy any of that new car stuff, there's always the second-hand dealer option. The Clio is a popular choice for families and fleet operators, so there's always loads for sale on independent forecourts or privately. For around 10% of the price when new, a 10-year-old Clio dci with 60,000 miles on the clock can be driven off the forecourt and do much the same as the new car. A dealer will probably stump-up a limited warranty or buy privately and you might shave £200 off the price, depending on the car's level of service history and general condition. It'll still need servicing for the same fees as before but at this age, smaller independent garages will reduce running costs, if you shop around. Assuming you've bought a straight car, look after it and keep the oil topped up, it will give many years of hassle-free motoring. You can always add the latest smart features using your phone and a kit from eBay. If you feel the need. You might still worry about the odd knock or scrape, but at this age, you probably won't be quite as concerned.

Franconomics. Lastly, there's the 20-year-old banger option: A Clio dci for less than £200 or around 1% of the price when new. Budget £200-£400 year for annual servicing and repairs. Depreciation will be virtually nil. Buying a car for less than a vacuum cleaner, and keeping it going for a reasonable length of time, requires planned maintenance and a bit of luck. But buy the right car and you'll be driving around in something which does pretty much the same as the other two options for a fraction of the price. I should say that newer cars tend to be safer in a crash and general produce less harmful emissions. The Clio 2 is a reasonably safe choice as it always scored highly in Euro NCAP tests. And the next time a new car owner accuses you of owning a dirty 'old' car, please gently remind them about their new cars' overall carbon footprint during production, which will take many years to off-set. So, in summary this last option could provide the same basic utility as the others for





much less and you won't be as worried when it inevitably picks up the odd scrape in Tesco's car park. The other thing you have to do is forget any notion of being cool, but since I've never been that, I have nothing to lose.

Choose your banger wisely by observing 'automotive survivors'. I'd never taken much notice of the Clio mk2 until I owned one. I mean, you don't really do you. Since having one myself, I've noticed that there are loads of them still chugging around town. Most look quite tatty now, but they are what I like to call 'automotive survivors'. What do I mean by this? Well, the next time you watch a war report on tele, you'll likely see the following vehicles in the background; Toyota Hilux, VW Golf, Mercedes W201 and quite possibly, an old Clio. In the UK, the Clio 1 has all but vanished, but some of the oldest Clio 2's still on the road are over 20 years old now. Mine's 18. It's no coincidence that vehicles that survive for a long-time tend to be easier to mend and have cheap, available parts and more importantly, they can be repaired on the side of the road by any old amateur grease monkey. Like me. Anyone can do it.

Now look; I'm under no illusion that running a banger on a tight budget is for everyone, but armed with a decent workshop manual and YouTube on your phone, many routine maintenance jobs can be tackled by the home mechanic, using basic tools. If you've got the nerve, something like cambelt can be tackled at home, if you take your time. Indeed, the comprehensive service history on this car informed me that the cambelt on the car had been installed for nearly 100K miles, a tad over Renault's recommended 40K. It's sheer luck that it hadn't snapped before.

Even careful one-owner cars like mine can be neglected in their younger days. Cambelts are time consuming and expensive to change, regardless of vehicle age. I'm not a professional mechanic, but over the years, I've built up a few tools to get by, tools which have paid for themselves many times over when their used for many different maintenance jobs.

Thinking about the cambelt change, I cheated a bit and got a mate to help me out which cost me a curry and beer- I almost forgot about that. Valuable (free) resources like YouTube and dedicated online forums have really helped drive the DIY car maintenance scene. Online motor suppliers and eBay have also driven down the cost of replacement parts. And in my case, it also helps that the Clio's basic design is mass produced and sold around the world so due to economies of scale, service consumables are très bon marché! I wouldn't fancy my chances doing all this with a Range Rover Evoque!

So, in just over a year's motoring, here's what the Clio has cost me? £146.00 on service and maintenance items for things like; oil and filters, coolant, cab belt kit, rubber mounts and sundry items. About 10 hours of service and preventative maintenance work by me. I've referred to my Haynes manual often and have used the odd YouTube video for trickier items like my boot lock which failed and cost me just under £8.00 to fix.

Will I get another year's motoring out of Clio? I hope so, as I've begun to get a bit fond of it, but for now it's au revoir.

Import a Classic



Euroclassic

Free Car Mag wondered what came over people when they decide to not just buy a classic car, but actually go abroad to do it. Nick Bailey and Chris Hendrie reveal all...



Free Car Mag: Why did you decide to import a car?

Nick: From family holidays to France as a child, French cars with their yellow lamps, elegant number plates and often battered bodies left a lasting impression on me and had an urge to buy one. Having owned a few older cars, I've quickly learnt the most sensible thing is to find the best one, condition-wise you can buy. The first car I looked for was a Renault 4. Despite over 8 million being built there are probably only 300 or so in the UK now. I reasoned that there would be more availability, choice and therefore quality in France. They would also come with the patina I was after! Of the cars in the UK, there were some great ones but because they aren't valuable they haven't had the money poured into them like Minis or Beetles, they tended to be patched up. There were also a few Portuguese cars but although they weren't rusty, they were quite weathered! Searching on Le Bon Coin, a kind of eBay through up hundreds and the choice was incredible. French car ads are brief with few photos and there is a more relaxed attitude to replying to emails! With so many it was easy to get a sense of values, specs and desirability. I quickly learnt that there were more original cars in the South. Many were in daily use and with no salt on the roads, survived in much better conditions than their UK counterparts! I also learnt that as workhorses, finding a car with a history, something I'm always keen to have, was nigh on impossible. My luck was in though with the car I found. It was 1987 but only two owners and always lived in the South. Crucially it has some invoices and had been clearly cared for with regular servicing and had a slot in the owners garage.

Free Car Mag: Was it difficult to do?

Nick: Buying the car was simple and I loved the opportunity to look at whole load of cars you just don't see for sale here In some regions of France, the milder climate ensures even average cars that we haven't seen for years here survive. I speak French so admittedly that wasn't quite the barrier it could be and I found the sellers quite amused by English wanting to buy their cars. The French side of the paperwork was fairly simple. The seller needed some more details (including date of birth and location!) than you'd expect but it wasn't daunting. More complex is the paperwork for the DVLA. It is not entirely clear what sections you had to fill in (you can leave more blank than you think- thanks Mr Ruppert!). shipping was easy. There are loads of transport companies coming back and forth and it's a case of picking the best on quality and price. Sites like Shiplly give ratings to guide you. Of course you could drive it back but I think it wouldn't be much cheaper and there is the time factor. You are also driving a fair way in a car you don't know! That was one adventure I will plan for another time.

Free Car Mag: What did you buy?

Nick: Renault 4.

Free Car Mag: Would you do it again?

Nick: I have! This year I have bought another car from France. This time it is a Citroen AX Sport. These were never sold in the UK and I think this one might be the only AX Sport road car here.





This was harder to find as there are far fewer even in France. In period it was a popular race and rally car meaning most of been thrashed or crashed just like hot hatches here! This one also had history and I have tracked down the first owner - she is quite perplexed by my interest but as she owned it for nearly 18 years, she must have had some bond with it. There were a few in Portugal for sale but even a cursory look at the pictures suggested that the craftsmanship and restoration of all the ones I looked at was very poor compared to the UK. One described as fully restored had painted the entire underside with the exhaust still in place! It's always worth noting that one Person's restoration scale and opinion of a car can be quite different to another so ask for as many pics as you can ! I found that in France things like paint work is seemingly less important than it is in the UK, back to that patina perhaps !!! I committed to both of these cars by looking at pictures and trusting the buyer though with the Citroen I did have somebody check the car before the final payment was sent just in case.

I'd definitely recommend it. Enjoy the process, take your time. There is more choice across Europe and differences in different countries on price.

Free Car Mag: Hello Chris, why did you decide to import a car?

Chris: First time was to buy back a car I'd owned previously and regretted selling; I tracked it down in Ireland. Each of the second and third was because I wanted to buy a model that's very scarce in the UK

Free Car Mag: Was it difficult to do?

Chris: Not at all; in fact, it was huge fun. I love the research, the contact, the admin and travel arrangements, and, most of all, the drive home.

Free Car Mag: What did you buy?

Chris: A 1974 Fiat 128 in 2007 from a collector in Dublin; a 1978 Fiat 238 camper in 2009 from a private seller in Frankfurt; and a 1998 Renault Twingo early this year, found at a back-street dealer in Berlin.

Free Car Mag: Would you do it again?

Chris: Absolutely, and I probably will at some point.



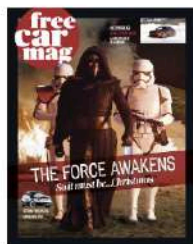
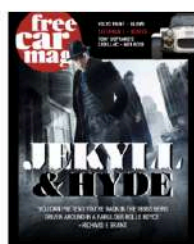
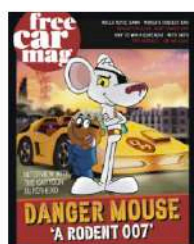
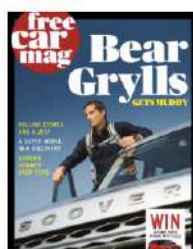
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THANK YOU...



Huge thanks to everyone involved in putting together Free Car Mag since it was printed and handed out at train stations: Dee Ruppert Marion King, Livy Ruppert, Andrew Elphick, Chris Allen, Shahzad Sheikh, Nick Manzi, Daniel Williams, Monica Gill, Pammy Gill, Kiran Parmar, Amar Hussain (who designed the original mag and 42 issues), Tom Chase (also a brilliant designer), David Gerrans and Duncan McClure Fisher.



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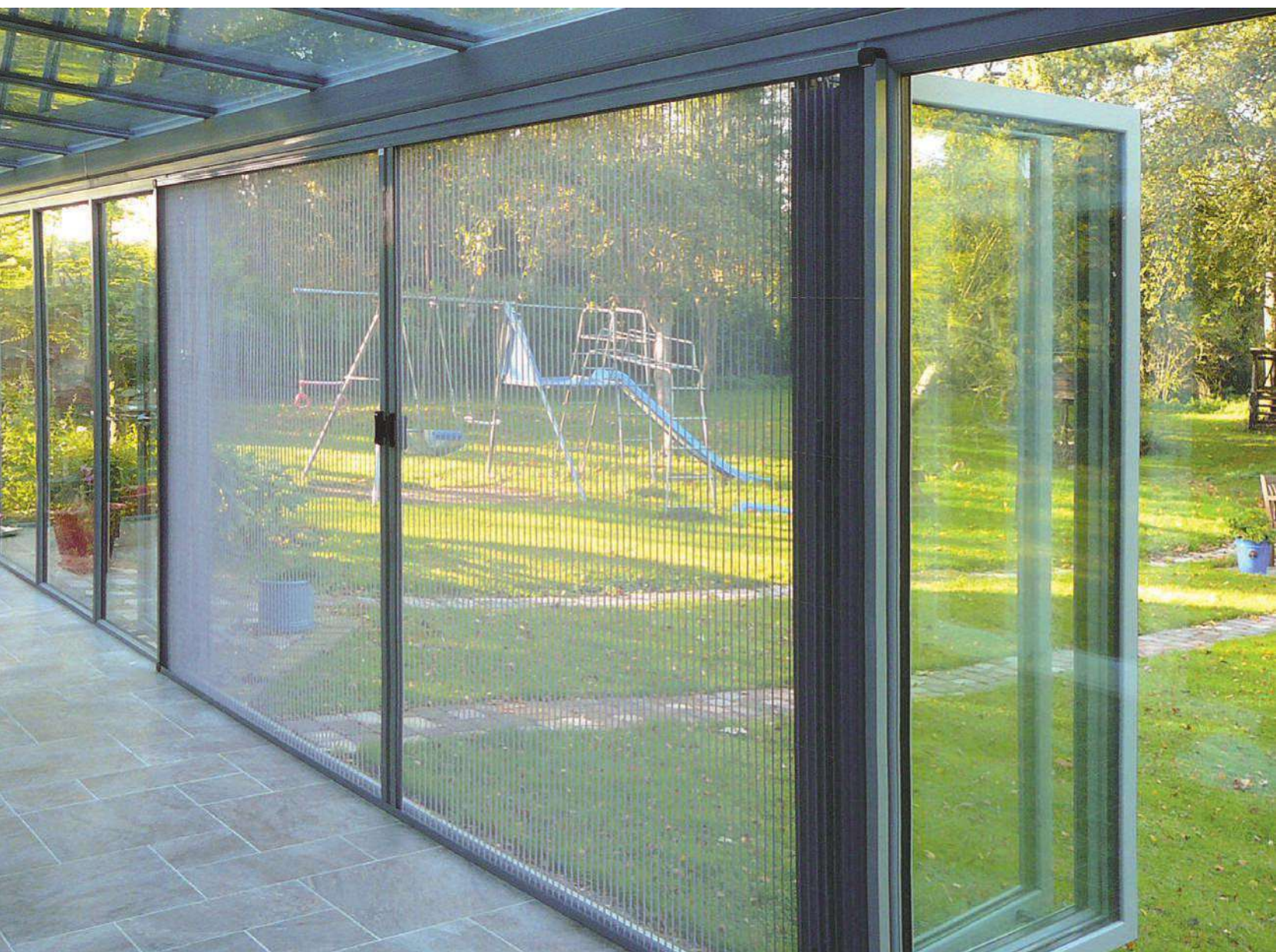


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