

free car mag

SHORTLISTED
FOR NEWSPRESS
MAGAZINE
OF THE YEAR
2016 to 2018

The Car
Years

TV Stars of 2019

Nicki Shields
+ Formula E



Classic Salvage Hunters are back
uncovering the cars we love +
Paul Cowland gives us the low down



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motoreasy
Your Motoring Made Easy



ISSUE 67 / 2019

At this time...

Television. Does anyone watch that anymore? Now there is the Interweb, surely we are all off looking at our own sort of things that aren't tied to that dated old box in the corner? Well, actually, this is some sort of golden age for cars on TV. If you don't believe me, take a look at the schedules and this issue.

Never mind the juggernauts that are Top Gear and Grand Tour there are the very excellent Salvage Hunters Classic Cars and Wheeler Dealers. These are big programmes with big personalities who love cars as much as we do. The great thing is that you also learn a lot from these shows, whether it is about the cars or how to work on them. Paul Cowland stressed that Salvage Hunters celebrates the great skills that exist in the UK.

It was also great to speak to people who make brand new car shows and that includes The Car Years with Alex Riley. He was fantastically positive about the direction they are taking and we can look forward to seeing this series later in the year.

What you can watch right now is Formula E. If you haven't seen it, give it go, not least because Nicki Shields is fronting the series. She makes it even more accessible and easy to follow. Again, like us, she loves cars and that's important.

2019 is the year of Car Telly and we are looking forward to even more quality motoring programmes.



James May points out that Free Car Mag isn't as well put together as it could be

● Cover photos • Footman James • Quest TV



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4	News Events Celebs
8	Nicki Shields
10	Wheeler Dealers
12	The Car Years
14	Salvage Hunters
16	Top Gear
18	Grand Tour
20	James May in a Plane
22	Falken Tyres
24	Back Seat Driver
25	mini 60 Years
26	Fashion - Evoque
27	Wanted - Zenith Watches
30	Buy Now - Renault, Toyota and Honda
32	Car Choice
34	Bangernomics
36	BTCC
38	Next Time - More Car TV
40	Spencer Haze - Comic Strip
	+other stuff



NEW RANGE ROVER EVOQUE

Activist and model Adwoa Aboah wore a specially commissioned dress by Ashley Williams, made from responsibly-sourced materials used in the new Range Rover Evoque. The luxury compact SUV has a modernist design, new electrified engines and world-first technologies, with interior materials crafted from responsibly-sourced eucalyptus, wool and recycled plastics. The event in London was packed with celebrities.



Spotted
out and
about

(Photos by David M.
Benett/Dave Benett/
Getty Images for
Jaguar Land Rover)

MOLLIE KING WITH A NEW RANGE ROVER EVOQUE



Luke
Evans



MOLLIE KING + PIXIE LOTT + NEW EVOQUE





ANTHONY JOSHUA + RUBY + JAMIE OLIVER



JAMIE OLIVER COOKS UP A STORM FOR THE EVOQUE



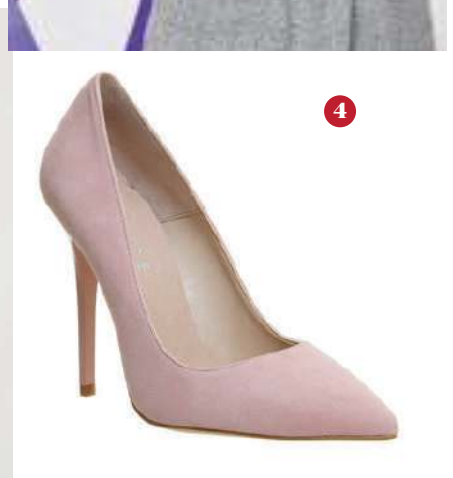
Get the look

RUBY 'BAKEOFF' BHOGAL + NEW EVOQUE

As you now know, the next generation Range Rover Evoque was unveiled with an impressive display of capability in London's creative hub, celebrating the global appeal of Land Rover's best-selling compact luxury SUV. British stars all came together for the launch, with Bodyguard star Richard Madden joining a host of famous faces on the red carpet, including Taron Egerton, Millie Mackintosh, Hugo Taylor and Mollie King. Free Car Mag are much much bigger fans of The Great British Bakeoff in general and Ruby Bhogal in particular. She was robbed. Never mind, she looks the celebrity part and we just wondered if we could get her look? Course we can.

Sunny Bhopal

- 1 Land Rover Evoque £31,600
- 2 Jeans Zara £29.99
- 3 Top Misguided £14.00
- 4 Shoes Office £22.00
- 5 Coat Next £60.00





WATCH EVERY RACE
OF THE 2018/19
SEASON BBC SPORT
WEBSITE, BBC
IPLAYER AND BBC
RED BUTTON.

Nicki Shields

Nicki is a television presenter, live events host and YouTuber and is familiarly known as the face of Channel 5's FIA Formula E Championship, the electric street racing series. She is also the anchor for Supercharged on CNN, a technology and motor show, ITV's Goodwood Festival of Speed and Revival programmes and has been seen across broadcast channels including ITV, BBC, Channel 5 and Sky Sports.



DISCOVERY
CHANNEL ON
MONDAY 7TH
JANUARY 2019
AT 9PM.



Wheeler Dealers

Free Car Mag cannot wait to see the latest autotainment from Ant Anstead and Mike Brewer. Due to premiere on the Discovery Channel on Monday 7th January 2019 at 9pm, the new series will see experienced car dealer Mike and talented mechanic Ant team up and embark on another monumental motoring mission: to find and restore iconic cars to later sell for a profit at their LA-based shop.



In the series, Mike has the challenging job of finding vehicles that have money-making potential. He then hands them over to Ant, who tackles everything from bare metal re-sprays to gearbox swaps to bring them back to their former glory. From the sunny beaches of southern California to the coldest edges of Maine, the series scours the US from coast-to-coast for the best vehicles to buy, restore, test and sell for a tidy profit. What treasures will the guys find and revamp on their epic adventures?

As the new series kicks off, Mike finds a rare beast: a 1976 Mercury Capri MK2 with the classic 2.8 litre V6. However, it's not without its problems, which means a lot of work for Ant. Throughout the series, Mike and Ant will discover and restore a host of iconic cars, including: 1976 Mercury Capri MK2, 1995 Volvo 850 T-5R Wagon, 1991 Toyota MR2 Turbo, 2002 Chevrolet Corvette C5 Z06, 1991 Alfa Romeo 164L, 1983 Volkswagen Rabbit GTI, 2004 Dodge Ram SRT-10 and a 1991 Lotus Elan M100.



COMING IN
2019 AND
SPONSORED
BY FOOTMAN
JAMES.

The Car Years

Launching in 2019, a new classic car show will be gracing TV screens, sponsored by Footman James - one of the UK's leading specialist vehicle insurance brokers. A fresh take on the classic car scene, the premise is simple. Every episode of The Car Years will focus on a specific year of motoring and features Vicki Butler Henderson and Alex Riley. We chat with Alex about what makes this show different, whether there are any arguments and why he loves his Triumph TR7.



Alex, please tell us about the show.

It is called The Car Years and we pick a year from history and choose two cars that were launched that year. Then I advocate one of those cars and explain the story behind that car. What the context was they created it and what they were trying to achieve. Explain why it was so significant. Then Vicky does the same with another car. In between we have Chris Routledge at Coys, Karen Chandock and Quentin Willson, Richard Porter, chip in with their comments. Then we meet up at the end and have a bit of banter and diss each other's car, have a bit of an argument about them. Then we open an envelope and the judges have spoken and we find out which one they think is the most important, significant, or best car of that particular year.

Is this an hour long there seems to be a lot to pack in?

No, it is a half hour show and each episode starts off with some archive footage what was going on in that year. So for instance the first one is 1964 so we see The Beatles conquer America, the Ed Sullivan Show, the Vietnam War is starting to escalate. Then we go into the Porsche 911 with archive footage of that being developed then German hausfraus jumping in and taking it for a spin. Then it is Vicky's turn to take it for a ride and the talking heads pop up with their pearls of wisdom. Then as a viewer you are starting to think, hey, that's it, this is the car of '64. Then in part two of the show I come on with the Mustang and as it goes you start to think, flipping heck, this is even more deserving of being the car of '64. That's because it changed the way we bought cars it influenced the way that cars were sold. It was a parts bin special that created something special that the everyman could afford. It meant Ford made \$1.1 billion profit in the first two years. So by the end of that you think, it has to be the Mustang hasn't it? There are three judges in each programme so there is always a winner. Then the arguments will continue on social media.

How did you pick the cars? did you say I want to do that model?

It was more like Jim Wiseman (producer) and Vicky and me would take a year and have a discussion 1976 Saab 99 Turbo and Golf GTI can we make that happen. Jim will decide which ones we do. I then think, don't want to do that one, I prefer the other, but then you start doing research and digging into it and suddenly you go wow. I've got hundreds of car magazines and books and now I am using them for a real purpose rather than just entertainment. So I am digging out contemporary road tests. Finding out what people thought in the day and digging out some fascinating facts. Finding out how much the fitted luggage cost on a Ferrari Testarossa made by Shedoni in Switzerland. It is Fascinating. I bought Lee Iacocca's autobiography so that I could get the inside story to find out what he was thinking at the time and the tension between him and Henry Ford II. So you do end up buying into whatever the car is when it came to the Ferrari Testarossa vs Ford RS200 I would naturally gravitated towards the Ford and I was told to do the Ferrari. Pleased I did because I found out so much about it and got to drive it which was absolutely wonderful. What engine that flat 12 is. It was sensational.

So you have the best job in the world?

I would do it free, but I can't afford to.

What about your own classic?

Yes I have a Triumph TR7 1980 drop head coupe which I have owned for 13 years. I was out in it the other day and I take the view now that if it is a lovely day and I don't need to take anyone with me, well just one other, then I will use the TR7. I have to use it as much as I can. The more I use it the better it is driving. I love it. If I make more series, who knows what other classics I will buy.



Salvage Hunters

Great news, SALVAGE HUNTERS: CLASSIC CARS returns exclusively to Quest on Wednesday 16th January at 9pm and we spoke to Paul Cowland about the cars he has been being buying with Drew Pritchard and why?



WATCH IT
EXCLUSIVELY
ON QUEST ON
WEDNESDAY
16TH JANUARY.

Another series of **Salvage Hunters: Classic Cars**?

Yes we have another four programmes, but with the number of cars we have lined up this could go on for years.

Any changes to the same successful format?

Everything is the same, not so much about us or the cars, but loads more about the incredibly talented people who help us. These are craftsmen and women who can do incredible things with leather, metal and other material. Because I think there is the format of fixing things, which a programme like *Wheeler Dealers* does so well. I think this is a wonderful opportunity to show everyone up and down the country that we still do things really well and that there are pockets of talent. The show is all about them. this incredibly talented band of people who put our cars back on the road.

You also tell us why the vehicles are important?

Yes all the social history of the vehicle and why they are important. What made them popular and possibly unpopular. I am a bit of a geek and love that back-story. We try and do a mix of stuff from the really popular volume selling cars. So we have a Renault 4 that sold millions and then we have a Maserati Ghibli GT, which hardly sold any at all, and there are none left.

Can you tell about any of the other cars in the series?

At the start of each season we sit down with the production crew and tell them which cars we would like to buy, because it means something to us, but we are not customising. If it is period mod, and something that would have been done at the time during that car's history when new, then we will consider it. Otherwise we left a wonderfully patinated Renault 4 and by contrast, did a beautiful nut and bolt restoration on a Ford Capri. We both fell in love with it and did not want to sell. It literally went in 2 minutes when we put the ad up and they paid the asking price. Alfa Romeo Spider. Some we do as a faithful straightforward restoration and others we have a little bit of fun with.

What do you want viewers to take away from the **Classic Car Hunters**?

The two things we want to do is a couple of attainable classics that cost £2000, plus there are others we spend £25,000 on and then spend the

same again on the restoration. Actually there is probably more fun per pound in working with the cheaper than the exotic one. We do try and keep the costs down. There is nothing better than someone watching the programme, then straight after going online to find the same model. That is what I want people to go and do. I want to show that classic cars are fun and attainable and the best hobby you can have. Plus there are these amazing people who can help you get it back on the road.

We see you as the brains of the operation, but what is the relationship between you and Drew?

He has his views and I have mine. Like an old married couple we rarely agree, but then we never fall out properly. He is very much led by design, you know, can I paint it green? That ought to be the catchphrase for this series. I'm from a car dealing background so I am constantly thinking and asking, can I make a profit? I mean, if we put an £800 custom front bumper on a car will we get that back when we sell it? If not is it really worth doing. Those are the sorts of discussions that we have. Sometimes he is right, because we had a Morris Minor Traveller and if you remember the Radford Minis, which had the wicker design, painted down the side? I just wasn't sure about that at all, it sounded utterly terrible. It also cost an awful lot of money to do. When we saw the end result it totally worked. In a million years I would never have done it, but he has this eye for that sort of detail.

Paul, you like collecting cars, just how many do you have?

I have 40 road legal and in an almost show quality state. They change all the time. It helps to have a very understanding wife and quite a lot of storage space.

You also have a lovely £800 Audi 80?

Yes, I use that as a daily, I will probably put 60K miles on it and I would probably get my money back wouldn't I? So far I have done 6,000 in a couple of months just been hammering up and down the motorway doing all the filming. It gets left at airports, it starts every time and just does the job. I love it because no one has one anymore. I love having cars that no one else has got.

COMING IN
2019



Top Gear Mk3

Following Matt LeBlanc's announcement that he will leave the show after the next series, Top Gear has announced a new look line-up of hosts who are destined to cause comedic car chaos and take the world's biggest motoring entertainment show to another level, their words, not ours. We feel that if you want to see three blokes mucking about with cars you can't beat the original, so skip forward a page to the Grand Tour and find out what else is coming your way in 2019.



Cheerio chaps, just deliver series 26 and only Harris needs to report back for duty.

Lancashire lads Paddy McGuinness, the primetime entertainment host and comedian, and former Ashes-winning England cricketer and TV presenter Freddie Flintoff, will join motoring journalist and racing-driver Chris Harris in what promises to be one of television's most explosive combinations of entertainment firepower and petrolhead fumes. And the all-British team were officially unveiled on the banks of the River Thames in central London, flanked by a red Aston Martin DSB Superleggera and a blue Porsche 911 GT2RS. The trio will begin production on Series 27 of the BBC Two show in early 2019 - with their inaugural series premiering later in the year.

Rory Reid, who has co-presented Top Gear since Series 23, will step down from the main presenting lineup but will remain part of the Top Gear family, along with Sabine Schmitz. He will continue to be the face of Top Gear's companion Extra Gear - and will be at the heart of what will become a bigger digital presence for the show.

Patrick Holland, Controller of BBC Two, says: "This is a thrilling manoeuvre from the Top Gear team and I'm relishing what this trio will deliver. Both Paddy and Freddie love their cars but more than that, they'll bring a new energy and competitive spirit to Top Gear. Chris Harris might have the greater car skills, but when it comes to the infamous Top Gear challenges, he's going to have to bring his A-game to have the beating of these two."

Paddy McGuinness says: "Getting the Top Gear gig is a real honour and I'm thrilled the BBC have given me this opportunity. To be hosting a show I've watched and loved from being a small boy is beyond exciting. Top Gear fans worldwide are a passionate bunch and I consider myself one of them. Now let's start up this Great British machine and see what it can do!"

Freddie Flintoff says: "It's not often you have the chance to do both of your dream jobs, but I'm now lucky enough to say I will have. I've always

been passionate about cars and I'm so excited to be joining the Top Gear team."

Chris Harris says: "I think you can tell just how much fun we're going to have making Top Gear with Paddy and Freddie. They're both brilliant, natural entertainers - and their mischief mixed with the most exciting cars on the planet is sure to take the show to the next level. My dream job just got even better."

The next series of Top Gear, LeBlanc's last as lead host, will debut early in 2019 on BBC Two, before Paddy, Freddie and Chris premiere Series 27 later in the year.



Our money was on the Sumo wrestler fella as the Harris sidekick

THE GRAND
TOUR RETURNS
TO PRIME
VIDEO ON 18TH
JANUARY 2019.

Grand Tour 3



Free Car Mag could not be more delighted, because the Grand Tour is back. No one else does three blokes and cars better than Clarkson, Hammond and May. With added explosions.

Amazon Prime Video has announced that the highly anticipated third season of The Grand Tour will launch exclusively on Prime Video on Friday 18th January. The new episodes featuring Jeremy Clarkson, Richard Hammond and James May will be released weekly, exclusively for Prime members, in over 200 countries and territories worldwide.

The new trailer shows Richard Hammond struggling to keep his Jeep on a tiny bridge over a steep canyon in Colombia. Also revealed are the three comrades taking on epic challenges in Detroit and Nevada, Jeremy and Abbie attempting an unusual snowy challenge in Sweden, and James May playing the bag pipes in Scotland.

For season 3, the trio have filmed around the world, causing more chaos than ever before as they travel through tricky terrains in Colombia, Mongolia, China, Detroit and... Stansted Airport, whilst their giant studio tent remains back home in 'Jeremy's garden' in the Cotswolds.

With a few explosions along the way, the sneak peek of The Grand Tour's new series promises fans more of what they love as the three friends journey through stunning scenery, test the world's most incredible cars and answer the questions that literally no one is asking.

The Grand Tour returns to Prime Video on 18th January 2019. Seasons 1 and 2 are available to stream only on Prime Video now.



<https://www.youtube.com/watch?v=CdEdvEYJkhQ>





May in a Plane

James May might have earned the nickname 'Captain Slow' but he was anything but as he took to the skies at the Red Bull Air Race World Championship finale weekend at the end of last year in Texas at speeds of 200mph.





Not strictly Car TV but James May defies his 'Captain Slow' nickname by hitting 200mph...

The TV presenter, former Top Gear co-host and co-founder of DriveTribe, who is also a qualified pilot, was flown around the course by Dario Costa, the Italian Challenger Class pilot.

May is himself a qualified pilot – owning an American Champion Scout – but he was not prepared for the speed and agility of the planes in the series as they cut through the 25-metre-high pylons at top speed.

He also talked at length with three-time world champion Paul Bohomme and visited the hangar of current British entrant Ben Murphy.

May said: "It was remarkable because to begin with I thought it was a comfortable flight. But then the pylons became a bit alarming because you think the plane isn't going to fit – and I'm sure someone moved them closer in the night for a laugh. As a pilot, it's not natural to fly towards things, you'd avoid it at all costs. You have to be made of proper stuff to do that."

Of the series itself, he added: "The thing I find interesting about it is that you have practice, qualifying and then the race, and each session can be a completely different track. The Fort Worth track had one track in qualifying and, in the race, it's as if someone has changed the track overnight."

As for any hopes of him entering the 2019 championship, he said: "I would be racing but my pilot licence has lapsed!"





FALKEN + RACER

Free Car Mag run an old Porsche Cayenne on Falken FK510s designed specifically for large SUVs like ours. Not only that, race winning 911s wear them too. So we dug a tiny bit further to find out about their recent racing history.



Falken at the Nürburgring: Klaus Bachler and Martin Ragginger crowned the Porsche 911 GT3 R's farewell race with the second victory of the VLN 2018 season. With that, another chapter of Falken's successful history draws to a close. No prior Falken racing car has been more successful than the 991 model. To sum up: the Porsche won two overall VLN victories and a total of nine podium places since its racing debut in April 2016. The always reliable 911 completed over 30,000 racing kilometres on the challenging Nürburgring Nordschleife. Falken thus concludes the successful season with two overall victories - including the first double victory in the team's history - and a total of seven podium finishes. Falken is also the overall winner of the VLN Speed Trophy 2018 which rewards the top teams according to the current Formula 1 points system.

More Falken Tyre news in the next issue.



FINALLY WINTER!



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www.falkentyres.co.uk

FALKEN
TYRES



Track Your Car Repairs

Check on what your MotorEasy workshop is doing

The UK's fastest growing motoring association, MotorEasy, has a brand new online tool that allows members to track the progress of garage maintenance and repairs on their car.

The Repair Tracker is much like the tool that lets people ordering takeaway pizza see when their food is being prepared, baked and put in transit, or the tracking systems offered by online shopping and delivery services.

Using the tool, garage customers can see when their vehicle is being booked into the workshop, when it's being worked on and when the job is complete, as well as allowing them to interact with their MotorEasy technician to answer any queries or approve work to be done.

Customers are kept up-to-date by text and email, but the Repair Tracker also allows motorists to log in and see what's being done with their car at any point in the booking.

The tool is another innovation – the first of its kind in the automotive sector – by MotorEasy, designed to remove the hassle

and worry customers feel when their cars are in the garage.

MotorEasy founder, Duncan McClure Fisher, said: "We are moving into the age of the 'Do-It-For-Me' generation – time-poor consumers who don't want the hassle involved in various tasks but still want top-notch customer service.

"When you order a pizza these days, you probably track it to see how long you'll have to wait before it arrives, but also to give yourself the peace of mind that your order has not been lost somehow.

"We're simply offering the same peace of mind for when your car is in for maintenance and repair."

www.motoreasy.com/lost-in-translation



MOTERING QUOTES

"The accident statistics show very clearly that many road casualties are caused by cars following too closely."

Kwik Fit, shows that 89% of drivers find tailgating by other drivers very annoying

"Although we know female car ownership is on the increase, women are significantly less likely to carry out a car history check with HPI than men."

HPI prove sexes buy cars differently

"A large part of being a good driver boils down to having a greater awareness of other road users"

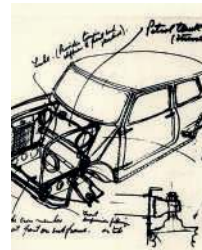
Young Driver, provider of pre-17 driving lessons

"It's great that our canine friends can join the nation's hard-working van operators in the vehicles, providing much needed company along the way."

Mercedes-Benz Vans Business Barometer proves that a dog in the van keeps drivers happier.



Have your say  @freecarmag1



MINI MOKE



UK 1964-68 14,518 · AUSTRALIA 1966-81 26,000 · PORTUGAL 1980-93 10,000



When launched in January 1964 as the Austin Mini Moke it was effectively an open top Mini. The Morris version arrived six months later and badging was the only difference. The most attractive thing about this new vehicle was its price. As a commercial vehicle there was no purchase tax and bottom line price of £405. The reclassification of this vehicle in 1967 as just another passenger car, added £78 and killed off the plucky little Moke.

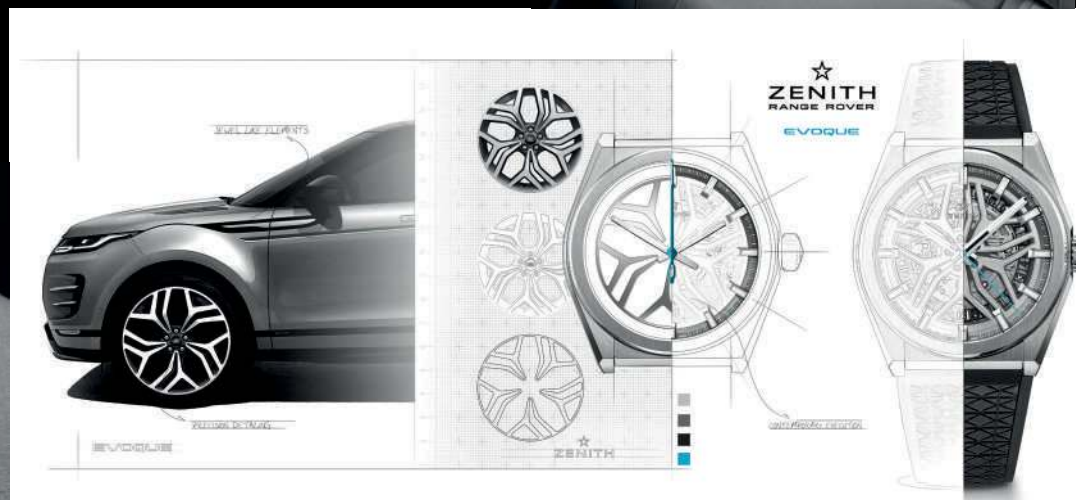


INSPIRED BY EVOQUE

Land Rover collaborated with a number of fashion and technology brands to bring the design, innovation and sustainability characteristics of the new Range Rover Evoque to life.

Premium audio company, New York-based Master & Dynamic, created two bespoke concept Range Rover Evoque x Master & Dynamic MW07 Wireless Earphones. Each pair is made from handcrafted acetate inspired by the launch colours of the New Range Rover Evoque, featuring a bespoke grille pattern in copper and silver accents. The wireless earphones connect via Bluetooth to personal devices and are housed in a polished stainless steel wireless charging case to deliver the ultimate mobile listening experience. For more information visit www.masteranddynamic.com

British luxury brand Mulberry has created a travel collection inspired by the new Range Rover Evoque SUV. The Weekender bag is quilted with the car's grille pattern using the same sustainably-sourced Eucalyptus material featured on the car's interior. Available in Large and Small, there are two colour options: Ebony fabric with Ebony leather trim, or Ebony fabric with Oxblood leather trim - both are accompanied by a matching key fob. The concept collection is not yet available to buy, but customers can register their interest at www.mulberry.com/range-rover



Zenith Defy

Classic Range Rover Special Edition

Specially co-developed by design and technical engineering teams working in close harmony, this 200-piece limited edition of the DEFY Classic Range Rover is a combination of its own streamlined looks and certain unmistakable elements drawn from its automotive inspiration. These notably include colour themes evoking the UK manufactured vehicle, such as the seconds hand and oscillating weight attired in Arctic Petrol (turquoise blue) inspired by the accents on Evoques steering wheel and seats. The quilted-patterned upholstery of the premium SUV is picked up in the 'diamond' motif gracing the rubber strap of its horological alter ego. Powered by a new Elite skeletonised movement, ZENITH's first reinterpretation of its Defy Classic collection radiates a unique allure based on an inspired and powerful design.

£6,100

www.zenith-watches.com



BUMPER PROTECTION £179

Convenient pull out protector provides protection for the rear bumper from scratches and scuffs, helping to prevent clothing from collecting dirt from the bumper during loading/unloading. Manufactured from a robust fabric material the bumper protector has been designed to concertina into the space under the loadspace floor for stowage.

www.landrover.com



LUXURY CARPET SET £181

Luxurious, 2,050gm2 deep pile carpet mat set with Range Rover ingot branding, metal corner pieces and waterproof backing provide a well appointed finishing touch to the interior. Manual transmission only. Available in Ebony. Sold as a vehicle set.

www.landrover.com



COOLER/HEATER BOX £436

Food and drinks cooler and warmer that acts as a rear centre armrest. With a leather-covered top, it is held in place by the centre seat belt and powered from the rear auxiliary socket. Ideal for long journeys with the family.

www.landrover.com

Buy Now

AVAILABLE:
NOW
FROM: £20,595



Revised SUV with EasyLife spec

RENAULT KADJAR

We like the Kadjar and the good news is that there is now a long list of standard equipment including a seven-inch infotainment touchscreen, LED daytime running lights, rear parking sensors, automatic lights and wipers, and front fog lights on every model.

A highlight of the interior of the New Kadjar Play is the seven-inch colour infotainment touchscreen with capacitive technology, which means it is more sensitive to the driver or passenger's touch. The driver or passengers' smartphone can be seamlessly connected to the New Kadjar via Apple CarPlay or Android Auto.

There are new TCe 140 and TCe 160 4-cylinder petrol engines. The new Blue dCi diesel engine in 115hp and 150hp forms that cuts emissions of engine pollutants. The TCe 140 and dCi 115 power units are available with a choice of a six-speed manual or a seven-speed EDC automatic gearbox, while the TCe 160 is available with a manual gearbox.

Free Car Mag fully approves of this SUV.



AVAILABLE:
THIS YEAR
ORDER NOW
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**free
car
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Return of our favourite model name

TOYOTA COROLLA

The Corolla is back, thank goodness and it is returning to our shores with Toyota's world-leading, self-charging hybrid technology, being the first Toyota model in Europe to offer customers a choice of two hybrid powertrains – a revised 1.8-litre system and a new 178bhp 2.0-litre version that's engineered for more power on demand, effortless acceleration and fun-to-drive character, without compromising overall fuel and emissions efficiency. As full hybrids, both powertrains have the advantage of offering an all-electric drive capability, with zero emissions and fuel consumption; both are also matched to a seamless CVT automatic transmission. Across the complete range, all models are equipped with the enhanced functions of the second generation of Toyota Safety Sense. Not enough space here so talk to your dealer. This is really important: the new Hatchback and Touring Sports are being manufactured at Toyota's Burnaston factory in Derbyshire.

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New CR-V gets a fresh powerplant

HONDA CR-V HYBRID

If you thought the new CR-V was good, here it is with a hybrid twist. Available with five seats only in eCVT with a choice of two and all-wheel drive, the hybrid version of the CR-V follows the standard Honda grading rising from the entry level S to SE, SR and finishing at the top of the range EX. As with the petrol version, standard across all grades is Honda SENSING; Honda's suite of safety features which includes collision mitigation braking system, forward collision warning, lane keep assist, lane departure warning, road departure mitigation, adaptive cruise control and traffic sign recognition. Not nearly enough space to go into the specs which go from S to SE, SR and EX. Have a word with your local dealer to find out a whole lot more.



Anne Coverdale has a bad back and wants a car that is easier to get in and out of. Has £12,000 to spend.



A CAR FOR THE HEAD KIA SPORTAGE

The biggest problem for bad back sufferers is simply getting in and out of the vehicle. Folding yourself down into a seat is much harder than sliding into a high mounted seat. Because Anne needs a decent amount of space and is trading up from a Skoda Fabia, I think a Kia Sportage would be an excellent choice. They are good value, with a seven year warranty, so with a 2013 example there will still be a few years to run. I found a 27,000 mile 1.7 CRDi ISG 3 at a dealer that would be perfect.

A CAR FOR THE HEART SSANGYONG KORANDO

Another great value Far Eastern maker of easy to enter and exit Sports Utility vehicles would be SsangYong. This a value brand offers everything a new car buyer would need plus a no catch comprehensive five year manufacturer warranty. Buying a nearly new example saves money and would mean Anne would still get the same benefits when it comes to protection as this is unlimited mileage cover. The Korando is smart and practical. a 2015 2.0TD SE automatic with 16,000 miles would be ideal.

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PRACTICAL CAMPER



Charlie Leymarie wants a cheap to run, ideally green, vehicle that is small and could double as a camper.

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A CAR FOR THE HEAD RENAULT KANGOO

When it comes to being green the mere act of buying a well used car and effectively recycling it the most environmentally friendly thing anyone can do. Also going for a small petrol engine, which is more reliable and cheaper to fix than a diesel makes sense. A Renault Kangoo It is compact and boxy like a van with sliding rear doors that are very convenient. I found a 2001 1.4 RXE which had a full service history covering the 104,000 miles and a brand new MOT at just £950



A CAR FOR THE HEART VAUXHALL MERIVA

Should Charlie want something a little smaller then there is the Suzuki Wagon R. It's party trick was that all the seats folded flat into a double bed. There is then potential for a camper conversion right there. It is very small though and there won't be much room for luggage. The Vauxhall Meriva from 2010 model with the Flex 5 seating and has split and fold flat seating which might be adaptable to camping purposes with a bit of imagination. A 2010 Meriva 1.4i S with 80K miles is £2769 from a dealer with a warranty.



Numbers Game

While other parts of the world were in a state of upheaval in 1968, revolution was far from people's minds at Volvo in Gothenburg, Sweden. Instead, they were focusing on the launch of the new prestige model, the 164.

The notion of designing a slightly larger, more exclusive model had existed for a long time. In the late 1950s, a big luxurious Volvo with a V8 engine and a powerful, vertical grille was planned. However, this project died a death in 1960 when a survey indicated that compact cars were the future, especially in the US.

But the launch of the 140 series in 1966 gave rise to the idea of placing a straight-six-cylinder engine in the 140 body. That would allow Volvo to create the combination of prestige and compact size they were absolutely certain people needed.

Chief designer Jan Wilsgaard kept the chassis of the 140 series and used the front from the 1950s 358 project. Here, the iron mark logo once again took on a prominent position, placed on the diagonal in the same way as on the first Volvo back in 1927 – and as we see on today's models.

The 140 chassis was also extended by 10cm from the windscreen forward. This

latter measure was needed in order to make space for the newly developed straight-six engine. This was designated B30, had a 3.0-litre capacity and developed 145hp thanks to twin Zenith-Stromberg carburettors.

The August 1968 press release proudly declared that the German ZF gearbox was of the "remote control" type, which meant that the relatively short gearlever was positioned on the transmission tunnel adjacent to the front seats.

The fittings were considerably more lavish than in the 140 series, with thick woollen fabric on the seats, textile floor mats and the rear seat designed for two people, with a drop-down armrest in the centre.

After the first year of production, the 164 was given leather upholstery as standard, integrated halogen-type auxiliary lamps and headrests. In the US, it was of course offered with electric windows, an electric sunroof, air-conditioning and tinted windows.

The last model year was in 1975, and all the cars built in that year were exported to the US. By then, the car's successor, the 264, had already gone into production.

LUXURY SWEDE



Here is the model that helped Volvo get a foothold in the upper end of the car market and established a reputation for subtle luxury.

When US magazine *Car and Driver* tested the Volvo 164 in its July 1969 issue, readers were treated to a description of the kind of people who were expected to buy the new Volvo: "The Volvo people are looking to steal buyers from Buick, Oldsmobile and Mercedes showrooms, and they are doing just that. Volvo's new customers are professional types – doctors, lawyers, dentists... people who can afford something different."

An American advert for the 164 from Volvo was linked with the same theme: "The Luxury Car That Shows You Have More Than Money."



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born from solid

Few cars have been as well put together as the Volvo 164



FASCINATING 164 FACTS

Only one Volvo 164 was turned into an ambulance. Volvo's special vehicles division had a prototype built that was significantly taller and had an extended wheelbase. Although only one of these vehicles was ever built, this became a forerunner of the ambulances that would later be created on the basis of the Volvo 265.

Volvo 164 production was relocated to Kalmar in 1974. The methods used at the new Volvo plant were very modern for the era. The cars were moved on battery-operated trolleys controlled by loops in the floor. Teams of

workers assembled the cars. The workers were able to take it in turns to supervise, and job rotation around the various production tasks was possible.

The prototype for the Volvo 262C luxury coupé, built in Italy, was based on a 164. Coachbuilder Coggiola converted it to a two-door coupé that looked more or less the same as the production model. One major difference was the way in which the prototype kept its 164 front.

The six-cylinder B30 engine from the Volvo 164 was also used in a number of Volvo's military off-road vehicles. A marine version of the B30

engine, with three carburettors, was also produced by Volvo Penta.

Italian coachbuilder Zagato adorned its stand at the 1970 Geneva Motor Show with the 3000 GTZ sports coupé. This had the B30 engine under the bonnet and was based mechanically on the 164. The only prototype ever built is rumoured to still exist today.





Corollafication

Yes, it is on for the coming racing season as the brand spanking new Toyota Corolla will be contesting the 2019 Kwik Fit British Touring Car Championship, entered by Team Toyota GB with Speedworks Motorsport and driven by two-time BTCC Independent Champion Tom Ingram.

Free Car Mag can't wait.





Built at Toyota's Burnaston factory in Derbyshire, the new Corolla Hatchback will take to the track at the same time as the road-going model arrives in British showrooms next spring.

The car's debut in the UK's premier racing series brings the world's best-selling car nameplate – more than 45 million worldwide sales to date – and Team Toyota GB back to the BTCC, a competition in which both have a great heritage. Chris Hodgetts memorably claimed back-to-back championship titles in a Corolla GT Coupe in 1986-87 and Team Toyota GB remained a front-running force in the competition through to the mid-1990s.

The Corolla campaign is being masterminded by Speedworks Motorsport, a team with a reputation as the BTCC's leading giant-killers. Ingram posted nine victories and regular front-running performances in the Toyota Avensis, securing both the Independent Team and Driver trophies in 2017 and 2018.

Ingram, 25, is widely tipped as a future BTCC champion and is one of the undisputed rising stars of the series. He has competed with Speedworks Motorsport since his championship debut in 2014 and will take his seat in the new Toyota Corolla next season with his eyes firmly set on the ultimate prize.

Speedworks Motorsport, based in Cheshire, entered in the BTCC in 2011, competing as an independent. Its new association with Team Toyota GB for 2019 sees the team take a step up to the ranks of the BTCC's manufacturer-supported teams. The first race date for the new Corolla will be the opening round of the 2019 season at Brands Hatch on 6-7 April.

Christian Dick, Team Toyota GB with Speedworks Motorsport Team Principal, said: "We have been establishing an ever-closer relationship with Toyota GB for the past few

years, nurturing that bond through our common passion for motorsport, engineering excellence and, ultimately, success. Our new relationship with them will enable us to take that final step and really push for the overall BTCC title. As a team, we are ready to pitch ourselves against the very best in Britain and, with Toyota GB's backing, we are confident of doing just that."

Ingram is equally enthusiastic at the prospect of driving the new Corolla: "What we have accomplished as a small Independent outfit, particularly over the last two seasons, has been nothing short of mind-blowing and demonstrates just what this little team is made of. To attract the support of Toyota is a phenomenal achievement and huge credit must go to Christian and Amy Dick, who have worked so hard to pull this deal together. For Team Toyota GB with Speedworks Motorsport, 2019 starts now and I cannot wait to see how it all unfolds."



FCM 68

Hope you are not sick of decent car telly because next month we have a set visit and interview with the Car S.O.S. blokes and a TV superstar who shall remain nameless until then. Otherwise we will be taking a belated look ahead to what is coming in 2019. But not on telly.



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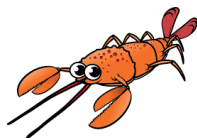
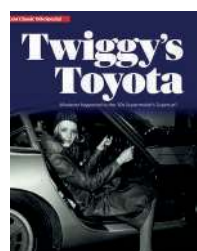
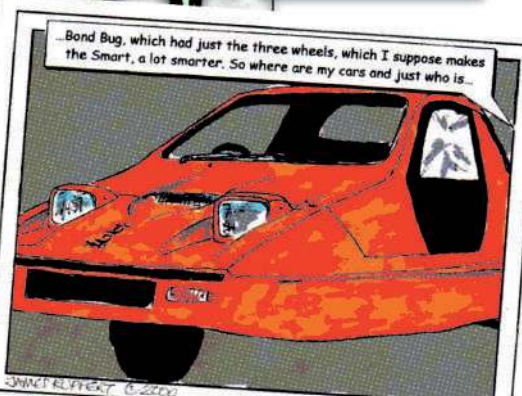
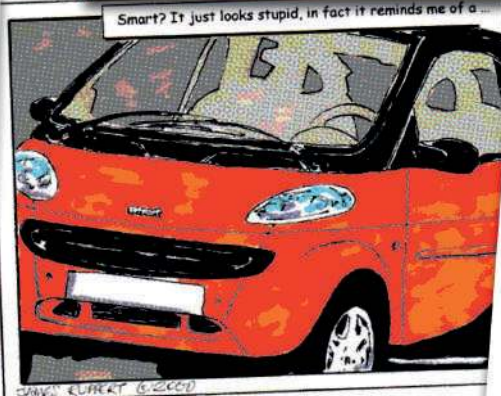
SPENCER HAZE

12

...is running out of time, a private eye from 1973 driving into the future...



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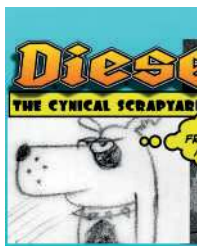
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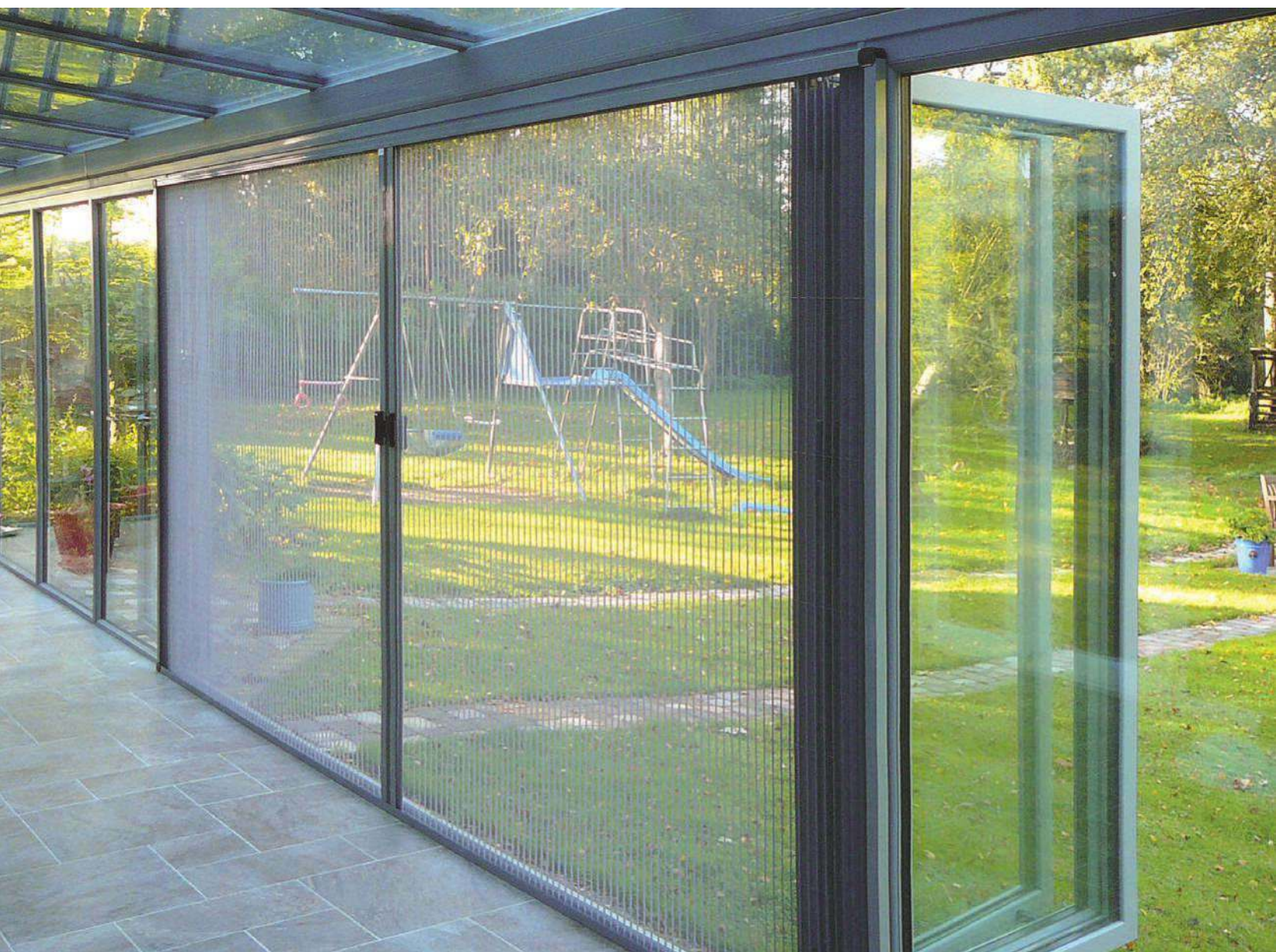
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