

**free
car
mag**

**Get Clint's
Look...**



**Take
That
+ Suzuki**

SHORTLISTED
FOR NEWSPRESS
MAGAZINE
OF THE YEAR
2016 to 2018



Car S.O.S. is back on the TV and we
talk to both Fuzz and Tim about the
new series and celebs involved



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ISSUE 68 / 2019

freetorial

That was a surprise. I popped along to the British Motor Museum to watch the Car S.O.S. team do their magical stuff and chat to Tim and Fuzz. Then I met Ross Kemp, what a lovely chap. The evidence is right there for everyone to see and what a handsome bunch we are.

Yes it is only the second month of 2019 and what a great load of motoring TV we have. Car S.O.S. is a unique take on the whole restoration scenario with a very human twist. Plus the work they do on the cars is absolutely outstanding. We were there first hand as Fuzz bashed out rivets, not just for the cameras, but because he had to. How else could they possibly restore a Land Rover in seven days?

Lazy Boy Garage (Jonny Smith, Tom 'Wookie' Ford, and garage owner Tim Glover), have a rather different approach. With the least amount of bother they buy cars, fix them up a bit and flog them. Hard to argue with that. Indeed, Free Car Mag had the opportunity to bid and buy one. Make sure you watch it.



Tim, Me, Ross and Fuzz.
A Boyband waiting to happen.



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THE TEAM

Cover Credits • Warner Brothers • Suzuki • Car S.O.S

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FUELLED BY FUN



ROSS KEMP JOINS CAR S.O.S. + DRIVES A JAGUAR XJS

"I'm really excited to be on Car S.O.S Special: 7 Day Challenge. It's a people show, and I like people. It's not just about driving a flash car and having an opinion about it. Most people don't have the opportunity to drive the flash cars you see on some car shows, but Car S.O.S is about the cars real people drive.

"I also really like the fact that it's about helping people. It's doing some good. In this episode, Brian has had cancer. Tim and Fuzz are restoring his beloved Land Rover, and now Brian knows his children and grandchildren will inherit it. That's a wonderful thing," Ross concludes.



Spotted
out and
about



Rick
Wakeman



RICK WAKEMAN GETS HANDS ON WITH A LANDIE WITH THE CAR S.O.S. TEAM





In Cinemas right
now.

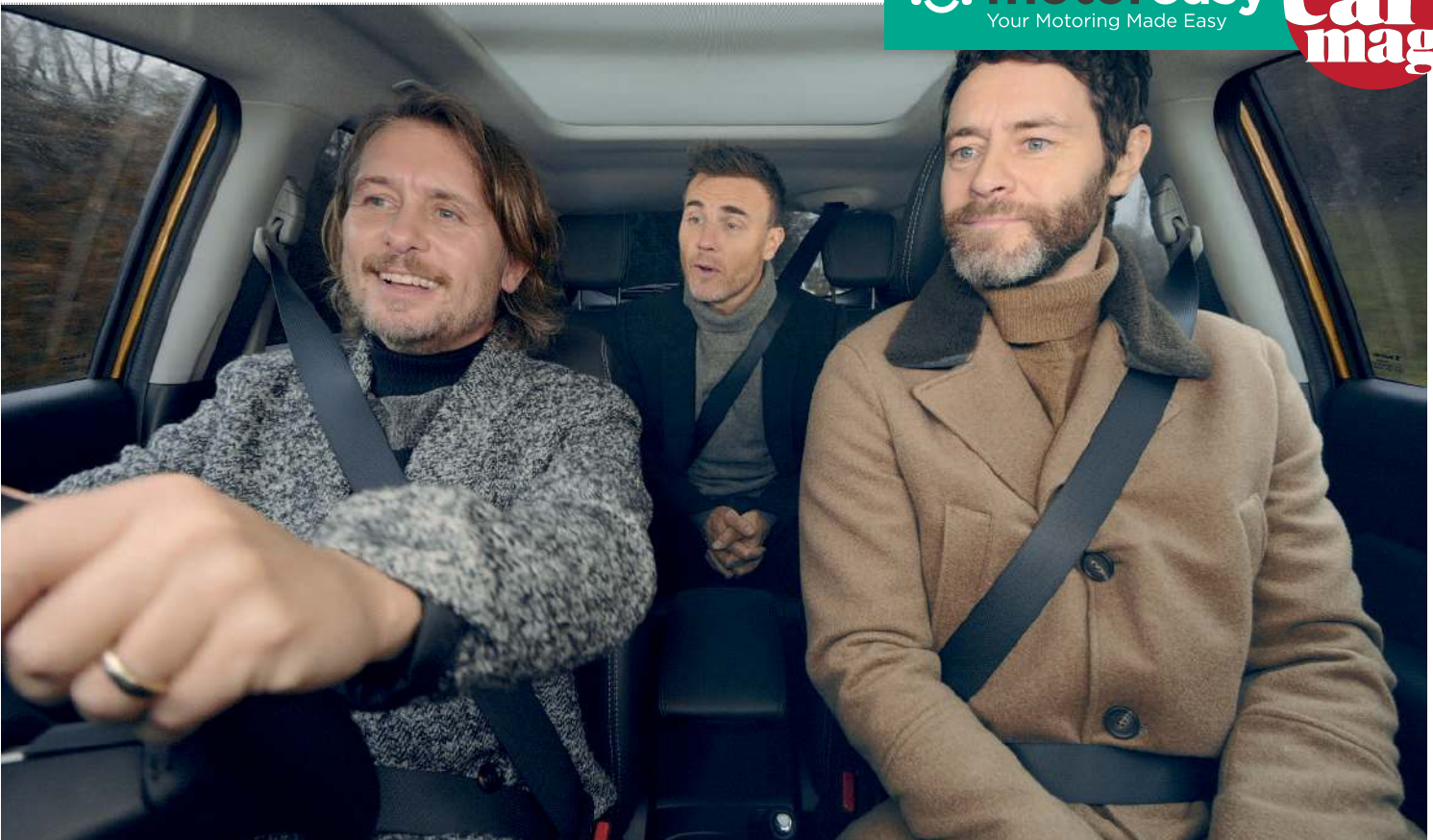
CLINT EASTWOOD IN THE MULE

Eastwood stars as Earl Stone, a man in his 80s who is broke, alone, and facing foreclosure of his business when he is offered a job that simply requires him to drive. Easy enough, but, unbeknownst to Earl, he's just signed on as a drug courier for the cartel. He does well—so well, in fact, that his cargo increases exponentially, and Earl is assigned a handler. But he isn't the only one keeping tabs on Earl; the mysterious new drug mule has also hit the radar of hard-charging DEA agent Colin Bates. And even as his money problems become a thing of the past, Earl's past mistakes start to weigh heavily on him, and it's uncertain if he'll have time to right those wrongs before law enforcement, or the cartel's enforcers, catch up to him. "The Mule" marks Oscar-winner Eastwood's first time on both sides of the camera since he starred in 2009's critically acclaimed "Gran Torino." Also contains pick-up trucks.



SPOTTED
OUT AND
ABOUT

TAKE THAT, ON OUR COVER AND IN A SUZUKI VITARA



Get the look

TAKE TO THE ROAD WITH BRITAINS' BEST BOY BAND BEHIND THE WHEEL OF A VITARA

Our three favourite lads will be touring again this year, but first off it is great to see them behind the wheel of something sensible. Indeed, Mark, Gary and Howard have been driving around the country and giving some of their superfans the surprise of their lives. Can't be long before they park up outside the Free Car Mag office. For the moment though, we noticed that their jacket, jumper and overcoat game is particularly strong. With that in mind, Free Car Mag wondered whether it is possible to get their deep mid-winter look. Course it is.

- 1** Suzuki Vitara **£15,305**
- Mark Owen**
- 2** Coat Selected **£99.42**
- 3** Jumper Peacocks **£15.40**
- Gary Barlow**
- 4** Coat Debenhams **£99.00**
- 5** Jumper Woolovers **£49.00**
- Howard Donald**
- 6** Coat Samuel Windsor **£125.00**
- 7** Jumpers Next **£20.00**



A promotional image for a Suzuki advertisement featuring the band Take That. The four band members are inside a car. The driver, one of the band members, is wearing a grey patterned jacket and has a surprised expression. The passenger, another band member, is wearing a tan coat and has his arms raised in the air. In the back seat, two other band members are visible, also with their hands raised. The car's interior is visible, including the seats and windows.

Take That + Suzuki

Suzukiprise

A close-up shot of the driver from the previous image, who is now smiling broadly while driving. He is wearing the same grey patterned jacket and is holding the steering wheel with both hands. The background shows a blurred view of a road and trees through the car window.

As part of its three-year partnership with ITV Saturday evenings, Suzuki is unveiling its new 2019 ad campaign featuring pop royalty Take That, which will run during some of the UK's most popular shows throughout the year.



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SUZUKI
#BRINGTHEFUN
TO SATURDAYS
ON ITV



Dubbed 'Suzuki Surprises', the series of three 30-second adverts launch on 5th January 2019 and follow Gary, Mark and Howard as they deliver some incredible surprises to their biggest fans as part of their 30-year anniversary.

From giving a florist a lift to her dance class to dropping an NHS worker off to a kickabout with his football team, the campaign sees the UK's favourite boyband travel across the UK in a spacious Suzuki Vitara SUV to surprise fans with a journey they will Never Forget – and enjoy an in-car karaoke session with their idols on the way.

These adverts are the latest activation in the ongoing partnership between Suzuki and ITV, centred around Suzuki's ownership of the channel's Saturday night entertainment. Building on the brand's three-year-long relationship with the broadcaster, the Suzuki 2019 activity will run across the whole year under the banner of Suzuki brings the fun to Saturdays on ITV as part of Suzuki's Saturday #bringthefun campaign.

Each superfan in these adverts was nominated by a friend or family member and also received VIP tickets to Take That's upcoming Odyssey tour. The fans featured are:

Andy Williamson, an NHS manager from Enfield who has seen Take That 15 times in concert. Andy was chauffeured by the band to be with his football team at Vauxhall Pleasure Gardens.

Catherine Waterman, a florist / Dance Instructor from Wendover, Buckinghamshire who has even converted her mum to becoming a Take That fan. Catherine was driven to her Zumba class, which saw the boys don Lycra and sweatbands and join in the class.

Sarah O' Neil is a Primary School Teacher in Hereford, whose kids gift her Take That memorabilia every year. She was surprised by the band while rehearsing the class in a rendition of 'Greatest Day', and got her fondest wish to sing along with her idols.





Car S.O.S.

7 DAY
CHALLENGE
14TH FEB-8PM
21ST FEB-8PM

S.O.S. Specials

CAR S.O.S RETURNS TO NATIONAL GEOGRAPHIC IN FEBRUARY WITH BRAND NEW TWO-PART "CAR S.O.S SPECIAL: 7 DAY CHALLENGE" FEATURING A LIVE STUDIO AUDIENCE AND CELEBRITY GUESTS ROSS KEMP AND RICK WAKEMAN



CAR S.O.S RETURNS

Tim Shaw talks to Free Car Mag

What can you tell us about the new series?

This is a step a brave direction for Car S.O.S. We are working on a Series 2 Land Rover and we are doing it in seven days. To anyone who knows cars it seems like impossibility. Our loose calculation is, how many people are working on the car. So with ten people over 24 hours is 240 hours, but it never quite works like that of course.

Can you explain the Car S.O.S. process?

Stripping it down is the first stage. This is like a game of Jenga going right to the base of the car, sorting out the chassis and bulkhead, it isn't just changing the wing mirrors and giving it a polish. Overall it is exciting and nerve wracking and I am genuinely not sure whether it can be done. Also with Car S.O.S. it doesn't have to be finished to the last detail, just recommissioned as we are doing this for petrolheads and they love doing the extra jobs.

SoeEverything is at it happens on Car S.O.S.?

Fuzz and I said at the beginning when the show was proposed, yes we'll do provided it is real. When it comes to money the production company actually said, here's £4-6,000 so you can restore that XJS. We burst out laughing. They were not car restorers so why should they know? I said, well I'm from Sheffield we can blag what we need to make the budget go further. The truth is that we never have to create any drama, that happens during the course of the programme as things do go wrong, but we love what we are doing and that shows through.

What cars are in this series?

It is an eclectic mix. Cars I can tell you about are a Talbot Sunbeam Lotus. Has the same 2.2 engine in a couple of Lotuses that I've restored. We are doing a VW campervan conversion, which I love. Find me anyone on the

planet who would not want a T5. Converting a panel van into a camper is a great project. Oh and a Lotus Elise, sad story attached to that, possibly one of the saddest in any Car S.O.S. Peugeot 504 cabriolet, which is a very unusual car in the sense that it is an ugly thing, but with the roof off it is quite handsome.

Any more motors?

We are doing a Lamborghini this year. I can't go into details as we only got that the other day. That is a bit of a treat. It is though very obvious why they have the reputation that they do. Beautiful engineering. I just love not knowing what we are going to do next.





Car S.O.S.

SEASON 7
THURSDAY
28TH
FEBRUARY
8PM

FUZZ Townsend

CAR S.O.S RETURNS TO NATIONAL GEOGRAPHIC IN FEBRUARY WITH BRAND NEW TWO-PART "CAR S.O.S SPECIAL: 7 DAY CHALLENGE" FEATURING A LIVE STUDIO AUDIENCE AND CELEBRITY GUESTS ROSS KEMP AND RICK WAKEMAN



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CAR S.O.S RETURNS Fuzz Townsend talks to Free Car Mag

We watched you taking out the rivets on that Land Rover and you were still doing it when not being filmed.

I still enjoy working on cars and love to get stuck in.

So what is different about the latest Car S.O.S.?

We are going off format with the first two episodes taking on a seven-day challenge. Later on today we will be in front of a studio audience, then spend the rest of the week working on the Land Rover. Then there will be the normal ten episodes.

Is the Land Rover like a Meccano set?

They were put together like one, using rivets rather than nuts and bolts. However, a vehicle that is 60 years old will have been worked on and parts will inevitably have fused together.

Any cars you worry about working on? I believe there are Lotuses. Doesn't that stand for lots of trouble usually serious?

We have already completed that episode and yes it did have its moments. A car is a car and if you do your research and delve into what makes it tick it is possible to sort most things out.

Should viewers be inspired to have a go?

Absolutely, hopefully they will be keen to dive in and restore a car or at the very least take on the day-to-day maintenance of a classic from a point of greater knowledge.

Any cars you want to have a crack at?

Pre-war ones. I only manage to slip one in every series. I doubt that we could ever run out of vehicles to cover as there have been so many marques and models.

Why pre-war cars?

We are right back at the dawn of motoring when ideas were fresh and we can see the emergence of usability and drivability, along with speed and braking all those kinds of things, tapping into a moment of time. So you can in effect relive 1928.

And to sum up Car S.O.S.?

In the process of telling the human story we do put a vehicle back together and on the road.





would you buy a used car from these boys?

Lazy Boys Garage follows three best friends into the world of international car 'flipping' - where cars are resold for profit - at Roadhouse Motor Co. in Stamford, Lincolnshire. Dubbed 'lazy boys' because they don't leave the garage, motoring journalists Jonny Smith and Tom 'Wookie' Ford, and garage owner Tim Glover, hunt down classic car wrecks from across the world to do up and sell for fortunes to international buyers. The team rely on social media and a network of international fixers to aid them in their hunt for valuable vehicles. Free Car Mag spoke to Wookie who insisted that we attend their end of series auction and buy one of their imported beauties.

WATCH THE
BOYS ON
DAVE
13TH FEB
8PM

Tom 'Wookie' Ford talks to
Free Car Mag about
The Lazy Boys' end of series
auction and why we should bid
on their fairly spectacular
SEAT 133.

Wookie: What peaked your interest about it? Why are you interested in the 133?

Free Car Mag: It is very, very small. We like very small things. There is already a mini here and we are trying to see if we can fit them together in the same garage. It is partly having a laugh, plus we like small cars because they are fun to drive and easy to own.

Wookie: Yes they are fantastic little things. This is a slightly odd one, as most people would think it is a Fiat 500.

Free Car Mag: We like the fact that it is so unusual and people would not know exactly what it is, or as you say they would get it wrong. It is also extremely rare.

Wookie: There are definitely not very many in the UK, so the fact that it is such a rare groove appeals to you?

Free Car Mag: Absolutely. Also left hand drive would be a laugh. Always enjoy that, challenges your brain as you drive.

Wookie: Because it is so small, left hand drive should not be much of an issue. Also, this is a 1975 model and it is just like it came out of the factory. It is a bizarre kind of survivor, as we can't work out quite why it is in such good nick.

Free Car Mag: All the SEAT's we have seen in Spain have seemingly been parked by touch and every single panel looked like a relief map of the Andes. It would be quite a shock to own one in quite spectacular condition.

Wookie: We are not restoring cars on this show and we didn't need to do anything to this. Apart from service, making it legal for the UK and an MOT. What we are trying to avoid is actually having classics that are either too expensive or too perfect to use. This SEAT is a bit too perfect, but never mind. What we want to do is have real cars and simply recommission them for the road. Would like it really, really straight, or would you like it modified? People have said to us that they want us to lower them. What appeals to you?

Free Car Mag: We are relatively purist. We like originality but we also like to use them. After chatting to you we are off on a 300-mile journey in a 40-year-old car. We don't mind upgrading brakes, tyres or wipers, but we don't want anything slammed or with a Day-Glo paint job. What we want is a basic small car that the commuters in Spain would use to get to work.

Wookie: That is what I think it should be? So can you make it down to our auction?

Free Car Mag: Absolutely, we will be there with some money, an overcoat and our bidding hand ready to be raised.

Postscript: Free Car Mag did attend. It was a great day out packed with car enthusiasts after a bargain. Wookie was the registered auctioneer and he did a great job. We won't reveal any prices, but invite you to look at some of the great cars they had on offer on the following pages. Also, don't forget to watch the show. Maybe you will see Free Car Mag buy an old car...



In 1963, Vauxhall built what was to become the UK's leading automotive design centre at its base in Luton. From there, under the guidance of legendary car designers like David Jones and Wayne Cherry, Vauxhall produced some of the first genuine concept cars seen in the UK. Some were pure fantasy, such as the 1970 SRV, while others, like the 1966 XVR, were designed with production in mind. More recently, three concepts have aligned closely with the development of the Vauxhall brand. The 2013 Monza concept reflected Vauxhall's quest for more efficiency – especially in its weight, packaging and powertrain – wrapped in an ultra-sleek design. Then, in 2016, the GT Concept took efficiency to the next level, with a design around the core ideas of approachability, simplicity and purity. The GT X Experimental brand concept develops this still further, with its focus on pure and bold design.

Vauxhall's vision of the future

Free Car Mag got to see the GT X Close up - we loved it

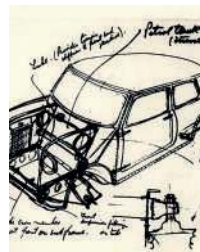
The Reflecting Vauxhall's promise of an electrified vehicle in each of its ranges by 2024, the GT X Experimental is a fully electric car with power delivered by a 50kWh, compact next generation lithium-ion battery with inductive charging. And while it doesn't offer fully autonomous driving (Vauxhall's focus is on making innovation accessible in the near-future), it does have Level 3 autonomous driving functions, meaning that it can handle all aspects of driving, but the driver must be able to respond to a request to intervene.

The GT X Experimental's wheels, which appear to go down the usual 20-inch-plus concept-car route, but clever design hides the fact that they're 17-inch rims, therefore maximising road comfort. The GT X Experimental welcomes passengers with spacious, unobstructed access, thanks to rear-hinged rear doors and all four doors opening to 90 degrees. The sweeping panoramic windscreen/roof reaches back to the rear seats, further enhancing the car's sense of spaciousness. The purity of

the interior's design can also be seen in the positioning of the air vents, which have been hidden behind the screens, allowing clean and smooth surfaces all around the driver. Simplifying the occupants' driving experience, two screens on the far left and right of the front panel display the exterior side views from the small pop-out cameras on either side of the bonnet. Elsewhere, the steering wheel's design has been simplified, while its central module mirrors the shape of the Visor. And, like the centre-logos on the road wheels, the LED Vauxhall Griffin remains upright, no matter what the steering wheel position.



Have your say  @freecarmag1



SILVERSTONE CLASSIC 26-28TH JULY



To mark this magical milestone in true Classic style, the packed on-track programme will – for the first time ever – feature a pair of very special showdowns dedicated entirely to huge numbers of much-loved Mini racers competing for The Mini Celebration Trophy presented by Adrian Flux. This summer's duo of Diamond Jubilee duels are being organised by Masters Historic Racing and will feature pre-66 competition cars.

PAUL STEPHENS CLUBSPORT HOLDALL

A new overnight bag has been launched to match the style, sophistication and sleek sports car like-design of Paul Stephens AutoArt cars. The Paul Stephens Clubsport Holdall has a capacity of 50 litres – enough for a weekend away or a race suit and a change of clothes – and with carefully considered dimensions of 560cm length x 320cm height x 280cm width.

Using a unique houndstooth fabric, the new Paul Stephens Clubsport Holdall was designed in England and handmade in Italy. Driven by customer demand for the bespoke luggage sets available with the limited-edition Paul Stephens Le Mans Classic Clubsport, this bag is available to all and priced at £695.

Talking about the new Clubsport Holdall, owner and director Paul Stephens said, “We’ve had a lot of enquiries about making a range of

accessories, most specifically a holdall that fits on the rear seats or in the nose of a 911. We created the Clubsport Holdall using the interior fabric of our Clubsport car, for all Paul Stephens AutoArt fans to own.”

Finished in a bespoke houndstooth, a fabric synonymous with Porsche 911s, and with complimenting black leather shoulder strap and luggage label, the Clubsport Holdall combines Paul Stephens’ ethos of detail-driven luxury and Porsche 911 heritage.

www.paul-stephens.com/clubsport-holdall/





Ducati Locman

Second Collection from two Italian icons

The latest Locman Ducati collection consists of four models, each with a different mechanism, with prices ranging from €299 to €598: the quartz Solo Tempo (Time Only), the quartz twin-gauge Chronograph (with 24-hour time and chrono minutes), the three-gauge Chronograph (with continuous watch seconds, chrono hours and chrono minutes) and the Meccanico Automatico Solo Tempo (Mechanical Self-Winding Time Only). All models feature a circular design, giving the watch dynamism and lightness. The case, which has a diameter of 42 mm, is made of brushed 316L surgical stainless steel with polished bezel and pushbuttons. The screw-down crown features the Ducati shield and has a dual internal silicone seal to improve waterproofing. The face, surrounded by a rehaut marking out the minutes, takes its cue from Ducati instrumentation and the racing world, the coloured band highlighting the first 15 minutes. Straps are available in soft hypoallergenic silicone or natural padded leather with high-contrast stitching.

€299-598

www.locman.it



CHECK ACE HELMET £407.00

This is based on Bell's Bullitt model and has a Scrambler yellow surround with a black and metallic grey checkerboard graphic by Roland Sands Design.



OVERLAND 2 GLOVES £50.00

These are made of mesh and microfibre, have reinforced areas on the back and palm, and plastic protectors on the knuckles and are available in black/grey and black/yellow/suede. The Street Master C2 sheepskin gloves are available in black-black and black-yellow colour versions and equipped with double layers of microfibre and inserts in shock absorbing material.



DUCATI SCRAMBLER 1100 FROM £10,695

Scrambler 1100 added to the current lineup of Scramblers and is powered by a 1,079cc V-Twin engine which puts out 85bhp. The new 1100 model is available in 3 versions: 1100, 1100 Special, and 1100 Sport

Buy Now

AVAILABLE:
THIS YEAR
FROM:£35,150



Handy Sized Luxury Saloon comes to the UK

LEXUS ES

The ES 300h is equipped with a new, fourth generation self-charging Lexus Hybrid Drive system that can deliver exceptional fuel efficiency, responsive performance and minimal emissions for a mid-size luxury saloon. It couples an ultra-efficient 2.5-litre Atkinson cycle four-cylinder petrol engine with a lighter, more compact and more power-dense electric motor. Total system power is 215hp/160kW and combined cycle fuel economy is from 48.49 to 53.55mpg. The ES 300h will make its debut in a range of three versions: the entry-level ES, the F Sport and the top-of-the range Takumi, a new grade which takes its name from the Japanese master craftsmanship that is applied to every Lexus vehicle. The ES F Sport model benefits from special chassis tuning and the provision of Adaptive Variable Suspension (AVS). The car is fitted with 19-inch forged alloy wheels. Two exclusive colours – Azure Blue and F Sport White – are available for the F Sport, complementing its high-energy design.



AVAILABLE:
NOW
FROM £21,660



Mitsubishi Limited Editions

ECLIPSE CROSS BLACK EDITION

Based on the high-specification Eclipse Cross 4 and is offered as a two-wheel drive manual or 4WD automatic. It features black 18-inch alloy wheels along with a black front grille, black front skid plate and black door mirror covers. The door rubbing strip inserts are also finished in black along with the rear skid plate. Other standard equipment includes a panoramic sunroof, 360° parking camera, a Head-up display, leather upholstery, a full suite of active safety equipment and Mitsubishi's touchscreen SDA audio system with smartphone connectivity and a Rockford Fosgate speaker system. In addition, 250 of the 500 Eclipse Cross Black Edition models available in the UK will feature Mitsubishi Motors' new Connected Car system, which enhances the safety and security for drivers whilst providing additional piece of mind. The "Mitsubishi Connect" system has features such as e-call (the automatic accident detection system that sends your location to the emergency services) and call for assistance.



AVAILABLE:
NOW
FINANCE,
SCRAPPAGE
+DEPOSITS

A whole bunch of Kia deals for 2019

NIRO + SPORTAGE + STONIC + SORRENTO

The first quarter of 2019 sees a range of finance offers, with 2.9 per cent APR available on the New Sportage and All-New Ceed including the 201bhp Ceed GT as well as the newly launched Ceed GT-Line models. The rest of the Kia range is available with 5.9 per cent APR paired with low monthly payments alongside generous deposit contribution levels on PCP contracts available for most models including the Kia Stinger. Kia Scrappage scheme continues with the self-charging hybrid Niro available with a £3,000 saving. The Picanto is available with a £2,000 saving and the Stonic is available with a saving of £2,500. The Scrappage Scheme is available with 5.9 per cent APR finance but is in lieu of all other offers. There is plenty more and you need to contact your local dealer.

FALKEN UPDATE

Free Car Mag run an old Porsche Cayenne on Falken FK510s designed specifically for large SUVs like ours. Just the other day the foglamp glass cracked and we had to dive behind the Falken to tyre to replace it.



The offside foglight glass as broken. The bulb was still intact and it worked. Half the glass had gone, presumably on the M25, M11, or most likely a country track. To avoid the bulb getting busted I used some left over Yueltide clear packaging as protection. Proper replacements seemed to be fairly pricey from the official channels, around £100. So after some searching around I found a seller online with a secondhand offside foglamp lens at £29.99 including postage. Best deal I found, so I waited for the post. It was a slight pain to fit as there was a lot of bodywork to take off for access. My daughter helped as she can get her hands where I can't. We wanted to avoid a total deconstruction and it was possible to pull out the plastic bumper lip and dive in after releasing screws underneath the wheelarch where the Falken Tyre lives. We seem to have light. Well, foglight.

More Falken Tyre news in the next issue.



FINALLY WINTER!



EUROWINTER | HS01

High-end winter tyre generation with state-of-the-art technology. 'Miura-Ori' 3D sipe technology, 4D nano design compound and micro-optimised stiffening of the tread blocks combine satisfying winter characteristics with low noise and outstanding performance in wet conditions.

www.falkentyres.co.uk

FALKEN
TYRES



Passatanomics

350,000K. That's not bad is it? Any car that can reach such an impressive milestone without any major upset deserves a great big pat on the bonnet. So it is party hats, poppers and congratulations all round to a Volkswagen Passat 1.9TDi estate. It has been leading a hard life in the hands of a professional photographer and maybe that is the biggest clue as to why it has delivered so reliably, in spades.

So our new favourite, hard working car really should be a Passat. It's dull, but spacious and comfortable and very best of all, great value. High mileage diesels can be a minefield, but the Passat really ought to be the exception. Although the old school rectangular Passats can still be found, you are better off with the soap bar shaped ones from '97 if you can find them. £300-£400 gets you into a 1998 to 2000 1.8 20V SE or much less and actually £500 seems the going rate for a tidy six figure mile example. £500 or less is the best lower starting point that even secures a 1.9SE TDI 100 from 2001.

More excitingly though you can also buy into a growly V5 for just £500. Yes Passats do slightly sexy, in its own subtle way. A 2.8 V6 4Motion is always going to be all the 4 x 4 you will ever need and frightens most buyers away for mpg

reasons. Go for the saloon and again you'll get a 2002 one with a history, reasonable miles and maybe a recent cambelt change for £500 or less.

Diesel is of course what most core buyers really want and there even is a 2.5 V6 TDI that doesn't have an A6 wrapped around it. It will of course be cheaper, just as well built and the blue colour VW badge has some real kudos. £1000 gets you into a mint saloon, or a higher mileage estate from 2004.

£5K and less is a reasonable amount you should pay for a used car that should be a good balance between value and quality. With the Passat that will buy you a 2007 2.0 TDI. All you have to do is choose the specification. Be it Sport or S or SE. I'd go for manual rather than DSG, which concerns me as the miles and years build up.

So there you have it. Volkswagen Passat. Not all exciting, but then it doesn't need to be. If you want a car vehicle to work for a living then this is it and it's reasonable to expect 350K as the absolute bare minimum lifespan.



Volkswagen has built more than 29 million Passat vehicles in eight generations so far. 2019 will see the start of a new evolutionary stage of the most successful mid-size car ever, as the Passat becomes the first in its segment to sell more than 30 million units.

1973: A decade of fantastic music really takes off. The brothers Angus and Malcolm Young found AC/DC. Pink Floyd releases their timeless album "The Dark Side of the Moon". All songs of the album could be heard on the radio of a new Volkswagen: the first Passat. A hatchback saloon with two or four doors and a large boot lid. More variable than any Volkswagen before. With a length of 4,190 mm and therefore slightly shorter than a T-Roc today. Passat Variant in 1974.



Have your say  @Bangernomics

 YouTube





dullbutworthy



Massively Dull to look at but otherwise the perfect used car.



THE BEST USED PASSAT 97-05

Volkswagen decided that this sector of the market, previously known as the rep saloon class, needed a bit of class. Never mind the dumpy and rather common Mondeo, the Area Photocopier rep could now arrive in style. Indeed, until the latest generation Passat, VW had trouble building big cars. Old Passats were certainly reliable and roomy, but they had zero image and appeal. With the new model in 1997, what company users got was a high quality executive package. So once again it had lots of space inside for passengers and plenty of oddments storage up front. Quality materials plus above average refinement and ride means

being a Passat passenger is a privilege. No aspect of the Passat disappoints. The handling is excellent thanks to sharp steering which makes this large car feel small and agile. Although the ride is on the soft side it never compromises the car's behaviour. On top of all that the driver gets to caress a chunky steering wheel and look at a well laid out and solid dashboard. There seemed to be an engine in the large range to suit everyone. Entry level petrol 1.6 is only really adequate, but the 1.8 unit worth the extra because of its responses, whilst the turbo version gets to 60mph in just over 8 seconds. VR5 and V6 provide refined yet gutsy engines, although the turbo diesels are

superb being strong and frugal. Running costs were very reasonable as the Passat is aimed at fleet who want low pence per mile outlay which makes it cheaper to run than a Golf and even some Polos. Insurance started at only group 9. Standard equipment was always generous and got better as the years wore on. In terms of safety with driver, passenger and side airbags, plus ABS brakes. Security is good too with deadlocks, immobiliser and remote locking. Aim for at least SE spec and make sure the Passat you buy has a FSH and is in clean and straight condition. And yes it is the one in the middle in the pictures above. Really classy and comfortable.

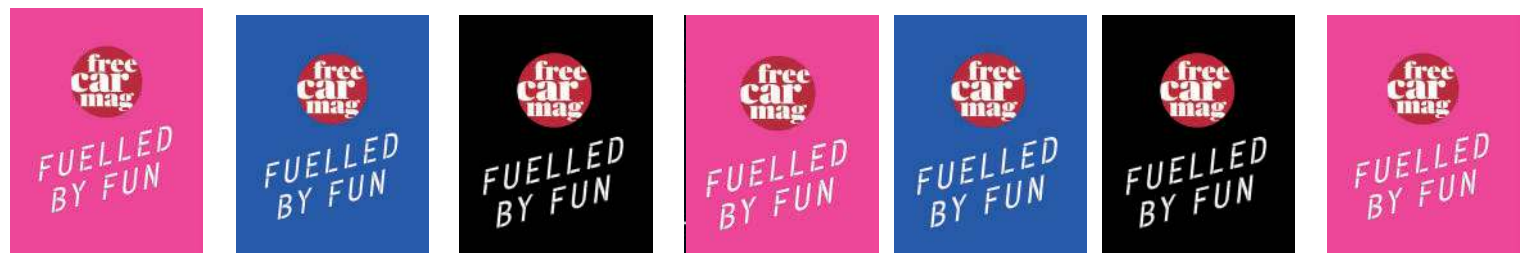
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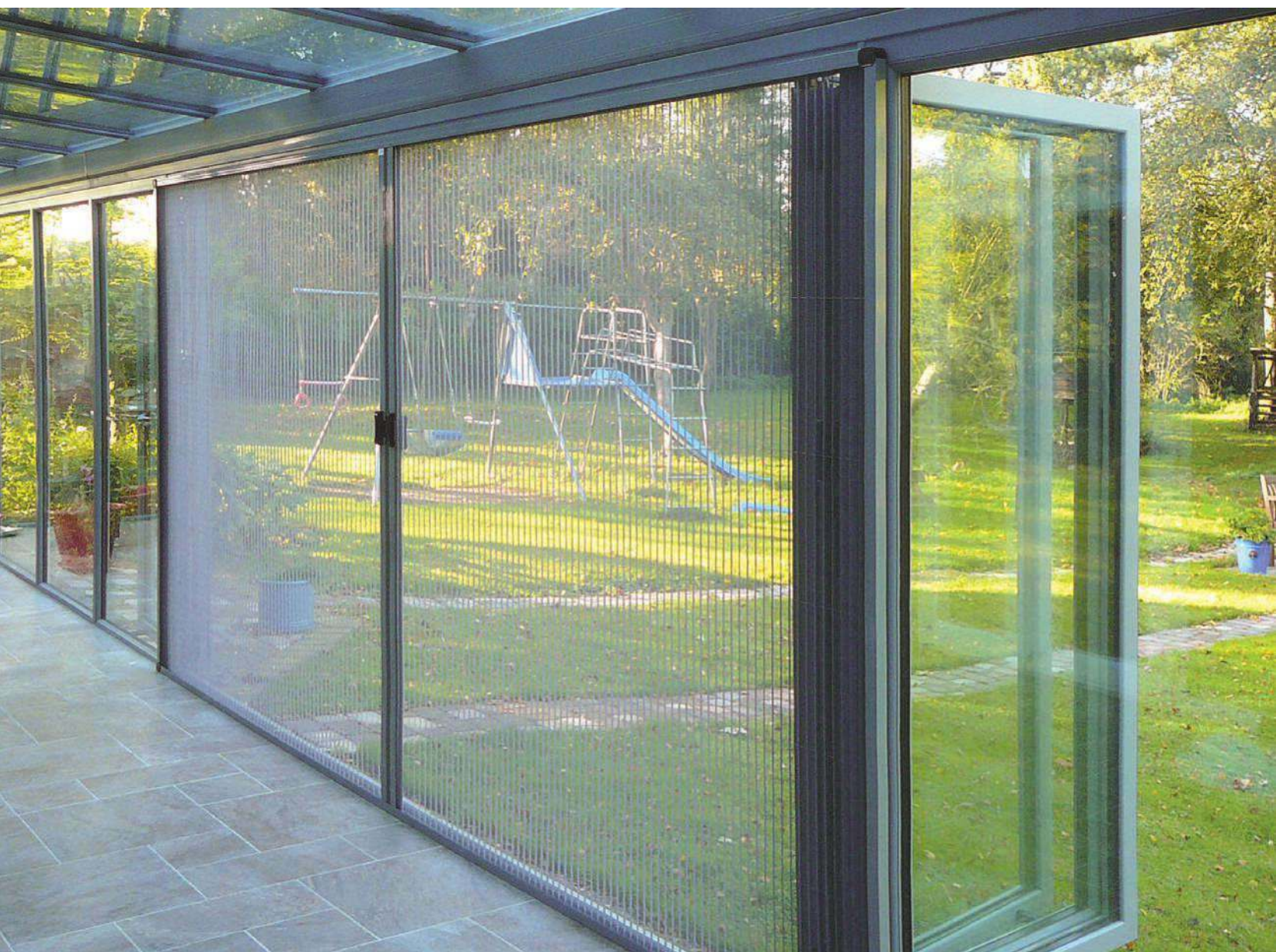
Really sorry, but there is even more TV shows with cars in them in the next issue. However this is a made up one on Sky One. It seems a bit like Death Race 2000, but mostly it has Sean Bean in it. So yes, there should be a bunch of post apocalyptic cars for you to enjoy. Can't wait.



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