

free
car
mag



Get the
Look...



Dream Boys...

**Mike Brewer is back, putting
classics in reach with Marc Priestly**

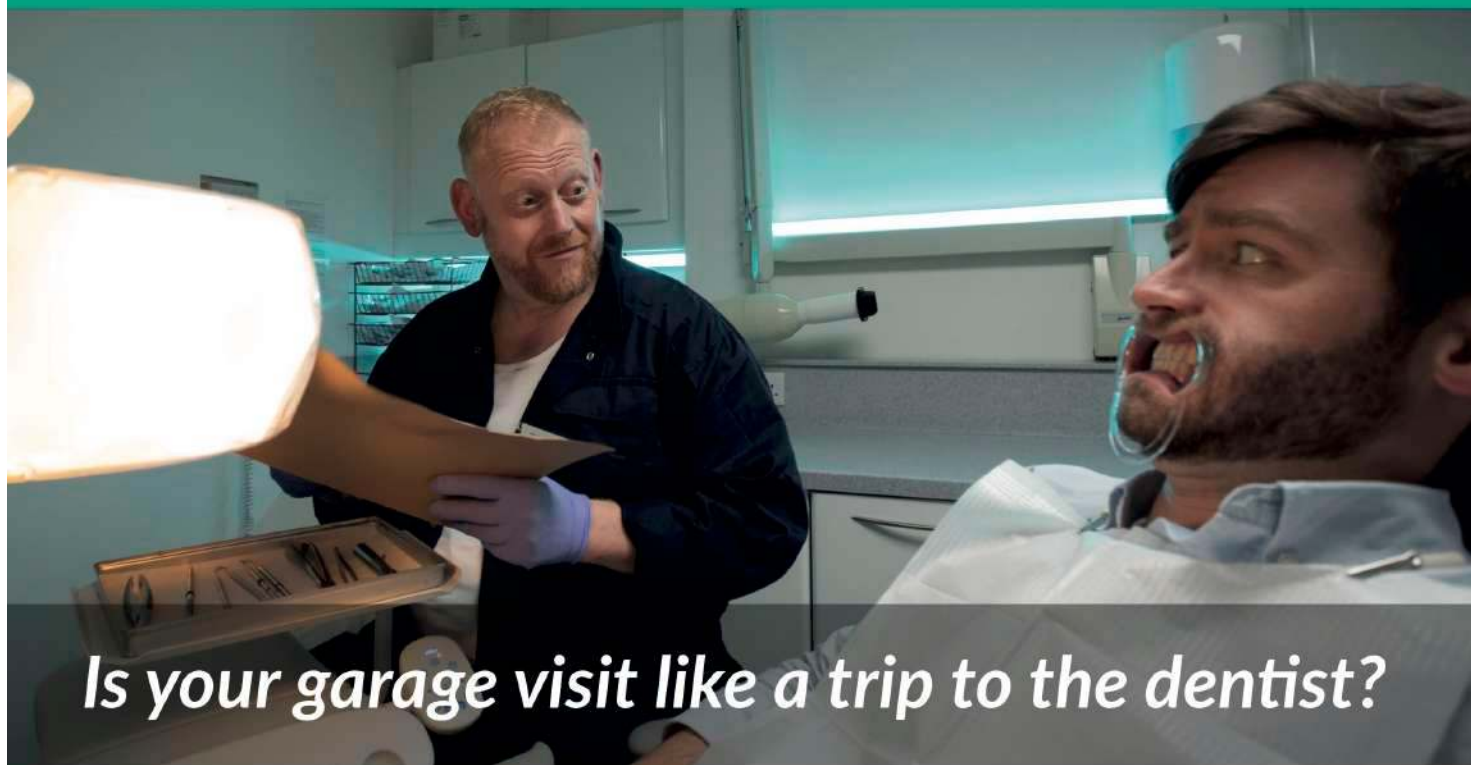


Katie Price's Pink Range Rover might be the stuff of your nightmares, but find it inside and not only that you can now go and buy it!



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freetorial

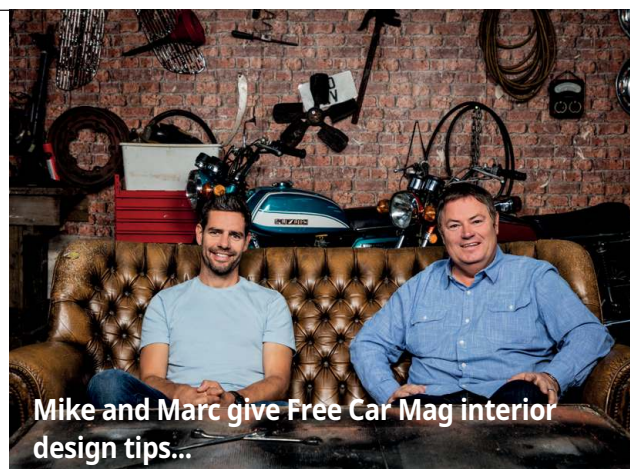
Happy new year everyone. I do hope that 2020 is shaping up how you expected. For us it has got off to a brilliant start with the news that there is a new series of Wheeler Dealers, but with a twist. The show is built on viewer's dreams. So if you fancied moving on from your current car to something you always promised yourself, Mike Brewer can help and so can his new mate Marc Priestley.

Please read the interview, they could not be more positive and enthusiastic and in love with classic cars, can't wait to see the series.

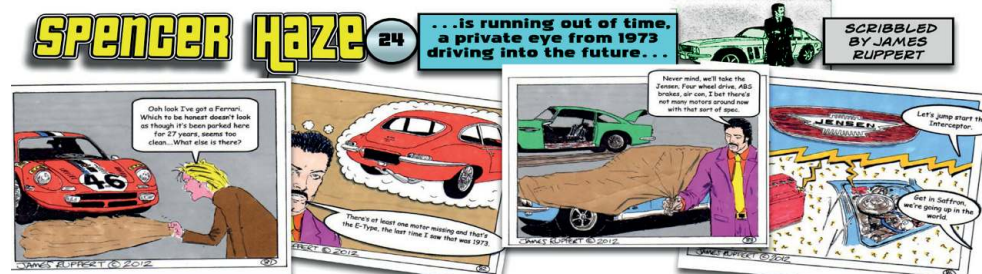
There is a slight off road theme and do take the time to have a look at the Toyota Hilux feature. Kiran Parmar went out and got muddy, plus took some fine pictures.

We do like motorbikes and if you can find a more handsome example than the Ariel Iron Horse then please send us a postcard.

See you next time.



Mike and Marc give Free Car Mag interior design tips...



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**FUELLED
BY FUN**



Fernando Alonso
Completes more
Rally-Raid Training
With Toyota Gazoo
Racing

FERNANDO ALONSO + TOYOTA GAZOO RACING

Fernando Alonso posted his first rally raid podium finish with Toyota Gazoo Racing when he and co-driver Marc Coma claimed third place on the four-day Al Ula-Neom Cross-Country Rally in Saudi Arabia. It was the first trophy for the Spanish pair since they began their preparations for the 2020 Dakar event less than three months ago. "The final stage was a difficult one, full of rocks and difficult navigation, but we had no real issues, finishing third on the stage and third overall," said two-time Formula 1 Champion Alonso. "This our first rally raid podium and I'm very happy with that. We've had four good days in Saudi Arabia."



Spotted
in
Saudi

The event presented Alonso and Coma with the new challenge of competing on unfamiliar terrain against a field of local rally raid specialists. The first two of four stages brought around 135 miles driving each day over open desert, stony landscapes and rocky paths. The second day's action saw the Toyota pair pushing to close the gap, only to lose around two-and-a-half minutes to repair a puncture. For the closing two stages the action moved to Neom on the Red Sea coast where conditions were equally challenging. Alonso and Coma showed strong pace to hold third place going into the final day when they again demonstrated excellent speed and competitiveness.



KATIE PRICE'S ICONIC PINK RANGE ROVER...

The custom-painted, 'Barbie Rosa Pink' Range Rover Autobiography naturally stood out at an auction in Essex and was instantly snapped up by the buying team at Saxton 4x4. "We're always looking to source the best and most unique cars, it goes along with the special experience we like to offer our customers," said the head of the buying team at Saxton 4x4, "A car's history is very important and can add to its value. Being owned by a celebrity offers extra kudos and can make the car more desirable."



COURTESY OF URBAN AUTOMOTIVE...

It wasn't just the eye-catching colour or the celebrity-ownership that attracted Saxton 4x4 to the car, "This particular car has been professionally enhanced by Urban Automotive and with Saxton 4x4 being an official Urban centre, made the car a good candidate for our inventory." The modifications added by Urban Automotive include the body styling and the 22" alloys. Anybody interested in owning a piece of tabloid history is urged to keep their eyes peeled on the forecourts of Saxton 4x4 over the next few weeks.

[https://
youtu.be/
IaZqX_5KeiA](https://youtu.be/IaZqX_5KeiA)



CITROËN HELPS SMOOTH OVER UK POTHOLES

As the automotive brand dedicated to providing class-leading Advanced Comfort, Citroën decided to team up with its New C5 Aircross SUV Brand Ambassador, Austin Healey, and Surrey County Council to smooth over 200 potholes in the county. Citroën has been working with Nu-Phalt™ Contracting using its Jetpatcher process to provide the drivers and residents of Surrey with a glimpse into the level of comfort that you can experience every day in Citroën's latest models. With the roll out of the Citroën Advanced Comfort® programme, the brand is redefining the concept of modern comfort for its customers. The programme includes an innovative suspension system with Progressive Hydraulic Cushions®, which filter out bumps and dips in the roads, providing customers with a smooth and comfortable drive. The Progressive Hydraulic Cushions® technology is fitted, as standard, on Citroën's flagship model, New C5 Aircross SUV, as well as C4 Cactus, the brand's family hatchback.



[https://
youtu.be/
A2D2teBb1Gk](https://youtu.be/A2D2teBb1Gk)



Austin Healey commented: "Since getting behind the wheel of New C5 Aircross SUV, I totally get the benefits of a car with Progressive Hydraulic Cushions® suspension. The way it filters out any imperfections in the road is incredible. So nothing gives me greater pleasure than getting stuck in and sharing this experience with the residents of Surrey."

Soud Wrixen, Citroën UK's Marketing Director, commented: "It's no secret that the state of British roads is getting worse, and potholes cause problems for us all, whether you're a driver, cyclist, pedestrian or resident in an affected area. As a brand we are dedicated to helping customers experience the perfect ride with our vehicles, so it's a pleasure to work with Surrey County Council to make the roads smoother and provide a glimpse to all motorists of what it is like to drive a Citroën every day."



Get the look

BRITAIN'S HOTTEST MODELS IN CALIFORNIA

David Gandy is one of Britain's most recognisable male models – due in part to his ten year relationship with Italian fashion house Dolce and Gabbana – David was photographed alongside Jaguar's newest SUV the E-PACE and the iconic E-Type on the Californian lake bed of El Mirage a while back. The shoot was for the cover and editorial piece in a US luxury men's lifestyle magazine. David has been a Jaguar owner for the last ten years and is a true fan of the brand. We will feature old David again soon, but for the moment, let's get his rather smart look.

David Gandy

- 1 Jaguar I-Pace £63,925
- 2 Trousers Topman £30.00
- 3 Shoes - M&M Direct £19.99
- 4 Discounted Sunglasses £105.00
- 5 Jacket - Burton £29.25
- 6 Cardigan - Zalando £25.99
- 7 Jumper - Topman £20.00



Wheeler Dealers

DISCOVERY
CHANNEL 9PM.
MONDAY 6TH
JANUARY

Dream Boys

Wheeler Dealers is back with a great big twist.
Mike Brewer and Marc Priestley are making viewers
classic car dreams come true.



How does Wheeler Dealers: Dream Car differ from the programmes you are most famous for?

MB I have always had this reputation for buying and selling cars and working a deal, but I have always done it for myself. So to make a profit for 'Wheeler-Dealers' or for 'Trading Up', but now I'm doing it for other people. Rather than me and Elvis or all the proceeds go to the people who have the dream about buying their next car.

With Wheeler Dealers: Dream Car are you showing that this sort of trading up can be done by someone watching at home?

MB Correct every part of this series with Marc and me is something that can be done by the viewers whether it is taking an old horsebox and turning it into a Prosecco bar, or taking a Fiat Doblo and turning that into a camper van, or going from a Ford Focus ST to a Mark 2 Escort. So the whole way through this series it is achievable by everyone, it is not trade only or that none of the jobs are outside the ability of someone with a basic set of tools. We make it very much hands on and everyone can have a go.

We believe you are not doing Wheeler Dealers: Dream Car alone?

MB I've got Marc 'Elvis' Priestly with me, he is an incredible co-host to work with, we have bonded together very quickly over our love of cars and Marc is a great tool to have in the workshop if you pardon the pun. There isn't much he didn't take on and challenge himself with. There was stuff, which he's never come across before. Like the camper van, the Doblo, or the horsebox. I challenged Marc to work way out of his comfort zone to see what is achievable and possible. Fortunately because of Marc's skill set we were able to pull it off.

Marc, have you enjoyed working with Mike?

MP It has been so much fun. I said to someone the other day, I don't think I've ever had so much fun whilst actually working or doing anything. We had such a good laugh along the way. One of these journeys from one car to the actual dream car is such an up and down one. It is almost a rollercoaster ride. So there are moments when it inevitably gets a bit low and feel as though you are not going to be able to achieve it. That was the same for both Mike and I, yet between us we managed to keep each other smiling, keep motivating each other and it was only between the two of us to get all these jobs done. We had some amazing moments, which were hilarious, and Mike is such a funny guy to work with anyway. We were also both very proud of what we managed to achieve because some of it seemed almost impossible when we started. We set ourselves these challenges yet we always managed to achieve them and in most cases exceed what our original ambitions were. Overall great fun and a really rewarding experience.

Were there any cars you hated after a while because they were a pain and you thought there is no way we are going to turn this into a dream car?

MP The biggest example of that is the horsebox. My face dropped when Mike turned up with it at the workshop. This is not something that I have ever worked on before and I wasn't at all familiar with it. Yet what we had challenged ourselves to do was to completely change it into a Prosecco bar. The journey on the face of it was pretty daunting. Once you get into these jobs things start to fall apart. Some things are worse than they seem. Before I knew it the horsebox was just a rotten bare frame. That meant we were starting from scratch. Halfway through you do wish that you had never started. By the end though what we delivered was something pretty special and that makes it all worthwhile.

DISCOVERY
CHANNEL 9PM,
MONDAY 6TH
JANUARY

"I managed to get my arm-twisted by a farmer called Tom who convinced to buy a Jaguar and a Ferguson Tractor..."



MB Then there was another one, where I managed to get my arm-twisted by a farmer called Tom who convinced to buy a Jaguar and a Ferguson Tractor. That tractor had not run for like two generations and I dropped that on Marc's toes. Now Marc comes from a world of high tech Formula One, so to be handed something like a '50 Ferguson tractor and get that running must have challenged him, but we managed to turn that around. Got it running, rebuilt the engine, cleared the carbs out and got it ticking over like a Singer sewing machine by the end and now it is working on a farm and hopefully doing another 50 years of good service. 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.

Were there any cars you wanted to keep?

MB For me it was the Mark 2 Escort as I am a huge fan of those cars. I am a superfan and I managed to go out and find a really good well-sorted example one that I would love to have bought for myself. I paid a really good price. It was though a delight to be able to hand that over to a really nice guy called Chris who has wanted a Mark 2 Ford Escort for many years.

MP I also loved the Mark 2 Escort I thought it was a beautiful stunning car. I actually really liked the Land Rover. It was a Series IIA that I never really thought I would be that into. I usually prefer a more modern one but I kind of fell in love with it. It was so rugged and had such a history to it. I live in the country so that would have been useful.

What people hate doing is selling cars they find it a faff. If a Free Car Mag reader wants to get their dream car, how do they best go about selling their current one?

MB There is lots of advice I could give the biggest to make sure your car is presented well and stands out in an advert. There is a very good example

in our programme. A 2001 MINI Cooper and there was a thousand other red Mini Coopers out there, so our one had to stand out, Marc put a decal kit on it and a set of spotlights and that really set it apart from all of the others in adverts. So present your car well, write a very clear advert and tidy but also be very realistic about the price. Look at the market and what others are selling theirs for. Also make sure that you have your registration documents and MOT service history next to the phone, so you have the information to hand. Take a picture of the history and previous MOTs, so at least you have all that important information readily to hand.

MP As Mike said it is all about presenting the car the best it can, make sure that everything works, or a tail light is out. These are simple things that anyone can change and fix just a little of research and effort which will help it to sell. It isn't just about adding value although that is what we do in the series, it is also about doing small things that are going to make it easier to sell. When trading up you are on this journey of trying to achieve a return to get your dream car. You've got to get cars sold.

Wheeler Dealers: Dream Car is out soon, but will there be a second series?

MP That is the big question, I do hope so as we had so much fun doing it. This is a very different show to Wheeler Dealers and I think that people will enjoy it for quite different reasons. It is a fast moving show as there are lots of different cars in each show. Each episode is not focused on just one car. When I think of what we set out to achieve in the first place I think we smashed that and am really proud of it.

MB I echo what Marc said. We really wanted to educate people and show them what could be done for themselves. No part of the show where we don't encourage the viewers to have a go and show them what is possible. Get the tools out, clean your car like you never have before not about us it is about them and we are very proud of what we have achieved.



Drive4Wildlife

An old school Defender is being used to promote conservation

The Drive 4 Wildlife was a conservation expedition that saw three brothers (Aaron, Tyler and Cameron Whitnall), their life long friend (Redmond Boulton) and their school friend and camera operator (Will Ferguson) driving over 4000 kilometres through Kenya, Tanzania, Uganda and Rwanda in East Africa in aid of wildlife conservation. In each country the boys would stop at different conservation projects to learn about and film the threats facing Africa's animals and the ongoing conservation work taking place to protect them by the different charities and projects.

Thanks to sponsorship through Motor Vision, Paradise Wildlife Park/ Zoological Society of Hertfordshire and the Big Cat Sanctuary, the boys were able to travel across East Africa in a safari Jeep and also leave donations on

funds and equipment at each conservation project they visited.

The expedition saw Drive 4 Wildlife set up partnerships with the African Wildlife Foundation, Ol Pejeta Conservancy in Kenya and also the Ugandan Wildlife Education Centre and their partners at Queen Elizabeth Nation Park and Ngamba Chimpanzee island Sanctuary in the middle of Lake Victoria. particular fixture.

The Land Rover:

In order to deter and reduce poaching in East Africa, Paradise modified a heavy duty ex military spec Land Rover defender 130 that was originally based in the Falklands to become a state of the art anti-poaching and animal rescue vehicle. It was upgraded:



- DB12000i Winch and bumper kit
- Upgraded LED lights all around
- Snorkel kit fitted
- RIGID light bar, RIGID side spot lights, RIGID bed lights
- Custom rear roll cage and canvas added
- Vehicle to be branded up with a camo design and sponsorship logos
- Portable fridge installed for veterinary medicine
- Inverter for charging and power of equipment
- Tracker & immobiliser

The reason for choosing a defender was that it was overall better quality than other models and brands, extremely versatile, easy to maintain and get spare parts and is mechanically one of the best vehicles suite for the job out in Africa.

Paradise hopes that the vehicle will significantly aid in the East African anti-poaching efforts and save our natural ecosystems. The vehicle will be based at the Ugandan Wildlife Education Centre (UWEC) in Entebbe, Uganda and used to support Ugandan national parks as well as animal rescue efforts around the country.

The Drive4Wildlife team have completed their epic adventure around East Africa! Covering 4500km in under 4 weeks, the team of 4 have explored 4 East African countries and donated funds and equipment to several projects along the way, including the African Wildlife Foundation (Manyara Ranch Conservancy, Canines For Conservation, Gorilla Guardians), Ugandan Wildlife Education Centre, Ol Pejeta & more.

They need our ongoing support.
<https://www.justgiving.com/campaign/d4w>



More 4 x 4 Adventure

Kiran Parmar gets stuck into a Toyota Hilux in the perfect off road environment and doesn't get stuck at all.



Tough Lux



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Photography by Kiran Parmar www.kiranparmar.photography
See more brilliant off road pictures at the link below.
<https://www.kiranparmar.photography/free-car-magazine-tough-lux>



The Toyota Hilux is tough, really tough. Top Gear proved that when Clarkson and May tried to destroy an ancient 'E-reg' example. I think drowning it in the Bristol Channel proved how indestructible they are. After the tide had gone out it took 40 minutes of mechanic magic and some WD40 to get it operational again.

Now, I was going to find out first hand whether I could finish off a Hilux. Or at least give it a very hard time. At least I was in the right place, True Grip Off Road in Ashford, Kent, a day out that was organised by my Institute of Advanced Motorists group.

The vehicle we drove was a 2013 Toyota Hilux HI2 D-4D 4x4 Double Cab Pickup with a 2.5 litre diesel engine with only a few miles on the clock.

Our instructor, Stanley, gave us a detailed demonstration of what the car was capable of doing on various parts of the challenging course and how to approach each hill and valley in the suitable gear and at the correct speed. Then it was our turn in the driver's seat.

The first thing that I noticed about the Hilux is just how easy it is to drive. This is a big, strong car, built on a tough ladder chassis and its highly rigid body can cope with anything. The steering is light and precise, all I had to do was point it and it took me there, without any fuss.

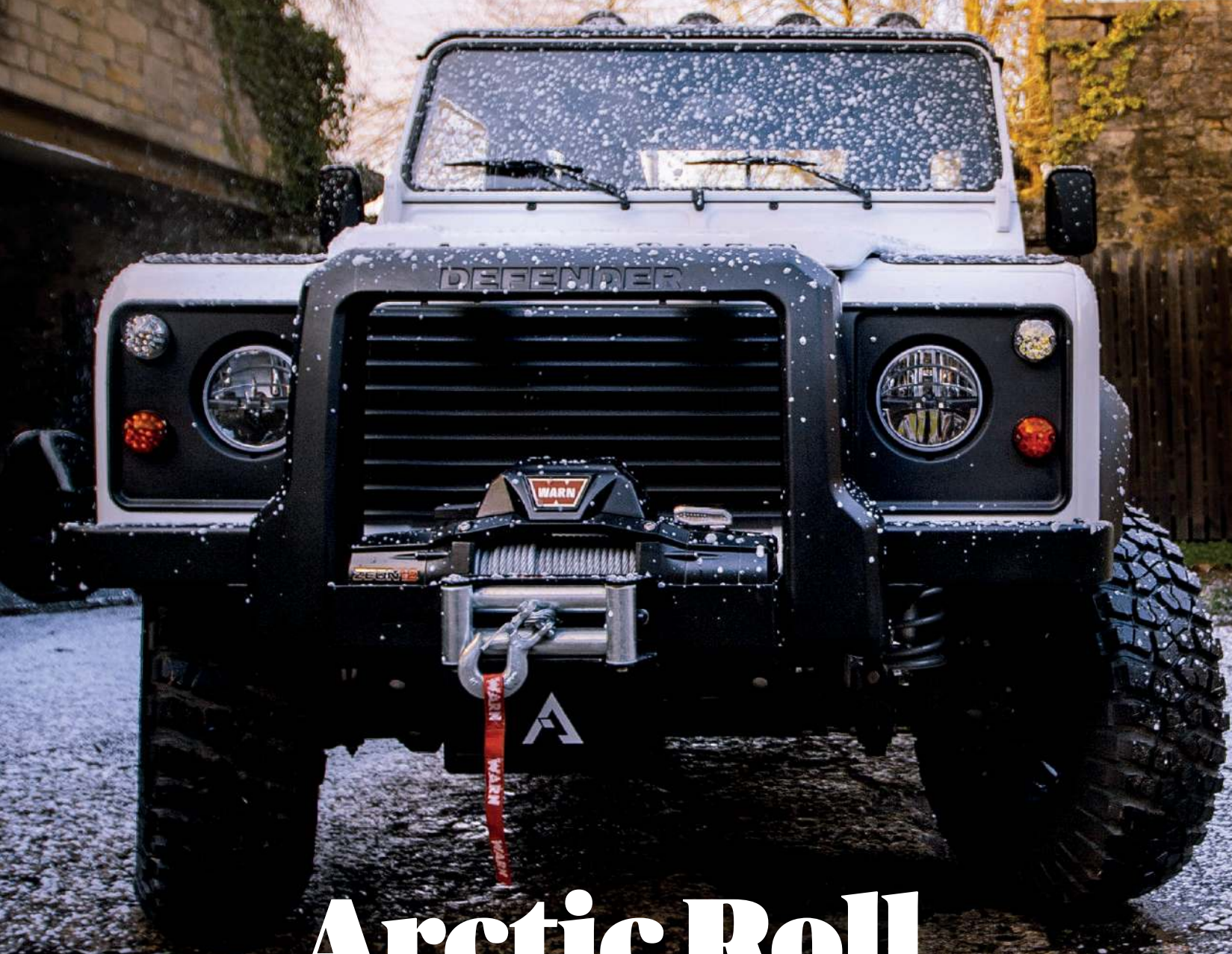
Our car was equipped with a five speed manual gearbox, which was a joy to use, with smooth effortless changes and a light clutch, works well with the gutsy 2.5 litre diesel engine. This develops 120 bhp and 325 Nm of torque at 2000 rpm, more than enough to get you up the steepest of slopes on the course even in the wet, slippery conditions, which we had

that day.

One of my favourite sections of the course was the 'ditches'. It is possible to repeatedly hang in mid air on just three wheels. The clever rear differential allows the rear wheels to be driven with equal power distribution so if one wheel has no traction, or is airborne, power is sent to the wheel that needs it the most.

I had so much fun and learned such a lot that I had to return to True Grip Off Road, this time with a couple of mates. One had never driven a car and his first experience was behind the wheel of a Hilux. True Grip offer what they call a 'Juniors Session' where they teach under 17's how to drive or those who have never driven before. The only requirement is that you have to be tall enough to see out of the windscreen and use the pedals. The minimum height is 5ft and junior drivers must be over 12 years of age. Our instructor, once again Stanley, patiently taught my friend how to find the 'biting point' and then he was on his way, doing various circuits around the chalky pit and then once he had built his confidence we drove over to the very muddy and slippery woodland area which was excellent fun.

Driving a Toyota Hilux has taught me a lot about car control and what a hugely capable machine it is. Something I would not have experienced by simply watching a telly programme or on a short test drive from a car dealership. It is essential to roll up your sleeves and get behind the wheel of a Hilux on a 4x4 course with a dedicated off-road instructor. It will be one of the toughest and best days of your driving life.



Arctic Roll

A Defender 110 reimagined by their customer
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AND HAND
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EXTERIOR SPEC - FROZEN WHITE BODY WITH RAPTOR BLACK ROOF & LOAD AREA | LAND ROVER DEFENDER A-FRAME NUDGE BAR | TWIN-CAT LED HEADLIGHTS | WARN ZEON 12-S WINCH | BLACK WHEEL ARCHES & CHEQUER PLATE | ROLL-OVER BAR WITH X4 LIGHTFORCE® 6" LED ROOF SPOTLIGHTS | BLACK MODULAR STEEL WHEELS WITH BEADLOCKS | 33" BF-GOODRICH® MUD TERRAIN TYRES | FIRE & ICE SIDE STEPS | STEERING & FRONT DIFFERENTIAL GUARD | REAR LED WORK LAMP | OFF-ROAD PACKAGE INC. TERRAFIRMA® SUSPENSION WITH 2" LIFT-KIT | NAS REAR STEP RAPTOR-COATED

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Double Shot of Sustainability

Ford and McDonald's Collaborate to Convert Coffee Bean Skin

Ford Motor Company and McDonald's USA will soon be giving vehicles a caffeine boost by using part of a familiar staple in the morning routine, coffee beans, in vehicle parts such as headlamp housing.

Every year, millions of pounds of coffee chaff – the dried skin of the bean – naturally comes off during the roasting process. Together, Ford and McDonald's can provide an innovative new home to a significant portion of that material. The companies found that chaff can be converted into a durable material to reinforce certain vehicle parts. By heating the chaff to high temperatures under low oxygen, mixing it with plastic and other additives and turning it into pellets, the material can be formed into various shapes.

The chaff composite meets the quality specifications for parts like headlamp housings and other interior and under hood components. The resulting components will be about 20 percent lighter and require up to 25 percent less

energy during the molding process. Heat properties of the chaff component are significantly better than the currently used material, according to Ford. This is the first time Ford has used coffee bean skins to convert into select vehicle parts.

The collaboration with Ford and McDonald's is the latest example of the innovative approaches both companies take to product and environmental stewardship. The project also involves Varroc Lighting Systems, which supplies the headlamps, and Competitive Green Technologies, the processor of the coffee chaff.



FORD RANGER +RNLI



Ford is continuing its support of the RNLI by supplying the charity that saves lives at sea with 20 new four-wheel-drive Ford Rangers to support beach patrols across the country. Ford will ship a total of 210 new vehicles to the RNLI by the end of 2019, followed by a further 150 in 2020 and again in 2021 – including a total of 100 Ford Rangers to act as beach patrol vehicles for its lifeguard service.

Andy Barratt, Ford of Britain chairman and managing director, said: "We've been delighted to supply vehicles to the RNLI this year and support the outstanding work they do to keep the UK coast line safe.

We're really excited to see our Ford Ranger being used as part of their vital beach patrols."

Ford takes its social responsibility as an industry leader, employer and charity supporter seriously. Ford will be further collaborating with the RNLI throughout 2020 on water safety messages to raise public awareness of risks around the water to help people enjoy coastal and inland waterways more safely.



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GORDON MURRAY

Gordon Murray Automotive partners with Racing Point Formula One team to ensure T.50 supercar has most advanced aerodynamics.

According to Professor Gordon Murray, the driver-focused new model will have the most advanced and most effective aerodynamics ever seen on a road car.

In addition to utilising the race team's advanced rolling-road wind tunnel at its Silverstone (UK) headquarters, GMA will gain insight and expertise from Racing Point's highly-experienced engineers.

The announcement comes as GMA reveals the first official image of the T.50 supercar ahead of its global unveiling – set for May 2020. The rendering shows the purity and drama of the T.50, which has been penned by Professor Gordon Murray and the design team at Gordon Murray Design.

Contrasting with the clean lines of the T.50 body, perhaps the most notable feature of the exterior is the rear-end, which is dominated by a 400mm ground-effect fan – part of a unique airflow management system. Coupled with active underbody aerodynamics and dynamic rear aerofoils, the revolutionary aero system enables the T.50 to achieve considerably more aerodynamic performance and control than a conventional ground-effect supercar contributing to an unrivalled driving experience.

The T.50 features six different aero modes that optimise the car for different scenarios to balance traction and outright performance. The most extreme – Vmax Mode – combines motorsport slipstream technology, extra power from a 48-volt integrated starter-generator, and ram induction to boost power to 700hp.

The announcement comes as customer allocations of the T.50, priced in excess of £2 million before taxes, enter their final phase. The majority of the exclusive production run of 100 cars has already been allocated to automotive enthusiasts. The supercar has generated demand from a wider

than expected global customer base, with a significant number heading to customers in the USA and Japan.

Weighing just 980kg, the T.50 will deliver the purest, most driver-focused performance and dynamics of any road car. The car's bespoke Cosworth V12 will be the highest-revving road car engine ever made, capable of an extraordinary 12,100rpm.

The rear-wheel drive T.50 features Murray's favoured three-seat layout, with the driver benefitting from a central 'jet-fighter-style' driving position. Aligned with Gordon Murray's claim that the T.50 could be the pinnacle of great analogue supercars, the driver-centric analogue controls are positioned to provide the ultimate, highly-intuitive, and totally-immersive driving experience.

Aerodynamics plays a critical role in defining the proportions and styling of the T.50. Clean, flowing upper surfaces contrast sharply with the dramatic rear, which is dominated by a prominent 400mm-diameter fan. The entire rear end design is technically driven, with the fan, engine exhaust, ground effect diffusers and engine bay cooling featuring prominently.

The profile of the T.50 is distinguished by the radiator exit duct outlet behind the front wheel and the profiled dihedral door and monocoque. This concept of 'functional bodywork' is also evident in the engine ram induction duct in the roof of the car.

Professor Murray said: "We were highly focused on achieving the purest possible form for the T.50, an objective we've achieved through world-first engineering innovations and active underbody aerodynamics. We will reveal the completed design at the T.50 supercar's global debut in May."

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Mercedes-Benz Classic Calendar 2020

One year of Classic Dream Cars



WONDERWALL

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The Mercedes-Benz Classic Calendar 2020 is entitled "One year of Classic Dream Cars" and invites us to go on a journey of captivating photos taken during twelve private visits to the Mercedes-Benz Classic collection, which holds some 1,000 vehicles – and in the "Legend" rooms of the Mercedes-Benz Museum.

Each calendar photo points to a very special history. For instance, the Mercedes-Benz 190 E 2.5-16 Evolution II (W 201) from 1990 (cover picture and December photo): this high-performance saloon is pictured in front of a line of state-of-the-art DTM touring cars.

The Mercedes-Benz Classic Calendar 2020 "One year of Classic Dream Cars" measures 69 × 49 centimetres and costs 29.90 euros. The calendar can now be ordered online from the Mercedes-Benz Classic Store. (<https://www.mercedes-benz-classic-store.com/en/literature-media/print-media/calendar/1641/mercedes-benz-classic-calendar-2020?c=168>)



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www.mikebrewermotoring.com



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Jaguar pays homage to their motorsport history

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The Jaguar XE Reims Edition celebrates the Jaguar D-Type's maiden victory in 1954 at the 12-hours of Reims, piloted by Ken Wharton and Peter Whitehead completing over 2,000km at an average speed of 105mph.

Offered exclusively with the 2.0-litre Ingenium petrol (P250) engine in R-Dynamic S guise, every Jaguar XE Reims Edition is fitted with a number of bespoke and standardised options. Each of the 200 units will be painted in French Racing Blue, with a number of unique contrasting elements including a black contrast roof, black mirror caps, black sill inserts and fitted with 19-inch, five split-spoke, gloss black alloys.

All 200 of the limited run XE Reims Editions feature an enhanced exterior design, all-new luxurious interior delivering more comfort, quality and connectivity for occupants and advanced technologies as standard. These include all-LED headlights, Apple CarPlay, a rear parking camera and front rear parking aids.





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UPDATED 2020 MAZDA2

Featuring a renewed more sophisticated exterior design, new technology, improved refinement and an upgraded interior, the 2020 model year version of this popular supermini is offered with a simplified five-model range, exclusively powered by Mazda’s familiar 1.5-litre Skyactiv-G petrol engine - which for the first time is matched to Mazda’s M Hybrid mild-hybrid system. Inside, revisions to dashboard trims, air vent louvres, door inserts and the instrument hood are examples of how improvements to materials and design have enhanced the Mazda2’s already upmarket interior.



Rooms by Rankin is a unique partnership between Jaguar and internationally renowned fashion and style photographer Rankin, designed to celebrate the character of three key models – XF, XE and Mk 2.

For the third and final instalment, Rankin created 'Period Drama' for the Mk 2 – a bespoke, white-out room complete with a mesmerising pattern of black polka dots.

Rankin said: "The Jaguar Mk 2 is a very special car – undeniably beautiful and well-proportioned. I wanted to create something that celebrated the Mk 2's form and its heritage, but also had a thoroughly modern edge to it. That's why I chose to use polka dots."

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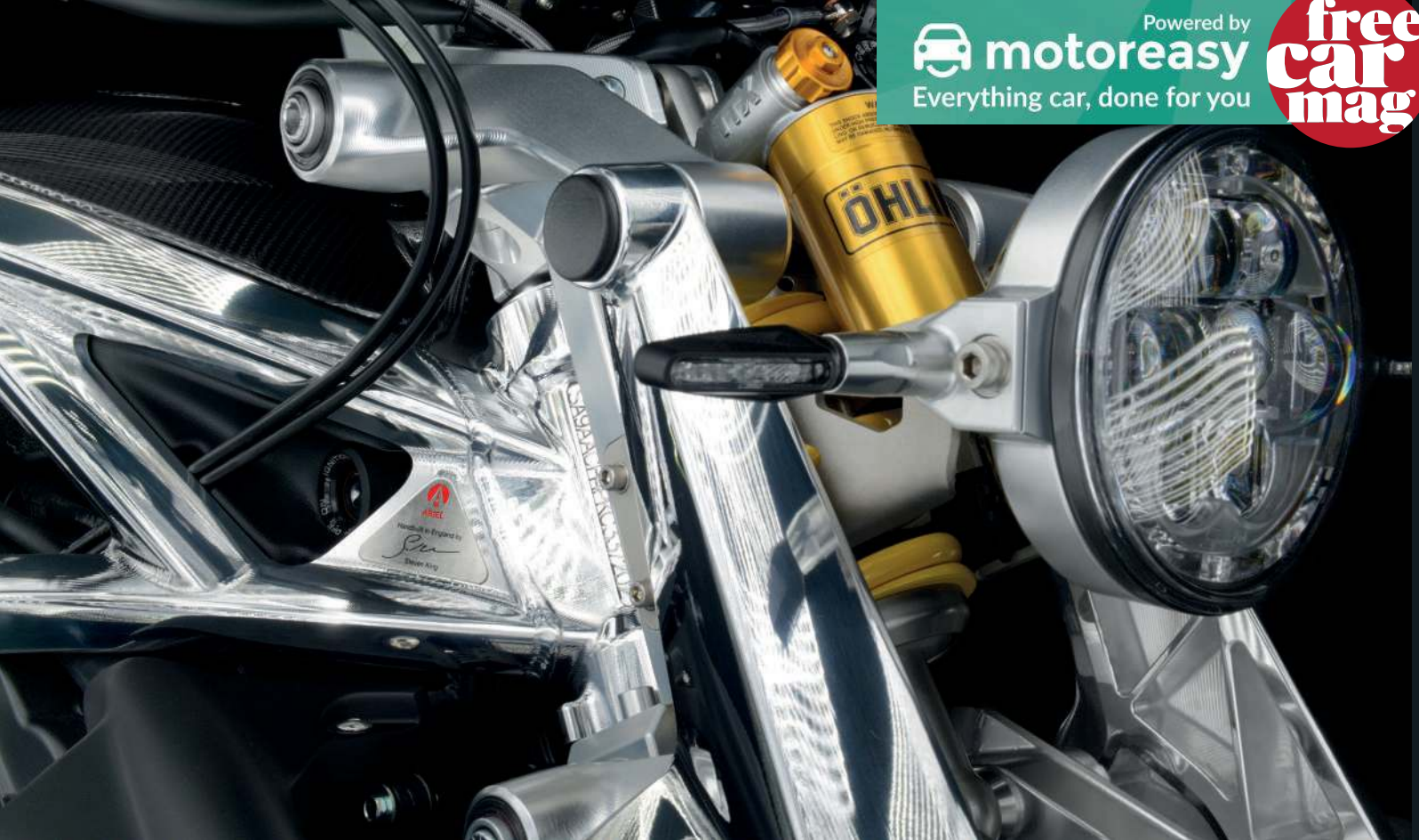
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Ariel Ace Iron Horse

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Ariel Beauty

'Black Ariels', the motorcycles produced from 1926 to 1930 when Ariel modernised and re-invented their bikes as 'The Modern Motorcycle', say hello to the 'Iron Horse'.



Originally coined by Vic Mole, Ariel Sales Manager, the Iron Horse legend was given to Ariel motorcycles from the mid 1920's onwards. Responsible for feats such as riding 10,000 miles without stopping, climbing Mount Snowdon and crossing the English Channel, all on an Ariel motorcycle, Vic Mole was influential in the design and modernisation of the Ariel brand.

With the appointment of the legendary engineer and designer Val Page in 1926, who designed new engines, brought new production techniques and modernised the factory, Ariel saw a staggering rate of development between 1926 and 1929 which revitalised the Ariel brand.

The new Ariel Ace Iron Horse commemorates the bikes and people from that period and also demonstrates the unique way that Ariel now build their vehicles and the capability to tailor them to individual customer requirements. 'No two vehicles we build are the same,' said Simon Saunders, Director of Ariel, 'and it's very important to us that every Ariel that goes out of the factory is exactly right for each customer. Building bikes and cars in this way is something that we excel at as a small company which just wouldn't be possible in mass production. When you take delivery of an Ariel it is very much your Ariel, particular to you and not simply just another vehicle from a production line. We have been called the Savile Row of the automotive industry and an Ariel is fitted to you much like a hand made suit.'

Central to the bike, as with other Aces, is the CNC machined, hand welded aluminium frame. Taking some 70 hours to machine and made up of 7 individual pieces of machined, aircraft grade aluminium, it highlights the combination of modern technology and traditional craftsmanship which is core to Ariel philosophy. On the Iron Horse however this has been taken one stage further, and painstakingly mirror polished by hand. 'It is a labour of love from start to finish,' said Tom Siebert, Manager of the motorcycle side of Ariel, 'but motorcyclists understand and appreciate the level of care that goes into creating Ariel motorcycles.'

As with all Ariel vehicles each Ace is built by one technician from start to finish and only when he is happy will his name be put on the frame. Steve King, who built this Iron Horse said, 'There's no timescale to build

a bike but it has to be perfect. Each bike I build is very much mine until the customer takes delivery of it, but seeing their pleasure on handover is a big part of why I love my job.'

Powered by a 1237cc 76 degree V4 Honda engine producing 173bhp, 129Nm of torque and featuring a Unicam system, coupled phase-shift crankshaft, slipper clutch and throttle by wire, the Iron Horse accelerates to 60mph in 3 seconds and has a top speed of 170mph. A carbon fibre fuel tank, sat between the main rails of the fuel tank and carbon bodywork are fitted to the Ace, being the 21st century 'black' to echo the black enamel of the 1920's bikes. The carbon fibre is echoed in the hand trimmed single seat with a matching directional weave, running at the same angle to the tank. It is this scrupulous attention to detail that sets Ariel aside from other manufacturers.

The Iron Horse is fitted with the unique Ariel girder forks, also polished, and a specifically built Ohlins TTX damper providing individual compression and rebound adjustment together with spring preload. With a nod to the girder forks found on the 1920's Black Ariels, the advanced design give less stiction and flex than telescopic forks giving better road feel and sensitivity. Eccentric bearings are used to tune the head angle from 21.8 to 28.4 degrees dependant on customer use. The Pro Link rear suspension is via another Ohlins damper/spring unit operating on the single sided aluminium swing arm shaft drive assembly, again with compression, rebound and preload adjustment.

The alloy wheels are mirror polished also and fitted with Dunlop tyres. 'We could polish everything on the bike,' said Tom Siebert, 'but where we start and stop is entirely up to the customer. This is just an example of what we can do.' A chrome carrier is fitted behind the seat, which can be replaced by an additional dual seat, with polished aluminium handlebars and end weights of different heights to suit each customer. Adjustable footrests, adjustable brake and gear lever, titanium heel guards and mounting brackets, full LED lighting throughout, LCD instrumentation, coupled brakes, 6 piston front callipers, ABS and traction control complete the features of the Ace Iron Horse. Although made in ultra-low volume the Ace is still very much the 'Modern Motorcycle'.

FCM 80

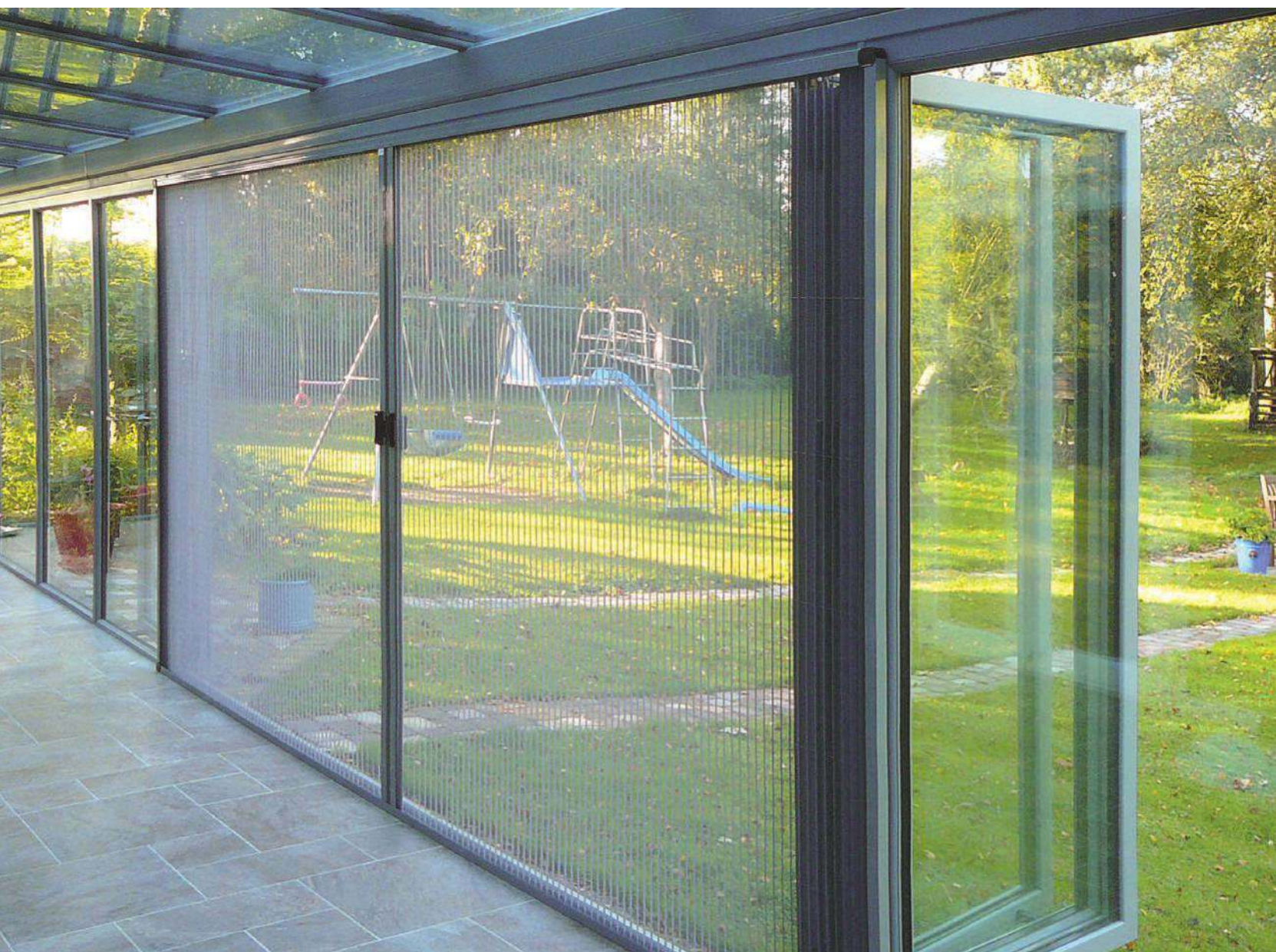
We do hope to have hit 2020 running by the time you get this Issue dropping into your inbox. There is a lot of interest surrounding Mick Schumacher and we do plan to have several stories about his career. Meanwhile, James Bond stories are coming thick and fast See you then.



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