

**free
car
mag**

**Get the
Look...**

Fuzz & Tim

**Save the
World...**

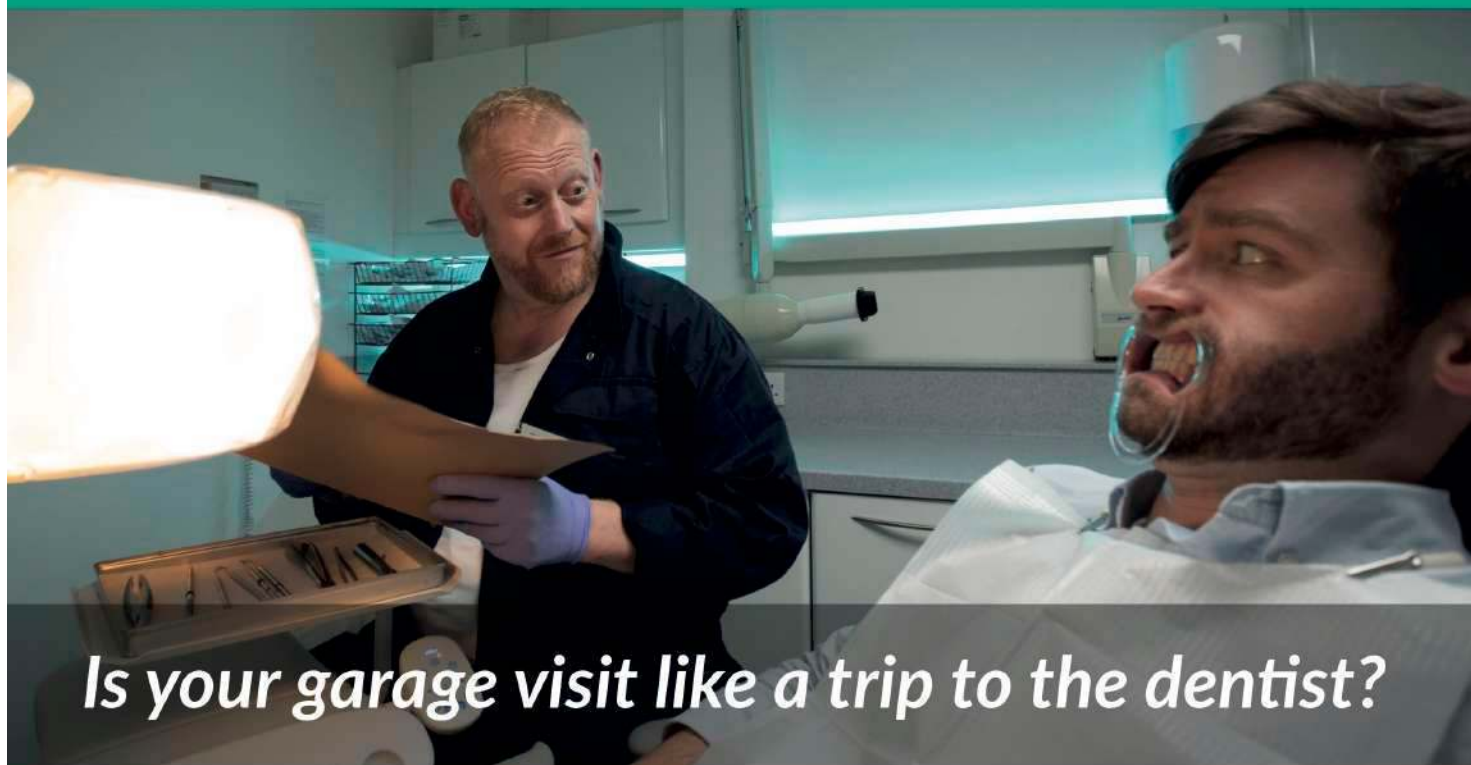


**...one classic at a
time in Car S.O.S.**



More quality car TV as we take in
the brand new Motor Trend TV show
Petrolhead Planet

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freetorial

Car S.O.S. That's one of our favourite classic car telly shows and for the third time, we got to bother the presenters Fuzz and Tim with some questions. Actually it was a lot more than that, it all got a bit deep. To the extent that they set a very workable agenda to solve all the world's worst problems. Indeed, we can all make the world a better place by driving a classic car.

As well as Car S.O.S. and a lifetime's ambition achieved by getting a Hillman Imp on the cover, there is a lot of supercar content. From a neglected Ferrari, why on earth would you do that? to a Canadian who bought a Porsche 911 Turbo in 1976 and then piled on the miles over the decades so that he had the most possible fun. What a hero.

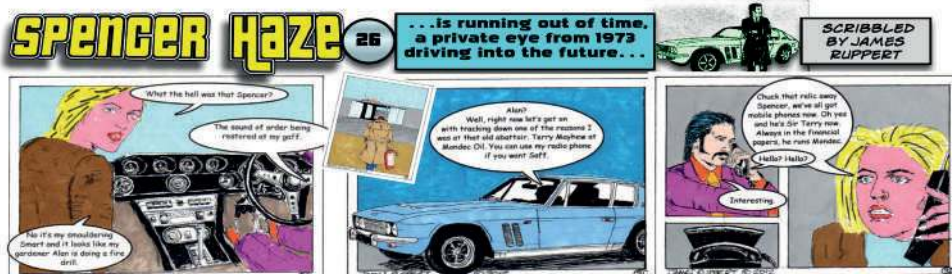
If that gets you all fired up to own a supercar, Kiran Parmar gives you the lowdown on actually driving one. Just so you know, it is far cheaper than buying one.

See you next time.

The Car S.O.S. 'Boy' band reunion with Fuzz, Tim, Free Car Mag Editor and Ross Kemp.



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Ferraris can be downright dysfunctional, but are always exhilarating, involving and fun.



FERRARI REMEMBERS ITS FOUNDER

Enzo Ferrari was born on 18 February 1898. The company remembered him on this special day with three images comparing the Maranello factories past and present. Each photo represents the link between his entrepreneurial vision and its realisation in the Ferrari of then and now. The brilliant picture above, portrays Enzo Ferrari in 1964 with the 250 GT Berlinetta Lusso and the 330 GT 2+2, models that represented the pinnacle of design and performance at the time. Along with these two masterpieces of automotive history are contemporary cars, the Ferrari Portofino and the GTC4Lusso, reinterpretations of this unchanging quest for excellence. Obviously there is a hashtag #RememberingEnzo It is never too late to share a photograph or a memory of the great man and his motors.

Spotted
on a
billboard

NEW PEUGEOT e-208
FULL ELECTRIC



NOVAK DJOKOVIC FRONTS "MOVE TO ELECTRIC"

Through this campaign, Novak Djokovic is sending out a strong message: at the age of 7, he knew that his future would not be dull. It is easy to then draw a parallel between his story and that of PEUGEOT, whose promise is to offer an exciting and reassuring vision of the future #UNBORINGTHEFUTURE By taking part in this campaign and wearing an "Electric" patch on his jersey sleeve, the world's No. 2 in the ATP rankings is highlighting his awareness of environmental protection and is endorsing PEUGEOT's electrification strategy.



VINNIE JONES SHOWCASES SSANGYONG KORANDO

Set in an industrial warehouse environment, Vinnie talks his way around the new car, pointing out the fundamentals - lights, wheels, windows - all whilst wearing his favourite fluffy slippers. In this straight-to-the-point tour of the new vehicle, Vinnie concludes that the car is 'big, fancy' and has 'got a weird name... but for £19,995, who's bothered?'.



To cut through the regular clutter and create an advert that speaks directly to consumers, Kindred called on straight-talking hard man Vinnie Jones, allowing Vinnie to use his signature no-nonsense style to showcase the features of the new Korando in a stripped back and impactful 30 second spot. Steve Gray, Marketing & Communications Director at SsangYong said; "As a challenger brand we need to produce messaging and content that has proper cut through with our audience. We were looking for a creative campaign that talks to the consumer in a credible, honest and authentic way. Our brand is not fashion driven, corporate or flashy - it's grounded and different, hence the straight-talking approach. We are delighted with our biggest campaign yet." To view the film please see: <https://www.youtube.com/watch?v=N5q0zWfmFSE>



LEWIS HAMILTON IS LAUREUS SPORTSMAN 2020

Lewis Hamilton and Lionel Messi were declared joint winners of the 2020 Laureus World Sportsman of the Year Award. "Wow, this is such an incredible honour," said Lewis upon receiving the award. "I grew up in a sport that has really given my life meaning and I'm so grateful for what it's provided me. But I've also grown up in a sport that has very little to no diversity. That's an issue that we're continuously facing, and I think it's all of our responsibility to use our platform for that, to keep pushing for gender equality, for inclusivity and making sure that we are engaging and trying to represent where the world is today."

"I want to say a big, big thank you to Mercedes-Benz who have always been such a huge supporter. They signed me when I was 13 and I'm so grateful for them for giving a young thirteen-year-old the opportunity to live his dream. I also want to acknowledge Laureus for all the incredible work they do around the world and for changing people's lives and for giving people hope – please continue to do so. Thank you very much!"



AUDI AND MAISIE WILLIAMS

Williams takes the wheel of the all-new Audi e-tron Sportback to help kick off a global brand campaign about Audi's long-term ambition to shape a new era of sustainable mobility. In the ad, Williams gets behind the wheel of her Audi e-tron Sportback and finds herself stuck at an intersection, which represents a crossroads of today's preconceptions and old notions of consumption, success, and status. Williams chooses to reverse course and leave it all behind, breaking into the familiar lyrics of "Let It Go" as she drives towards a more sustainable future. Which is nice.



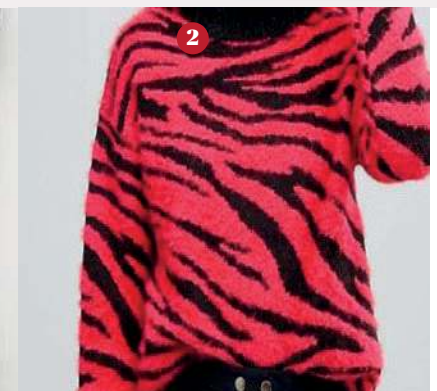
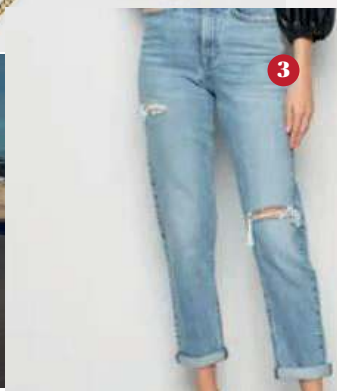
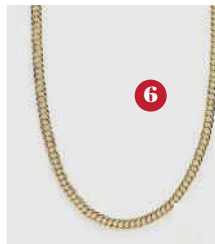
Get the look

MAISIE WILLIAMS AND AUDI CONTINUED

Along the way, fellow drivers, pedestrians, and others join in, representing the brand's efforts to usher in a new era of sustainable mobility. The journey is a metaphor for how the decision to make more sustainable choices takes all of us doing our part. Recorded by Williams at the acclaimed Abbey Road Studios in London, the reinterpretation of "Let It Go" lends a strong storytelling element to the ad. "Creating a sustainable, liveable future for generations to come is the world's most important challenge. I'm proud to share Audi's vision for sustainable mobility in this global brand campaign," said Williams. Far more importantly, can we get her relaxed, street style easily?

Maisie Williams

- 1 Audi e-tron Sportback £79,185
- 2 Jumper - Asos £13.50
- 3 Jeans - New look £28.99
- 4 Bag - Debenhams £35.00
- 5 Boots - DorothyPerkins £21.00
- 6 Chain - Asos £18.00
- 7 St Christopher- Asos £5.00



Car S.O.S.

THURSDAY
12TH
MARCH
8PM



Fuzz & Tim Save the World

Car S.O.S airs on National Geographic at 8pm on Thursday 12th March and Free Car Mag asked all the important questions and we got more than we bargained for. Basically a full on domestic spat between our two favourite motoring presenters. It was emotional.



Free Car Mag: Fuzz, Tim, tell us about the new Car SOS show...

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

Fuzz: We have ten cars dating from the 1920s to the 1990s, a really good spread of cars from the UK and all around the world. We have broadened our horizons a little bit by going even further back in time than we have done before.

Tim: Personally speaking we have my personal selection over the whole series this is the strongest set of cars for anyone who is particularly a fan of 80s and '90s cars. Can we give away the cars?

Fuzz: I think you probably have already.

Tim: Yes, one of my favourite cars of all time the Porsche 356 to start the series which has to be one of the prettiest cars ever to grace the roads of the planet.

Fuzz: Yes one of the prettiest VW Beetles ever made...

Free Car Mag: There is a Hillman Imp?

Fuzz: I absolutely love Hillman Imps. I would rather have one than a Porsche 356. We took one and updated it for the modern world. I had one several years ago and added fuel injection. So brought some of that to this one to make it like a modern car that would start and run. Upgraded the brakes and so on. However it still looked like an ordinary Imp on the outside. Imps always had a chequered history but they are part of British Motoring history. Not a well-known car, but pleased that we could get it into the show.

Tim: We have been slightly controversial, in that we took a Lotus Esprit S1 and we found a guy who has invented a way for all classic cars to have a digital dashboard. Reversing camera and all mod cons, but it looks like all the standard clocks. So we have lots of interesting twists in this series. Lots of people in this country like to keep a classic standard and that's the difference between me and Fuzz. I like modernising them retaining the level of drive but upping the safety.

Fuzz: I like the old stuff that does not work. That 's what people used to do on a Saturday morning, Fix the bits that have stopped working. You buy a classic car and then learn to fix it, this is entertainment. It is fulfilling.

Tim: Yes, buy a classic car and live longer. Restomodding is something that I am personally recommending.

Free Car Mag: Is that the secret of SOS, in that you don't see eye to eye on everything?

Tim: For Fuzz growing up was vintage cars and busses, for me growing up it was high performance cars. We get on very well because there is an over arching love for classic cars, we do though have many disagreements over what should be done to the cars, on camera and off camera. I think if something does not work then we should modernise it, which is a very American approach.

Fuzz: These companies are just trying to get a foothold really.

Tim: In a market that is growing.



Fuzz: So if you bought an Austin 12 from 1930 what are you going to do with it?

Tim: Slam it, put some alloys on it... no I'm not. Actually I drove my first vintage car the other day. Fuzz made me do it, I'll always go and drive an Evo and dodge a vintage. So I drove an Austin 7. Can I say that?

Fuzz: Well you have now. And you loved it.

Tim: Yes once you get over the embarrassment that I will look an idiot and rip into the gearbox and get Fuzz telling me where I am going wrong...

Fuzz: Honestly the tunes coming out of that gearbox were incredible. It was crying...

Tim: The point is that I can now drive a vintage car and it took me an hour to do it. It has been a very emotional journey this series.

Free Car Mag: So the point of Cars SOS is using classic cars?

Fuzz: The case has never been stronger for driving an older car. They have only been manufactured once, so the older the car, the greener it is. So a 1920s Austin 7 is way greener than anything, which has been made in the last 20 years.

Tim: The reward you get from rebuilding a car as a guy or a girl, with little experience or great experience, unless you have done it you will never really understand it. For me recommending people to take on a project is a life changing experience. I don't think for my children there is going to be much inclination to want to rebuild a Tesla. That is something that you

could never do in your own garage with your own hands.

Fuzz: I disagree, I think people will because, even 20 years ago you would have thought that no one would want to rebuild a Mitsubishi Evo, or something like that...because it is too difficult.

Tim: Yes but they are doing that. But they are struggling with the OBD readers especially with a 2008-9 car. A classic car made up to 2000 is still something that you can do in your garage and as I said get a lot of personal satisfaction from. Essentially classic cars are marriage savers.

Fuzz: How did you work that one out?

Tim: Because they are, it doesn't matter what marriage you are in you want to escape sometimes. With a car you go outside, fix something and then come in a much better mood.

Fuzz: Hold on, you got divorced, I got divorced.

Tim: The only reason that you and I are in good relationships now is that we take our moods outside to fix cars. You are a moody old git and so am I. (There is now a full-scale argument between Tim and Fuzz as they mention their respective partners and much else besides....) For me it is therapy.

Fuzz: Absolute rubbish.

Tim: If you want a long prosperous life and marriage, get yourself a classic car and then do it up.

Fuzz: I think we should stop now.



Free Car Mag: What are your views on the ban on sale of petrol, diesel and hybrid cars? Will this make any difference to how classic cars are used and enjoyed?

Fuzz: I don't think petrol and diesel vehicles will disappear, people will still want to hear and experience like steam engines. Horses haven't disappeared and neither will the internal combustion engine. There won't be as many of them. There will be loads of petrol though, more to go around.

Tim: My opinion is on the electric car thing is that we are getting it completely and utterly wrong. My background is product design so I am always looking to solve problems. The motor industry is trying to get us to scrap our old cars and buy new electric ones. The thing is we are actually scrapping a seat, a gearbox, wheels and everything else...there is nothing wrong with those parts. The only thing wrong might be the engine, so keep the cars on the road...because the green taxes have all been paid. So why not just replace the engine with an electric motor that bolts onto the bell housing, everything else stays exactly the same. Batteries go where the fuel goes and we should be driving in a specialist centre in our old Golf and they simply replace the parts and we continue driving.

Fuzz: Yes that's a good plan. Scrapping cars is the least green policy.

Tim: Yes Why are Volkswagen and Tesla saying buy new electric cars? Because they are going to sell more units. They are in with the governments because they are huge global companies and this is how to make money. Manufacturers are being led down the wrong path by politicians. Why are we scrapping 99% per cent of the good stuff in cars? Seats, glass, wheels? It is a con, the biggest con of the decade.

Fuzz: We just need a rethink to get out of the cycle of buying all the time.

Tim: The government should hand it over to me and Fuzz, just put us in charge. The industry wouldn't like it because we wouldn't be telling them to make new cars.

Fuzz: Buying an electric car is like turning Vegan and having all your food flown in every day from all corners of the earth by Lear Jet.

Free Car Mag: So is this the best Car SOS ever?

Tim: Great cars, great human stories and yes we have enjoyed making the series more than any other so far...

Fuzz: In fact we have enjoyed making this series so much, we are still making it...

Don't worry it will all be finished and on National Geographic in time for Thursday March 12th at 8pm. See you there.



Forgotten Ferrari Reborn

What sort of person forgets to use their F355?

Never mind, because the H.R. Owen Ferrari Service Centre has undertaken one of its most ambitious projects yet. Following more than 12 years neglected in storage in Macau, this supercar required a recommissioning of its engine, gearbox, suspension and much more. Pictures by Thomas Howarth



WWW.HROWEN.CO.UK

The H.R. Owen Ferrari Service Centre in West London is Europe's largest Ferrari Technical Centre and carries full Ferrari Classiche statusService Centre,



H.R. Owen Ferrari has just completed one its most challenging projects yet: the full mechanical recommissioning of a 'barnfind' Ferrari F355. Found by its current owner in Macau covered by a sheet and left standing for over 12 years, the H.R. Owen Ferrari team was tasked with getting it running in perfect order once more.

H.R. Owen Ferrari's customer found the car while hunting for a Ferrari 512 TR. Having found a great example, he noticed the F355 hidden next to it, and pulled off the sheet to reveal a rare Verde Silverstone finish. Additionally, this particular F355 comes fitted the sought-after gated manual gearbox and carbon-fibre racing bucket seats – another option not often ticked on the order sheet. Further research revealed this F355 was first registered in Macau in July 1995.

The H.R. Owen Ferrari London Service team were specifically recommended to the customer by a fellow Ferrari enthusiast, and the car was shipped to London for work to begin. Having covered each one of the 10,000km showing on its odometer before 2007, the F355 was now in need of some serious mechanical work. Rodents had chewed through key wiring components, lubricants had long since dried up, while natural corrosion and general wear-and-tear had played havoc with all the major mechanical functions.

Following a lengthy and meticulous analysis of the car's condition, the H.R. Owen Ferrari London team began the process of recommissioning the car in late 2019.

Now back to fully perfect running condition, the F355's engine was removed, disassembled, deep-cleaned and had a number of its key parts replaced, including faulty pumps. The gearbox had its clutch replaced and the flywheel was totally overhauled. Elsewhere, the fuel tank and fuel lines were drained, a new catalyst system was installed in the exhaust, two catalytic control units were replaced and fresh fuel was circulated around the system. With the addition of a new battery, a number of new fuses and a whole host of other mechanical tweaks, the F355 was finally fired up for the first time in well over a decade.

The work also included the replacement of the whole air-conditioning system, an entirely new set of wheels and tyres, new brakes and brake

discs all-round and the suspension received fresh shock absorbers on all four corners.

The next phase of the recommission will see the vehicle undergo bodywork restoration in the form of a full paint respray of the F355's exceptionally rare colour scheme. Following completion of the project, the owner will be submitting the car for Ferrari Classiche certification at H.R. Owen Ferrari.

Built by Ferrari between 1994 and 1999, the F355 is one model in the long and distinguished lineage of Ferrari's mid-engined berlinettas. Powered by a 3.5L V8 engine with 375 hp, the F355 could sprint from 0-62 mph in 4.7 seconds and 0-100 mph in 10.8 seconds, with a top speed of 183 mph. During the late 1990s, the F355 was the most popular Ferrari to-date, with over 11,000 being sold.



911 For Life

If you owned one of the best supercars in the world,
why on earth wouldn't you drive it all the time?

Text first published in the Porsche customer magazine Christophorus,
No. 382 Text by Burt S. Levy // Photos by Rennfilms



Bill MacEachern has had a singularly long-lived love affair with his Porsche. He has driven it more than a million kilometers—a distance that would take him to the Moon three times.

“I grew up with American muscle cars,” says MacEachern, a lanky Scots Canadian from Toronto. “In my younger days I had an Oldsmobile 4-4-2. It was fine for drive-ins and stoplight drags but handled like a milk truck.” He still laughs at the thought and immediately proceeds to describe his astonishment on test-driving a Porsche for the first time in 1970—a red 911 T. “I couldn’t believe how agile, well constructed, and poised the car was. And comfortable, too, despite the compact dimensions and impressive performance.”

“In 1972 I saw a Porsche 917/10 for the first time at a Can-Am race. Turbocharging was the new way to go—it seemed like rocket science at the time.” When a few years later Porsche offered the 911-based 930 Turbo street machine for sale in Canada, MacEachern decided he just had to have one. The dealer initially tried to dissuade him. He told him the 930 was dauntingly powerful, and asked whether he might be happier with another model. Not on your life. MacEachern was in love.

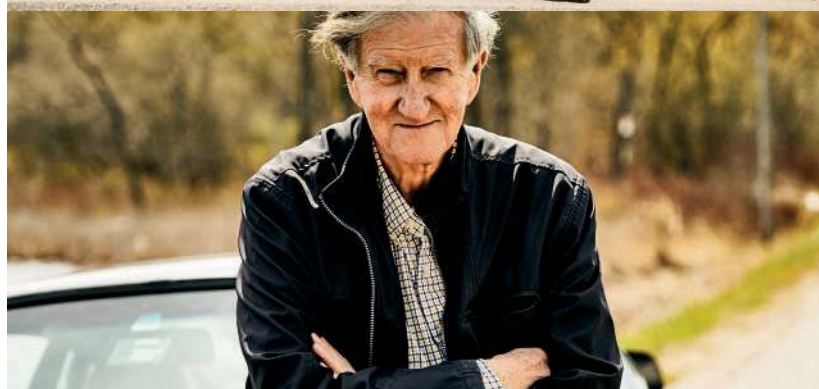
He orders the 911 Turbo—in deep Midnight Blue with a cork leather interior, a sport driver’s seat, and a limited-slip differential. The car is flown in from Germany in May of 1976. Its serial number marks it as the 350th 930 built. MacEachern spots the Porsche for the first time through a chain-link fence at the airport. His heart sinks: “It looked like the wrong color.” But no, there hadn’t been a mistake with the order. “The car was just covered with a layer of dust.”

6,245 kilometers “My first major road trip took me across Ontario and Quebec to a Trans-Am race in Trois Rivières,” MacEachern recalls. It turns out to be a fantastic weekend for a diehard Porsche enthusiast. George Follmer wins in a Porsche 934, followed by Al Holbert in the same model. MacEachern is fascinated.

641,312 kilometers A fan pulley breaks while traveling south through Oregon on another trip to Monterey. “There was no way to get a replacement part fast enough,” says MacEachern. “But I managed to find a shop that could weld it.” And he made it to the races on time.

850,000 kilometers An SUV turns right and hits the Porsche. The impact dents the wing and damages an axle shaft and a suspension arm. While MacEachern and the red-faced SUV driver examine the bruised vintage car, a flatbed trailer with a Volkswagen logo rumbles past. “Who’s that?” asks MacEachern. “Oh, that’s Eric. He owns a Volkswagen shop in town,” is the response. In short order the 911 is at the shop and back in shape in time for MacEachern to drive straight through—over thirty hours!—and arrive in Monterey as planned for the races.

1,253,584 kilometers The odometer currently shows around 779,000 miles (1,253,584 kilometers). “The 930 was just such an amazing watershed machine. Porsche Turbos have set new standards of excellence as both racing machines and high-performance road machines. And they’re still a one-of-a-kind thrill to own and drive today.”



Forbidden Planet?

nah, just add petrol...





PETROLHEAD PLANET will be available from Friday 6th March exclusively on MotorTrend www.motortrendondemand.com/freetrialuk/

Jethro Bovingdon, is on a mission to pair the greatest roads and destinations with some of the most iconic cars, for anyone with a trace of petrol in their veins, in MotorTrend's brand new three-part series, PETROLHEAD PLANET.

In each episode of this automotive travel show, Jethro, who is co-hosting the new season of Top Gear America, will show motoring enthusiasts where to go, why to go there, and which car to take for each breath-taking and unique location. And he's not talking any old car either, but the crème de la crème of iconic performance cars from the '80s, '90s and '00s – think Porsche 911 GT3 RS 4.0, McLaren P1.

In the first episode, Jethro heads to the Scottish Highlands in what might be the ultimate Porsche, a 911 GT3 RS 4.0. This motorsport-inspired 911 doesn't disappoint, but what about the epic, desolate roads of northern Scotland that make up the North Coast 500? On this trip Jethro encounters the best and worst of the British weather, but on the day the sun shines he's joined by the iconic Carrera GT supercar, to help him answer whether the 911 GT3 RS 4.0 is the greatest Porsche of all time.

It's then off to the French Riviera and the stunning mountains above the Mediterranean coast. Starting the episode on a famed rally stage close to Monaco where he meets the first BMW M3, Jethro's route then takes him higher into the Alps, to the Route Napoleon and along the Gorges du Verdon, but can the 30-year old icon still cut it? Special guest, rally and Dakar legend Ari Vatanen, is out to convince him it can but it seems Jethro only has eyes for the E46-generation M3 CSL, which he has a rendezvous with on top of the lunar landscape of Mont Ventoux.

Jethro's final journey sees him spends five days with the McLaren P1 crossing the Spanish Pyrenees to find out if the likes of the McLaren P1, Porsche 918 and LaFerrari been left behind as car manufacturers promise all-electric 2000bhp hypercars? Starting on the edge of the Mediterranean in beautiful Barcelona, Jethro then heads up into the mountains that separate Spain from its French neighbour. It's an epic trip, one that ends a thousand miles away in Bilbao, but not before he's spent a day on track with the P1 – and been forced to go paragliding by the crew.

With a mix of epic landscapes, in-depth car reviews and useful how-to guides, PETROLHEAD PLANET will have you packing your passport in no time. Make sure you watch and report back to Free Car Mag.





The lessons learned from HumanDrive will help inform future AD systems.

Today, the new Nissan JUKE, LEAF, Qashqai and X-Trail models are all available with ProPILOT, a Nissan Intelligent Mobility technology and enhances a driver's control by assisting with steering, acceleration and braking. By liberating drivers from some of the more mundane elements of motoring, ProPILOT helps to reduce fatigue and stress, whilst improving safety and enhancing control and confidence. The then Future of Transport Minister, George Freeman said: "The UK is fast becoming a leader in intelligent and automated vehicle and traffic management technology, a huge global sector set to create thousands of jobs."

"Our Future of Mobility: Urban Strategy is supporting transport innovation for cleaner, greener and smarter transport, and Nissan's successful HumanDrive project is an exciting example of how the next phase of the UK's transport revolution could look."

rd wants

A Grand Drive Out and About

A 230 mile autonomous journey across the UK

The project, HumanDrive, is jointly funded by UK government through the Centre for Connected and Autonomous Vehicles (CCAV) and Innovate UK, and nine other consortium partners. The joint funding package for the project totalled £13.5m.

This research project has successfully completed two trials, a 230-mile self-navigated journey on UK roads – 'Grand Drive' – using advanced positioning technology and also a test track based activity which explored human-like driving using machine learning to enhance the user experience.

Test vehicles included Nissan LEAFs, featuring GPS, radar, LIDAR and camera technologies that build up a perception of the world around it. Using that perceived world, the system can make decisions about how to navigate roads and obstacles it encounters on a journey.

The first element of the project was the 'Grand Drive' from Cranfield, Bedfordshire, to Sunderland. The achievement was the culmination of

30 months' work by the HumanDrive consortium - a team led by Nissan engineers in the UK, working in partnership with consortium members.

One of the key aspects of the project was to develop an advanced, autonomous vehicle control system. Ensuring that future advanced autonomous drive systems create a comfortable and familiar experience for customers is important as we move towards a more connected and autonomous future.

The 230 mile journey saw the lessons learned put into practice in a range of driving scenarios to negotiate country lanes with no or minimal road markings, junctions, roundabouts and motorways. The autonomous technology activated along the route to change lanes, merge and stop and start when necessary.

The Grand Drive was achieved as the UK-based consortium members worked together to investigate how autonomous driving can emulate a natural, human-like driving style.

Making robots drive like humans?



Have your say  @freecarmag1

BENTLEY EXP 100 GT



A vision of the future which will be sustainable luxury and inevitably electric...

Bentley has collaborated with the finest British companies committed to producing the finest, hand crafted goods.

Among them is a unique partnership with Gainsborough, a company that has been producing some of the world's finest interior furnishing fabrics since 1903, designed, dyed, warped and woven with care and integrity. Based in Sudbury, Suffolk – a centre of silk weaving since the 19th century – the company has a royal warrant of appointment to Her Majesty The Queen.

Gainsborough cotton damask textile is sustainable, renewable and biodegradable, making it an excellent choice as an environmentally friendly fibre in the EXP 100 GT. This unique and beautiful damask has been jointly created by Bentley and Gainsborough, using a sustainable dying process that strives to achieve zero discharge of chemicals into the environment.

Bentley teamed up with London's premier embroidery house to create a crafted art installation on the textile. Hand & Lock has more than 250 years of experience, providing their services to the Royal Family, top European design houses, the Royal Armed Forces and Savile Row tailors. The company is committed to sharing embroidery know how and inspiring the next generation of embroiderers.

Italian company Vegea is the future of luxury eco-materials and uses a bi-product of the wine-making process to create a fully vegetal raw material consisting of grape skins, seeds and stalks that remain after crushing grapes.

Using a traditional Wilton loom, Grosvenor Wilton's luxury floorcoverings in the EXP 100 GT are woven with precision and skill in the finest sustainable wool from rare breed sheep. Grosvenor Wilton is one of England's oldest

carpet manufacturers, founded in Kidderminster in 1790, it has a legacy of quality and innovation. The yarn selected for Bentley is all-British Farmed Wool, spun in Britain, dyed in Yorkshire and woven in Worcestershire.

Cumbria Crystal is the last producer of completely hand-blown and hand-cut, lead, luxury English crystal. Using only traditional methods, a team of just 22 highly skilled artisans use techniques that have barely changed since Roman times. Even the exterior paint of the EXP 100 GT is produced from a process that uses rice hush ask – a bi-product from the rice industry. The Coldstream pigment featured on the Grand Tourer is synthetically manufactured and reduces rice husk landfill waste, due to the bi-product's lack of biodegradability. The resulting paintwork shows a beautiful spectrum of autumn colours.

Bentley's love of authentic materials – a long-established tradition in the company's luxurious cars – continues via a unique partnership with the charity, the Fenland Black Oak Project.

Around 5,000 years ago, an ancient high forest once stood inside the Fenland Basin in England's East Anglia region. Over time and due to a rise in sea level, these spectacular oak trees fell into the silt of the flooded forest where they have been preserved ever since in the peat.

This black 'treasure' lay undiscovered until 2012 when experts found a 13-metre long giant log from that forest. Milled and dried, the wood has an aesthetic naturally occurring open grain, knots and cracks that make it perfect material to infuse with metals such as recycled copper – adding stability to an otherwise 'flawed' piece of wood.

The sum total of all this craftsmanship is something that is rather beautiful. Hope Free Car Mag can have a drive of an EXP 100X GT eventually.

For more of the latest news and press releases go to freecarmag.com

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Peugeot 205 GTI enthusiast and author Matthew Corrigan tells the inside story of one of the most successful cars of the 1980s and 1990s, the Peugeot 205, focusing particularly on the GTI 'hot hatch' versions. Launched in 1983, the Peugeot 205 entered a highly competitive market, with cars such as the Renault 5, VW Polo, Ford Fiesta, Opel Corsa, Austin Metro and Fiat Uno setting high standards. The Peugeot 205 pushed quickly to the front of the pack. This book covers the engineering and design features that made the 205 so special. Soon the first GTI version was produced with an eager free-revving 1600 engine. In 1986 a 1900 version was introduced. The rally versions for Peugeot Talbot Sport and the CTI Cabriolet and special editions are also covered.

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The Life is predicted to be the most popular trim for the new Golf in the UK, and is equipped with 16-inch 'Norfolk' alloy wheels and automatic LED headlights. Rain-sensing wipers, front and rear parking sensors, electrically heated and adjustable door mirrors with memory feature, and keyless start add to the convenience of the model, while keyless entry is available as a £400 option. Attractive 10-colour ambient lighting allows the driver to personalise the ambience of their Golf, complementing the 'Nature Cross' decorative inserts. Both front seats have height and lumbar adjustment, with high-quality 'Maze' cloth upholstery front and back.

These Golfs feature Car2X technology. This facilitates wireless communication between the new Golf and other Car2X-equipped vehicles on the road, as well as 'street furniture', to pre-empt hazards on the road. That only scratches the specification surface...





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The 500 and Panda will be available with a new petrol mild hybrid engine that combines the latest 3-cylinder FireFly 1.0-litre engine with a 12-volt Belt-integrated Starter Generator (BSG) electric motor and a lithium battery that delivers 70hp (51kW). The BSG system also ensures a very high standard of driving comfort thanks to the BSG system, allowing for a quiet, vibration-free restart of the internal combustion engine in Stop&Start mode. Fuel economy for the 500 stands at 53.3mpg (WLTP Combined), while the Panda returns 49.6mpg (WLTP Combined). The special series can be recognised by the 'Hybrid' logo on the rear and the exclusive 'H' logo, formed by two dew drops, on the centre panel. The new and exclusive 'Dew Green' is rather appropriate.

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Basic Verve is equipped with remote central locking, electric windows and mirrors, a leather-trimmed steering wheel, a rear spoiler, air conditioning, a height-adjustable driver's seat and Bluetooth connectivity, including music streaming. Under the bonnet, the 2020 Mirage continues to utilise the proven 80hp 1.2-litre, three-cylinder MIVEC petrol engine but with improved economy and emissions. A five-speed manual is standard, with a CVT automatic option on Design and First Edition models.



1968



SERIES I

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Imagine a day out where you can drive five supercars, worth around £800,000 when new, on a historic, world famous racing circuit with the help of a professional racing instructor sitting next to you throughout the day? Well, in summer 2019 I was lucky enough to enjoy such a day out.

It was an amazing experience called “The Five Supercar Driving Blast at Brands Hatch” arranged by a supercar experience company. I could choose five from the following seven supercars; The Audi R8 V10, the Porsche 911 (991) Carrera 4s, the Lamborghini Gallardo V10, the Aston Martin V8 Vantage, the BMW i8, the Nissan GTR and the Ferrari California.

I choose to drive the Nissan, Audi, Porsche, Lamborghini and of course the Ferrari. With the package I had selected you get 3 laps of the Brands Hatch Indy circuit with a professional instructor sitting next to you who guides you through every corner, every gear change and encourages you to push harder and harder as your confidence increases.

So, what happens on the day? You arrive with your documents and driving licence at the appointed time and sign a few forms. Then there is 20-minute drivers briefing where the chief instructor welcomes you and shows you a diagram of the track and explains what is going to happen. An added surprise was that there are extra cars available which you could add on to your experience at extra cost. On the day they had the newer model Lamborghini Huracan, the Fast and Furious version of the Nissan GTR, an Ariel Atom, a BMW M3 and a couple of 80's hot hatches which were available to drive in addition to your five chosen Supercars. The 80's hot hatches were the Mk2 VW Golf GTi and the Peugeot 205 GTi.

When it is your turn, the pit lane assistant will supply you with a helmet that fits and will get you seated into the car and adjust the seat so you are comfortable and able to reach all the controls safely. Then all you do is listen to your instructor and enjoy the three laps in the amazing driving machine you are in. Whilst you are in the pit lane, your instructor will show you where the paddles are to change gears up and down and warn you of things to look out for, for example; the brakes in the Audi were extremely sensitive and my instructor Sarah Moore from the ‘W Series’ championship warned me of this before we took off. Another thing to bear in mind is that your instructor will take care of all the mirrors and indicators and will encourage you to overtake when it is safe to do so.

My everyday car is a 1.6 litre Mitsubishi Lancer, so this experience was an enormous step up on every single level. All the cars are ferociously quick and corner like they are superglued to the track.

The Lamborghini was certainly the loudest and most scary, the Nissan GTR I could live with every day. If I could choose two to take home with me, they would be the Audi R8 V10 and the Ferrari California. The Audi felt the most precise to drive and the Ferrari was the most enjoyable to drive as its engine made the most incredible sound.

If you fancy driving a few supercars at Mach 1 speeds on a motor racing circuit or track then definitely go ahead and book it. It will teach you a lot about circuit/ track driving. You will learn the ‘racing line’ and experience what high performance vehicles are capable of. I booked my experience via Red Letter Days, but you can book directly with a supercar experience company and there are many tracks around the country to choose from.

FCM 82

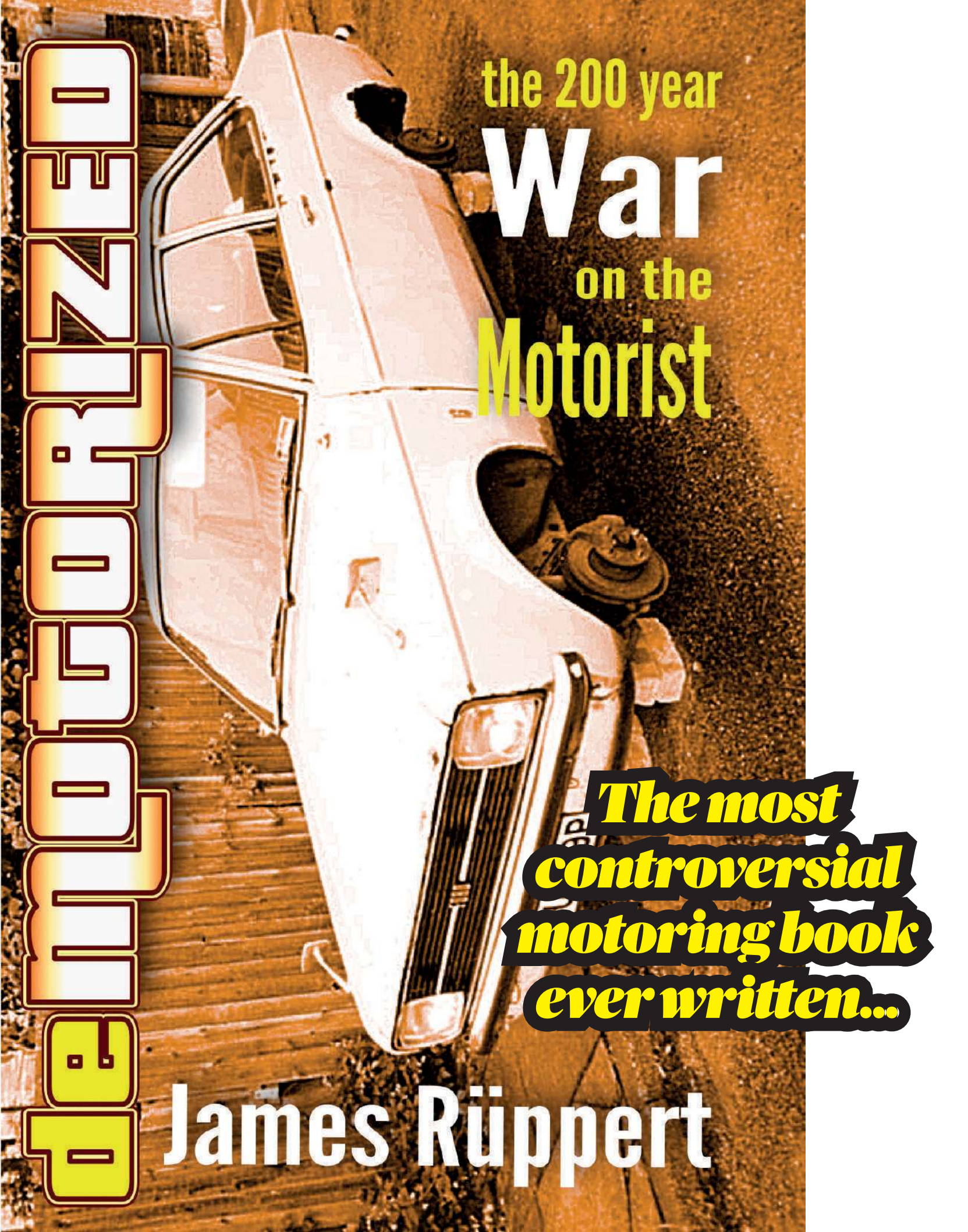
We might well have made a mistake last time going on about James Bond so we are fast forwarding to the next issue, and we will put Fernando Alonso in it driving a Toyota Yaris, because we forgot to do it in this issue. Whatever happens we look forward to seeing you next time...



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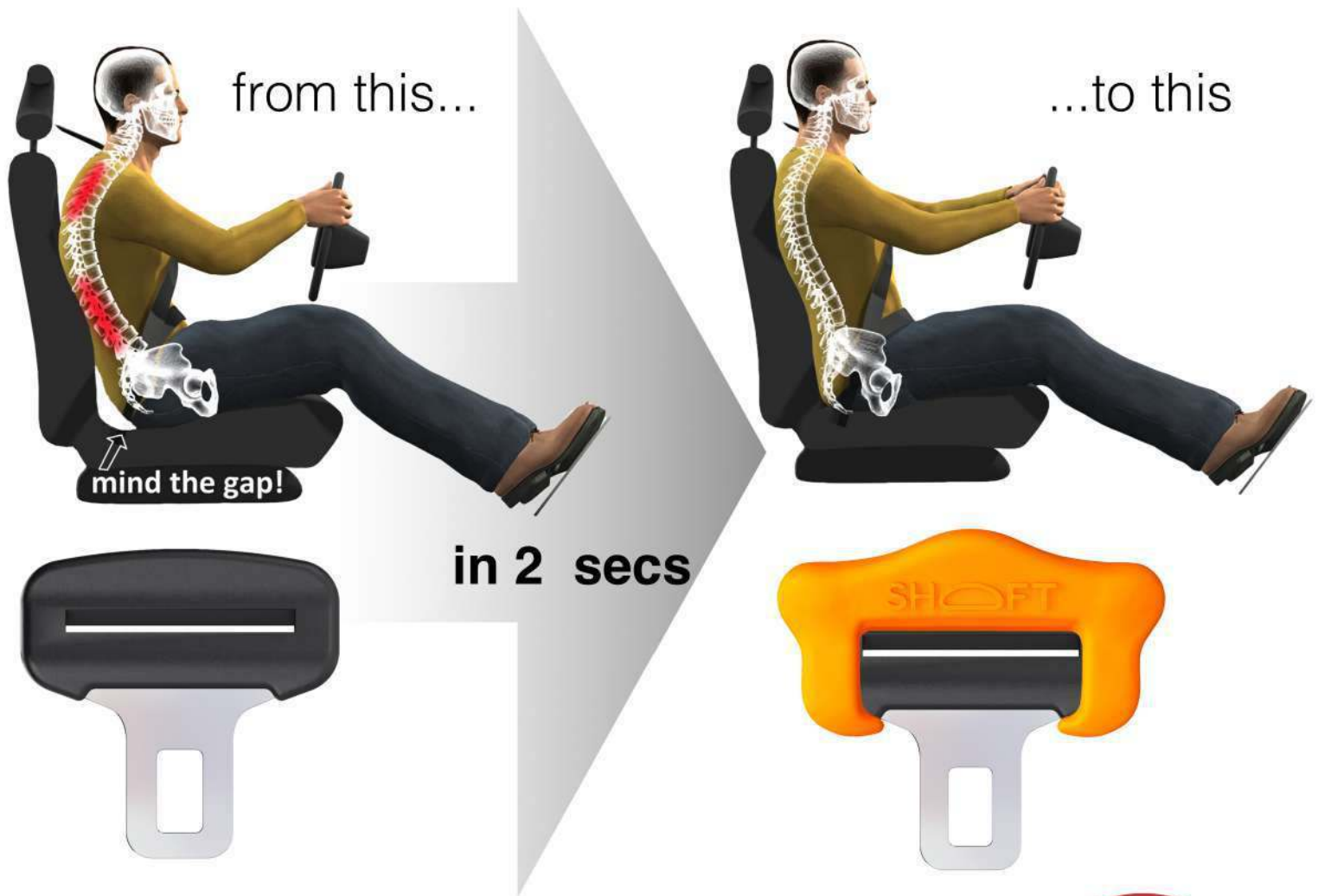
All the Motorist wants to do is finish their journey, get to work, or visit their mum. Trouble is, there's an ultra low emission zone, or a new road toll to contend with. Meanwhile, some soft headed climate extinction protesters have glued themselves to the dual carriageway. Not only that, the Motorists' car is subject to a manufacturer recall because the exhaust emissions were tested on the wrong sort of monkey. They have been Demotorized.

Motorists have been under attack from all sides ever since they proved it was possible to make your own way in the world behind the wheel of a self-propelled vehicle in 1803. Whether it is the government, international busy bodies, or someone wearing Lycra, Demotorization is their aim. Meanwhile, Toad of Toad Hall, has joined the Gilets Jaunes...



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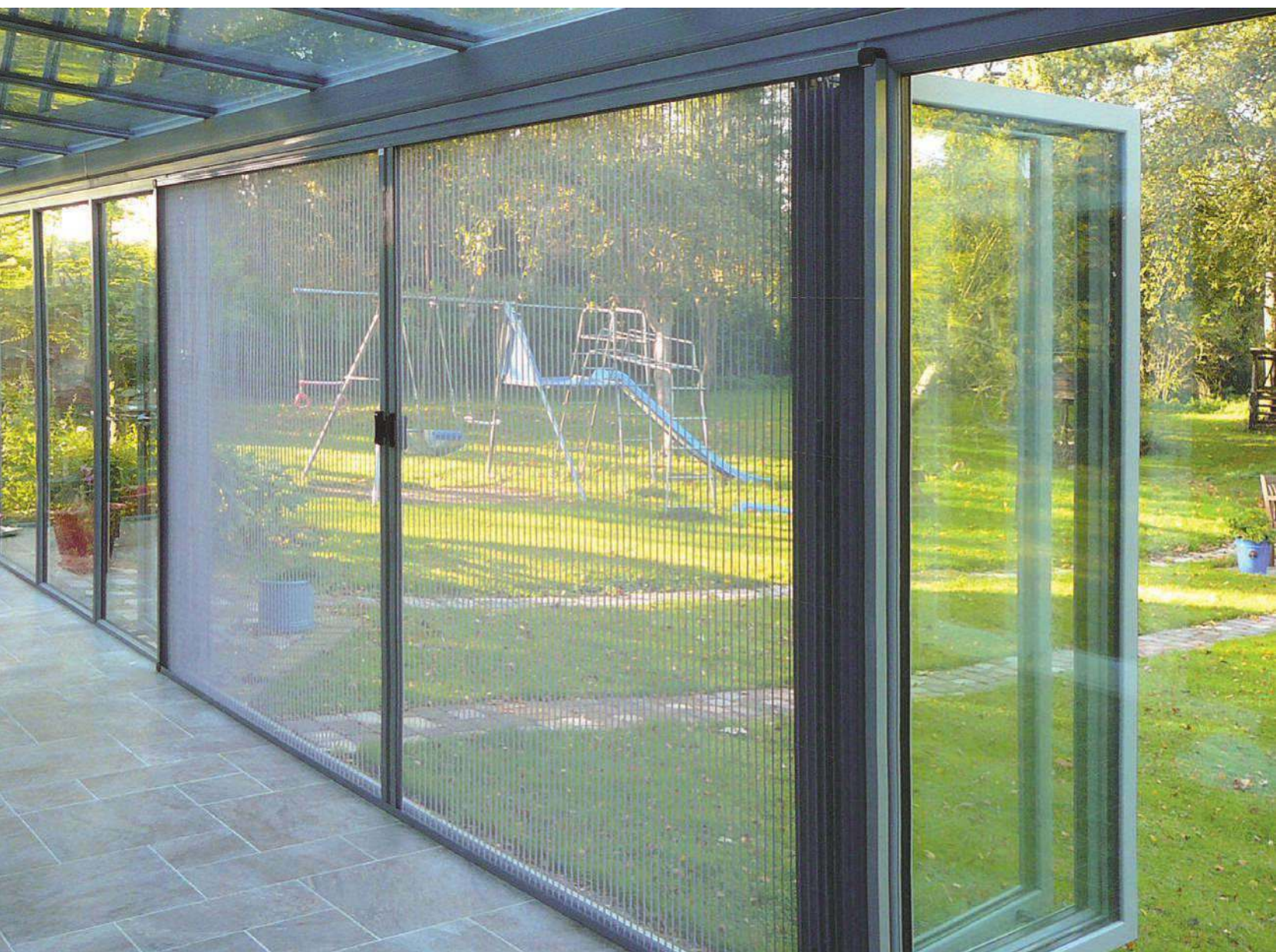


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