

**free
car
mag**

**Get the
Look**



**Happy 100th Birthday
Suzuki...**

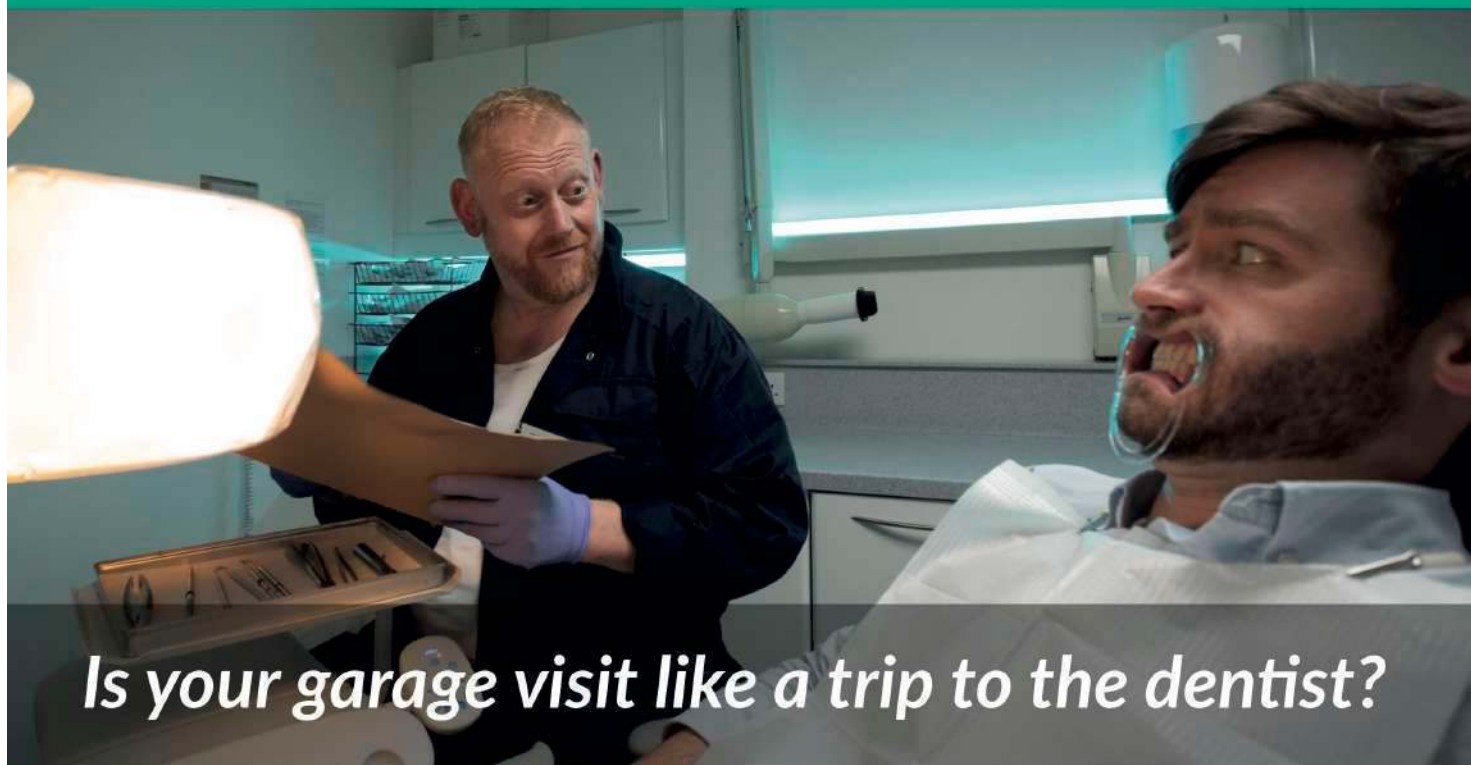


...yes that is Stirling Moss



We talk to the engineer behind
the new TV Show *Vintage Voltage*
converting classics to battery power...

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freetorial

The point of the Freetorial is to go about what's in this issue rather than the last one. Except that the last one concerned the Communist Chinese Car Industry.

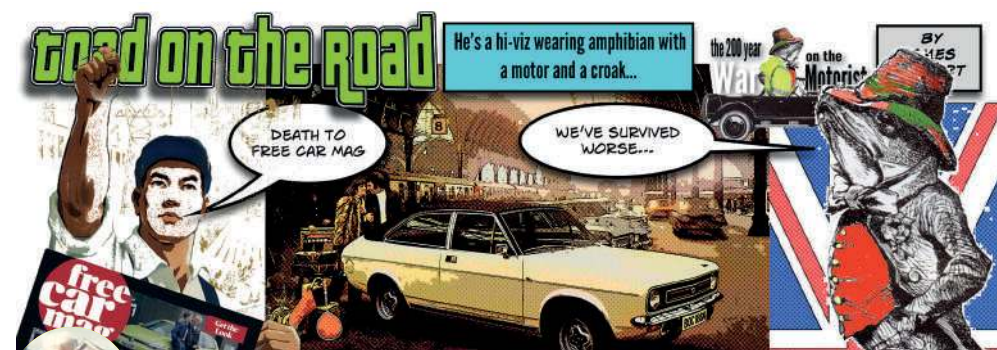
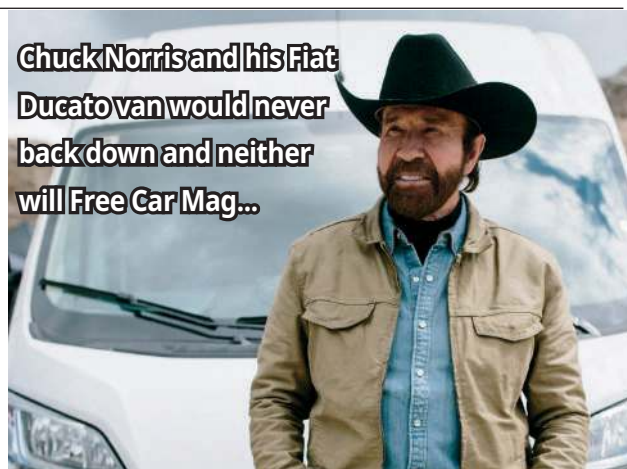
That may have brought Free Car Mag to the attention of the Chinese Communist troublemakers who decided it would be fun to attack the Free Car Mag website. They also went for our related Bangernomics interests and caused something akin to financial carnage.

Maybe we had a point about what a nasty system of government Communism is and that car manufacturers ought to reconsider their relationship with them. For us it has been difficult but not nearly as difficult for the poor residents of Hong Kong, or Tibet.

Meanwhile, Free Car and Bangernomics Mag are not going anywhere at all. We very much appreciate you taking the time to read and respond to what we do.

See you next time.

Chuck Norris and his Fiat Ducato van would never back down and neither will Free Car Mag...



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Hilux has a new 2.8-litre powertrain plus revised suspension + world-class quality, durability and reliability.

NEW 2020 TOYOTA HILUX + FERNANDO ALONSO

World champion driver Fernando Alonso had an early chance to experience the new Toyota Hilux, giving the latest version of the legendary pick-up a rigorous test drive during his preparations for the 2020 Dakar Rally. Alonso and co-driver Marc Coma were able to push the new model to the limit, alongside their driving duties in their rally-raid-spec Toyota Gazoo Racing Hilux. Following the test on a gravel and dirt special stage, Alonso said: "Hilux is an icon and I've always been a fan. It was good to test the new Hilux in a challenging environment and to push it to the limits. The new engine behaves well and the new suspension feels great. Even when you push it, the comfort is still there."



CARL FOGARTY + ISUZU FOR AN OFF ROAD ADVENTURE

Former motorbike racing world champion Carl Fogarty has collected the keys to his new Isuzu D-Max XTR from Walton Summit Truck Centre in Lancashire. Featuring a custom designed body kit, a sophisticated and sporty interior, performance brakes and a bespoke Pedders suspension arrangement Alex Carl Fogarty remarked: "I love anything with an engine and I live for the outdoors, so the XTR suits me down to the ground. It's got real character and stands out from a crowd, which is great in an age where cars are increasingly looking the same. Can't wait to take it off-road!"

Lexus UK
releases The Power
of Two as Seb Coe,
meets Olympic
hopeful Alex
Haydock-Wilson.



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LEXUS RELEASES NEW FILM, THE POWER OF TWO

Seb Coe, President of World Athletics, meets Olympic hopeful Alex Haydock-Wilson, revealing what happens when the wisdom of experience meets the raw potential and promise of a new generation. The 12-minute film, records their first meeting at Alex's home track and the drive they shared in a Lexus RX F Sport. The result was a remarkable conversation between two very different generations, covering a variety of topics: their inspirations, an addiction to winning, the changing definition of power, social media's influence and even Seb's first taste of grime music on the car stereo. Here are Seb's Soundbites: • 'You don't choose your sport, your sport chooses you' • On rowing: 'that's running, sitting down, going backwards' • On his father's training mantra: 'If you cannot measure it, it doesn't make a lot of sense' • On what his father told journalists was his biggest regret: '...that my son didn't win the Tour de France' • On winning: 'Winning is quite addictive and ... there is no feeling in the world like there is when you've actually won something' • On losing: 'Some of the things that I've learnt most about myself have actually been in races I've lost. My whole career was based in large part on losing the European Championships in 1978' • On the power of athletics: 'It's one of the most accessible of all our sports. It's one of the most potent social workers in all our communities..and properly used is an amazing soft power.'

Watch the film right here www.lexus.co.uk/poweroftwo



CHELSEA FC STARS MASON MOUNT + ERIN CUTHBERT

Through Hyundai's official partnership with Chelsea, two players from Chelsea FC's senior Men's and Women's squads, Mason Mount and Erin Cuthbert, were asked to swap their studs for the sales floor, as they went under full prosthetic disguise as Hyundai sales staff. Expertly guided by fellow teammates Fikayo Tomoro and Kurt Zouma from the Men's team, and Ji So-Yun and Millie Bright from the Women's, the aim was simple – to convince as many 'prospective customers' as possible to register for a test drive in the Hyundai showroom... without being recognised. However, what Mason and Erin did not know, is that the prank was actually on them and the 'prospective customers' were in fact trained actors. Both Mason and Erin, undercover as 'Nick' and 'Shelia', field technical and entertaining questions on the showroom floor, much to the amusement of their teammates watching from afar. They explain the difference between electric and hybrid Hyundai models, and discuss battery power as they try to successfully sell a car, whilst making a few blunders along the way. Watch the Video Here: <https://vimeo.com/425188455>

Hyundai
Showroom





Get the look

VOLKSWAGEN GOLF 8 + THE KEMPS ON A TRIP

Father and son Martin and Roman Kemp drive the Golf through familiar places on their journey. The car makes detours via Brentwood High Street (The Only Way Is Essex), the jungle (I'm a Celebrity... Get Me Out Of Here!) and even the cobbles of Coronation Street, before ending with the pair arriving at the ITV studios. Showcasing the car's natural voice control technology, customisable ambient lighting system and easy-to-use infotainment controls, the Kemps navigate their way to ITV Studios via the famous locations, by simply asking the car to "Take me to ITV Studios" when embarking on their journey. Catch the ad on ITV, meanwhile let's spend some quality time getting their casual Dad and Son roadtrip look.

Roman

- 1 VW Golf £23,875
- 2 Blue Suit - Burton £79.00
- 3 Shirt - Zalando £45.00
- 4 Trainers - Asos £52.42

Martin

- 5 Black Jeans - Next £55.00
- 6 Leather Jacket - UK Leather £185.99
- 7 White T Shirt - BooHoo £3.60
- 8 Trainers - Adidas £59.95



Nostalgia

Stirling + Suzuki

Happy Birthday



Suzuki is 100 and it did some really cool stuff in the '60s



2020 is Suzuki's 100th Anniversary with Michio Suzuki having first started in business in March 1920 with the manufacture of textile looms. These became more advanced and very popular right through to the early 1950's when there was a global decline in the cotton industry.

Initial development of Suzuki's first car began as far back as 1937 although this had to be shelved later with the outbreak of the second World War. Research and development finally resumed in 1954 when Suzuki Motor Co Limited was formed.

Suzuki experienced a rapid rise in production of mini vehicles thanks to the TL. In December 1959, just three months after its launch it had already reached the monthly production goal of 200 units which climbed very sharply in FY 1960 to a total of 5,824 units.

Indeed, 65 years since delivery of its first car, Suzuki remains globally renowned as the 'small car experts' and produces three million units per year. Michio Suzuki's original strategy of the design and production of lightweight vehicles lives on with platforms introduced for Ignis and Swift. The latest Swift Sport Hybrid weighs in at just 1,025kg.

On 12 August 1968, a driving test was conducted on the Autostrada del Sol to prove the high performance capabilities of the recently launched Fronte SS and world famous racing driver Stirling Moss was chosen along with Mitsuo Ito, Suzuki's own motorcycle rider who had won the Isle of Man TT 50cc class in 1963 and was the first Japanese Rider to have ever won a TT.

The Autostrada del Sol spans 462 miles from Milan to Naples and had no speed limits at the time except on bends or in tunnels. Moss and Ito arrived at their first transit point in Rome and the news that "Suzuki's mini-car had driven the 338 miles from Milan to Rome in four hours and 27 minutes at a remarkable average speed of 77 mph" quickly became global news.

Then, they started towards Naples and drove the entire route at an average speed of 75 mph, amply demonstrating the high performance and endurance capabilities of the new car and with an engine capacity of just 360cc, power output of 25 PS and a kerb weight of only 420 kg.

Stirling Moss could still drive a bit and what a great car to do it in.



EVs on TV

Battery Classics

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VOLTAGE
PREMIERES
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VINTAGE VOLTAGE with Richard 'Moggy' Morgan at Electric Classic Cars as they use the latest technology and engineering advances to restore, rebuild and convert classics into electric dream cars for future generations.



In the brand-new series VINTAGE VOLTAGE, Richard ‘Moggy’ Morgan and his team of cutting-edge mechanics are taking classic cars and re-engineering them as electric cars for the future.

With owners wanting more power, more performance but with less cost to their pocket and to the planet, the solution is electric. VINTAGE VOLTAGE follows the ingenious team of mechanics at Electric Classic Cars as they use the latest technology and engineering advances to restore, rebuild and convert classics into electric dream cars for future generations.

Master mechanic Richard Morgan and his tech savvy, passionate team have developed the skills and technology to give much loved classics an electrifying twist, transforming them into the cars of the future by adding an electric motor.

Free Car Mag: I take it this is your day job?

Richard: Yes, this is our company, converting real cars for real customers. Not something made up for TV. I think they would call this an observational documentary.

Free Car Mag: What is your background, presumably you worked on petrol-engined cars?

Richard: Oh yes. I was a major petrol head from 16 until about five years ago. I always owned classics and have only ever owned cars that are older than me, which is a bit weird as I was born in 1973.

Free Car Mag: What changed your mind about petrol cars and focus on electric?

Richard: I wanted to go fast and at the same time be reliable and electric

is the best way to do that. I have always done cutting edge modifications and wanted a surefire way to improve classics. For instance, I’ve got a 1968 Beetle the first ever car I bought at 17. I then built and fitted a supercharged motor which was based on a Porsche block. This is what I have been doing for the entire time I’ve been working on cars, modifying them for the better. Then five years ago I thought what should I do next? Having built a supercharged engine I thought, why not a turbocharge it? Just like a Lancia Delta S4 rally car. Whilst I was researching that I came across electric motors. That got me thinking, I could get a power unit which is far smaller in physical size and weight. As result it would have three to four times the power from something (an electric motor) that is a quarter of the weight. As soon as I realised that, petrol and diesel power were dead to me.

Free Car Mag: Don’t you think that changing a classic car’s engine for an electric motor is destroying its originality and appeal? Classic cars are a finite resource, you are destroying something unique, so shouldn’t you leave them alone?

Richard: My view is that I don’t want classic cars to go the way of steam engines. I don’t want people to have to go to a field in Shropshire to watch a bloke in a flat cap fire up a classic, because that’s the only way to see one working. These cars were just massed produced things and used as tools to get from A to B. So if you don’t engage new generations in wanting to own and connect with classic cars then they will go the way of the steam engine. I don’t want that to happen. Essentially all we are doing is putting a central heating system into a 300-year-old cottage. I am not precious, so using the house analogy, I would not heat my home using technology from a couple of hundred years ago, namely a coal fire. The bottom line is that electric cars are so much easier to live with and more fun.

Hard Cell

FROM
THURSDAY
25TH JUNE AT
9PM.





Free Car Mag: Classic cars are not just unique, one of the main reasons for owning one is the engine, otherwise owners might as well have a fridge on wheels. It is not as if owners do that many miles anyway. Who wants an electric classic?

Richard: If anyone thinks that a classic car is all about the engine then they really ought to consider selling that car. Clearly they don't understand classic cars at all. A classic is so much more than an engine. They have a soul and an electric motor simply allows owners to get more pleasure out of them. I am coming at this as someone who for the last twenty-five years has used classic cars as everyday transport. I don't simply use a classic on a July weekend and potter about for twenty miles, that's not me at all. So if you are like me and want to use a classic every day or very often then an electric motor makes complete sense then you have the confidence in the reliability and zero maintenance. Then you enjoy the journey because you are not stressing about a strange noise, or whether it is running roughly, needs a tune, or oil change. None of that, you simply switch it on and enjoy the journey.

Most people who disagree with a converted electric car have not tried it. In transportation terms, in my parents' time they went from steam to diesel and electric trains and with planes from propeller to jet engines. What we are seeing now is another transformation as we move from petrol to electric cars. I don't know why people have a problem with that. Electric is definitely the future and I don't want classic cars to be left behind.

Free Car Mag: Are you busy?

Richard: We have around forty-two cars in the queue to be converted and currently have an eighteenth month waiting list. We are absolutely inundated. So there is a massive market out there for what we do.

Free Car Mag: Are they affordable?

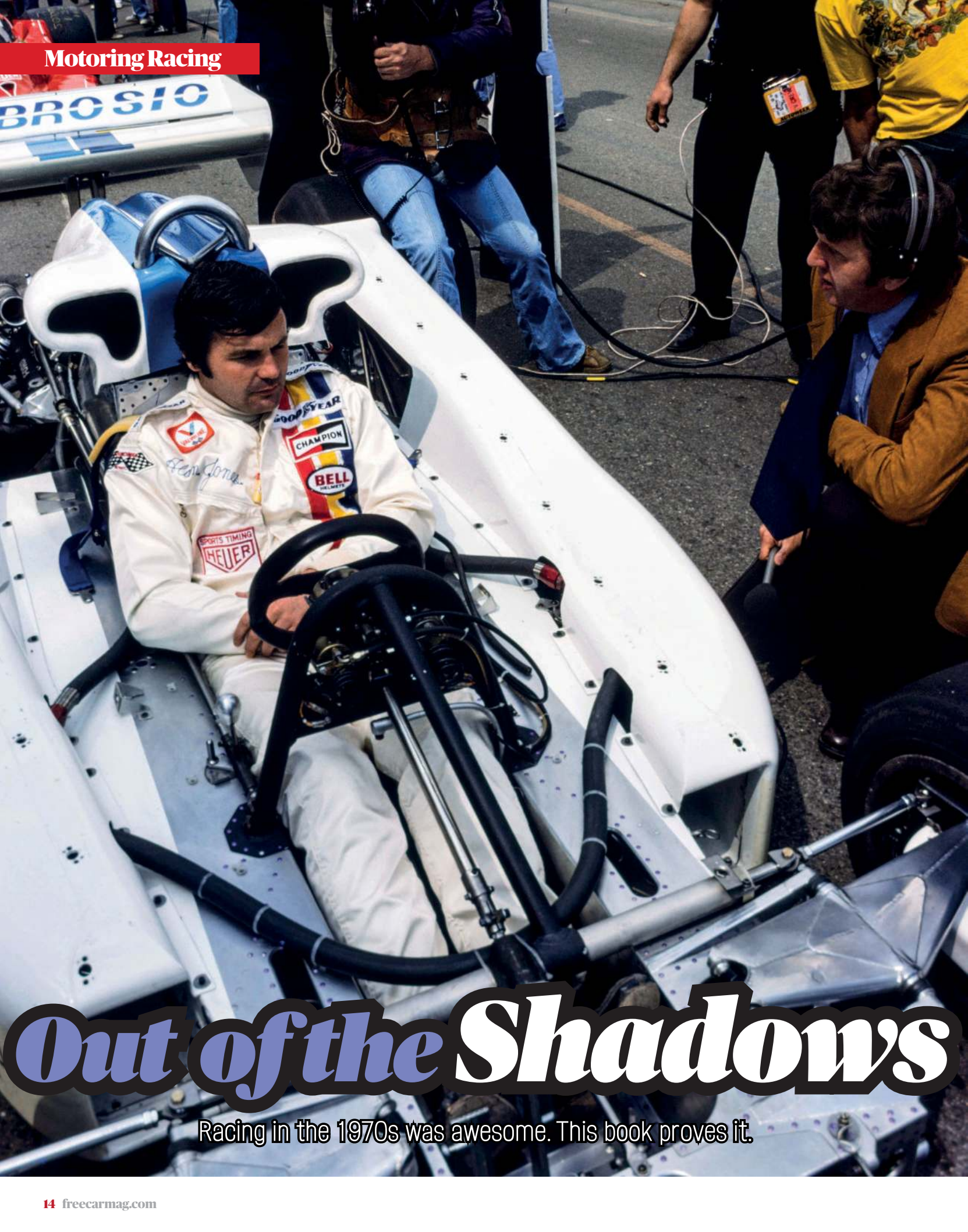
Richard: Prices start at £25,000 and go upwards so you probably would not do it for financial reasons. It is though 15 to 16 times cheaper to run compared with a conventional car. Like any new or emerging technology it is always going to be very expensive initially but that is going to come down.

Free Car Mag: Those batteries will need to be replaced eventually?

Richard: Well that's like replacing an engine. After 200,000 miles a petrol engine is worn out. So there is no difference. But yes, with current technology whereas an engine may need a rebuild or to be replaced a battery will just lose some of its range after travelling 200,000 miles, say 20% per cent. So it won't be operating at full capacity. In the future it will be different. Both GM and Tesla have come up with million mile batteries. The technology is moving at a considerable rate. Replacing batteries will eventually become a thing of the past. With a petrol car there are over a thousand moving parts. A car engine needs babysitting, as there is lubrication, belts and so much to fiddle with to keep it running efficiently. Electric is just better technology at the end of the day.

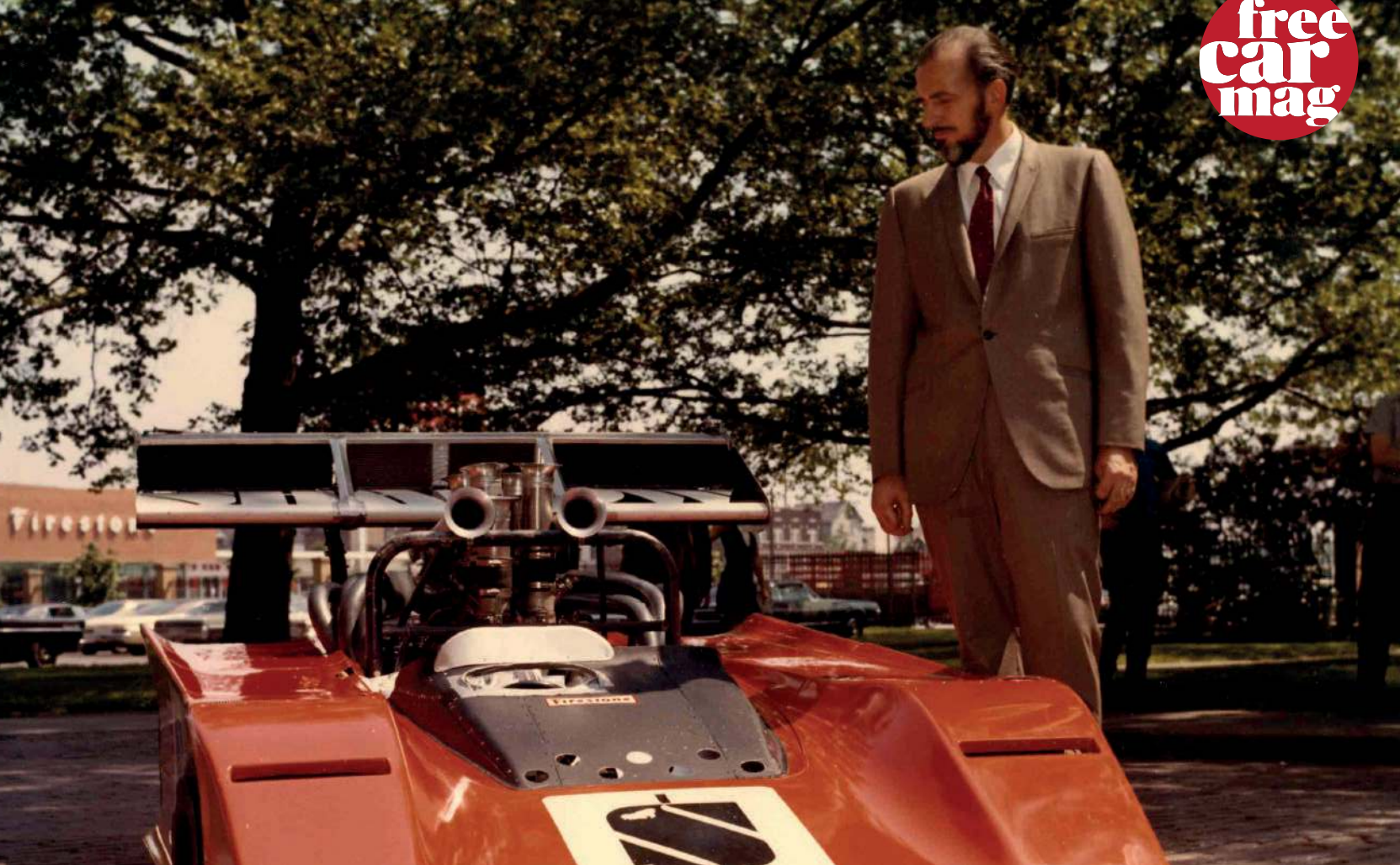
Free Car Mag: What do you want viewers to get out of the programme?

Richard: There is a huge interest in what we do because we are the world's largest converter of cars to electric. We get everyone from Hollywood actors to schoolteachers coming to us and the interest on social media has been incredible. I thought it would be interesting for people to see exactly what we do. It may encourage someone who's had a classic sitting in the garage for ten years to actually do something with them then use them as daily drivers then I will be a very happy man.



Out of the Shadows

Racing in the 1970s was awesome. This book proves it.



Enigmatic American Don Nichols, D-Day paratrooper, Army counter-intelligence officer and controversial entrepreneur, went on to create a racing marque that seems as cloaked as the man himself. Shadow was the only US-based team to win a Can-Am championship, and one of only three to score a victory in Formula 1. Yet history lavishly celebrates his nominal rivals Dan Gurney and Roger Penske, while Nichols has long remained, yes, a shadowy figure — despite staying the difficult international course far longer, for 11 racing seasons, 1970 to 1980. But at last Pete Lyons, who was there in the day, lifts the veil from this secretive man and the innovative, extraordinary, magnificent racing cars and world-class team he created.

In 1970 Pete Lyons, then a journalist reporting on North America's famed 'no-rules' Can-Am series, covered Shadow's debut race. Three seasons later, now following Formula 1 worldwide, he attended Shadow's first Grand Prix and witnessed the team's progress through four seasons. Lyons's continuing career has included prestigious positions with publications such as Autosport, AutoWeek, Car and Driver, Road & Track and Vintage Motorsport, and he also served as staff editor of the monthly RACECAR. Among 15 books published to date, his Can-Am (1995) was a bestseller and earned one of his two Dean Batchelor awards from the Motor Press Guild for Excellence in Journalism. Most recently, his Lotus 72 (Evro, 2019) has been very well received. He lives in California. Buy this book.

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Pete Lyons

Grand Day Out

Photography by Kiran Parmar
www.kiranparmar.photography

Lorraine Dietrich Vieux Charles II



Cars Planes Buses



Kiran Parmar visited Brooklands and the London Bus Museum



After last month's Grand Day Out I thought we would bring another museum to your attention.

This time it is the historic Brooklands Museum, which is in fact just next door to the Mercedes-Benz World in Weybridge, Surrey. Brooklands was the first purpose-built motor circuit constructed by a wealthy landowner by the name of Hugh Locke King back in 1907 and is well known as the birthplace of British Motorsport and Aviation, the Home of Concorde and the site of many engineering and technological achievements throughout eight decades of the 20th Century.

Within the Brooklands museum there is an incredible assortment of period racing cars, unique emergency vehicles, aeroplanes and buses (inside the London Bus Museum). Yes, there is a museum inside the museum – all included in the admission price.

Now, I know this is a car magazine but firstly I must talk about Concorde and my reason for this is that most petrol heads love planes. Yes, there is an actual Concorde on display! Not just any Concorde but the second Concorde in production and the first British production aircraft. If you have never seen Concorde, it really is a special sight. I was blown away at how long, sleek, elegant and aerodynamic she looks. She is known as 'Delta Golf' or G-BBDG. Construction began in early 1970 at Brooklands and Toulouse. Her first flight was on 13th February 1974 and her final flight was on Christmas Eve 1981. 'Delta Golf' had maximum speed of Mach 2.04 or 1,354 mph. In 1974, 'Delta Golf' was the first aircraft ever to carry 100 people at Mach 2, twice the speed of sound. On display is one of her Rolls-Royce/SNECMA Olympus engines, an incredible spectacle and a masterpiece of engineering. My advice is to get there early in the day and book the 'Concorde Experience' (£5 for Adults and £3 for Children) where you will be able to go on-board and experience a simulated take-off. There are several other vintage aircraft on display in the 'Aircraft Park' which you can board for free such as the 1961 Vickers Vanguard 953C. Now, back to cars! Inside the 'Jackson Shed' which was built in 1930-31 by Robin Jackson to maintain and tune racing cars you will find the exotic 'Grand Prix Exhibition.' You will discover the development of Grand Prix racing in Britain through cars, photos and memorabilia from the 1920s and '30s up to the present day.

An Aston Martin Halford Special dating back to 1923-25. This vehicle has an aircraft inspired 1500cc engine with 6 cylinders, a twin overhead camshaft, two plugs per cylinder supplied by two magnetos mounted behind the engine and is the world's first turbo-charged car which was

later replaced by a Roots type supercharger. In 1923 Major Frank Halford realised that aero-engine design was far ahead of racing car engine design. He purchased a crashed short chassis Aston Martin and built an engine specially for this car. The car first appeared at Brooklands as the AM-Halford but after fitting a new radiator to reduce cooling problems, it was renamed the 'Halford Special.'

Another oddity is the Lorraine Dietrich Vieux Charles II from 1912. This car is believed to be the sole survivor of the French team of four cars built in Luneville for the 1912 Dieppe Grand Prix. It was first brought to Brooklands Racetrack later in 1912 by Victor Hémery who proceeded to take several track and world records with it. Three Brooklands British Class 'A' records set by Hémery with 'Vieux Charles III' still stand; for 500 miles with an average speed of 86.05 mph, 3 hours at 94.82 mph and 6 hours at 86.36 mph. Pretty amazing for a car from 1912.

A prototype Le Mans racer; a 1963 Lola GT Mk6 was the first of only three which were constructed before Ford Motor Company hired its designer and Lola Cars owner to design their new Ford GT 40. Ford also purchased this, and the second car built to use as mules to test components of its new GT 40 as they were being designed. The Ford GT 40 won Le Mans four years in a row from 1966.

Finally, I had a good look inside the 'London Bus Museum.' It houses the largest private-sector collection of London buses from the 1890's to 1970's

It was amazing to see a fully restored 'Knifeboard' Horse-Bus dating back to 1875 which is the oldest bus in the museum.

Also it was interesting to see a fully restored and operational 1945 Guy Arab II 'Utility Bus' that was built during the Second World War using any available wood or metal left over from the war effort in order to replace the vast number of Buses that were destroyed during the German Luftwaffe aerial bombing. Bus builders had to find ways of building adequate buses from low grade components. These unrefined but functional buses played a vital role in keeping wartime London moving.

I have only scratched the surface of things to see at the Brooklands Museum. It is truly an exceptional place to visit and one I greatly look forward to visiting again.

For more information visit:

<https://www.brooklandsmuseum.com/>

To see the complete gallery of photos I took at Brooklands visit:

<https://www.kiranparmar.photography/free-car-mag>

Back-Seat Driver



Check your tyres' air pressure, condition and tread before you drive



Ready for the Road?

National Safety Campaign Underway

Coordinated by the National Roads Policing Operations and Intelligence group, the campaign seeks to help all road users stay safe. The vehicles themselves should also be thoroughly checked before setting off. Fuel and oil levels should be appropriate for the journey ahead and TyreSafe is urging drivers to carry out essential checks themselves before they set off on their first journey.

It is the motorists' responsibility to ensure the vehicle is roadworthy, however, many are not currently checking their vehicles regularly. Instead, many rely on professionals to carry out maintenance checks at annual inspections, such as when they submit their vehicle for a service or its MoT test. While there is an exemption in place for some months to come for vehicles having a current MoT there has been no relaxation on the legal expectation that the vehicle is fit for use.

The importance of checking the vehicle is in roadworthy condition is particularly

acute now as many vehicles have been unused for a while. Vehicles are best maintained through usage and some aspects of their condition deteriorate more quickly when left parked for many weeks, or used only for short distance journeys. Tyres will lose their air pressure over time and harden when they are not used regularly, which can lead to sidewall cracking – a serious safety issue. A 'flat spot', where the tyre's tread has been flattened due to the weight of a vehicle and/or load bearing down on it for an extended period of time, is also possible.



Have your say  @freecarmag1

TWO WHEELS GOOD



Suzuki is supporting the Motorcycle Industry Association's campaign to encourage commuters to make the switch to a motorcycle or scooter for their journey to work.

The campaign seeks to highlight the government's own travel advice – consider all other forms of transport before using public transport – and how powered two-wheelers can play a significant role in reducing the reliance on buses, trains, and the tube.

Congestion is a thing of the past, with the ability to filter through queuing traffic, while hugely impressive mpg figures make a mockery of ticket prices: Suzuki's Address scooter delivers an incredible 134mpg. It's also more fun.

Suzuki GB's national motorcycle marketing manager, Ian Bland, said, "We are completely behind this campaign and initiative from our industry as a whole. Naturally, we've known about the benefits of commuting via motorcycle for a long time,... there is a real incentive for people to move away from other forms of transport..."





5 5 years after the last new DB5 rolled elegantly off the production line at Aston Martin's then global manufacturing base in Newport Pagnell, Buckinghamshire, work is once again under way there on a strictly limited number of new DB5 models. Created in association with the producers of the James Bond films, EON Productions, and featuring a broad suite of working gadgets first seen on screen in the 1964 film, the Aston Martin DB5 Goldfinger Continuation cars are history in the making.

Each DB5 Goldfinger continuation car is priced at £2.75m, plus taxes.

The meticulous DB5 Goldfinger Continuation construction process – which takes around 4,500 hours per car – is being undertaken at Aston Martin's globally renowned Heritage Division headquarters in Newport Pagnell, Buckinghamshire.

Each of the 25 new cars is being built to the highest possible quality using a blend of Sir David Brown-era old world craftsmanship, with the sympathetic application of modern engineering advancements and performance enhancements, alongside the integration of cutting-edge gadgets developed in association with Chris Corbould OBE, the special effects supervisor who has worked on more than a dozen Bond films.

Fittings include: Rear smoke screen delivery system, Rear simulated oil slick delivery system, Revolving number plates front and rear (triple plates), Simulated twin front machine guns, Bullet resistant rear shield, Battering rams front and rear, Simulated tyre slasher, Removable passenger seat roof panel (optional equipment), Simulated radar screen tracker map, Telephone in driver's door, Gear knob actuator button, Armrest and centre console-mounted switchgear, Under-seat hidden weapons/storage tray, Remote control for gadget activation.



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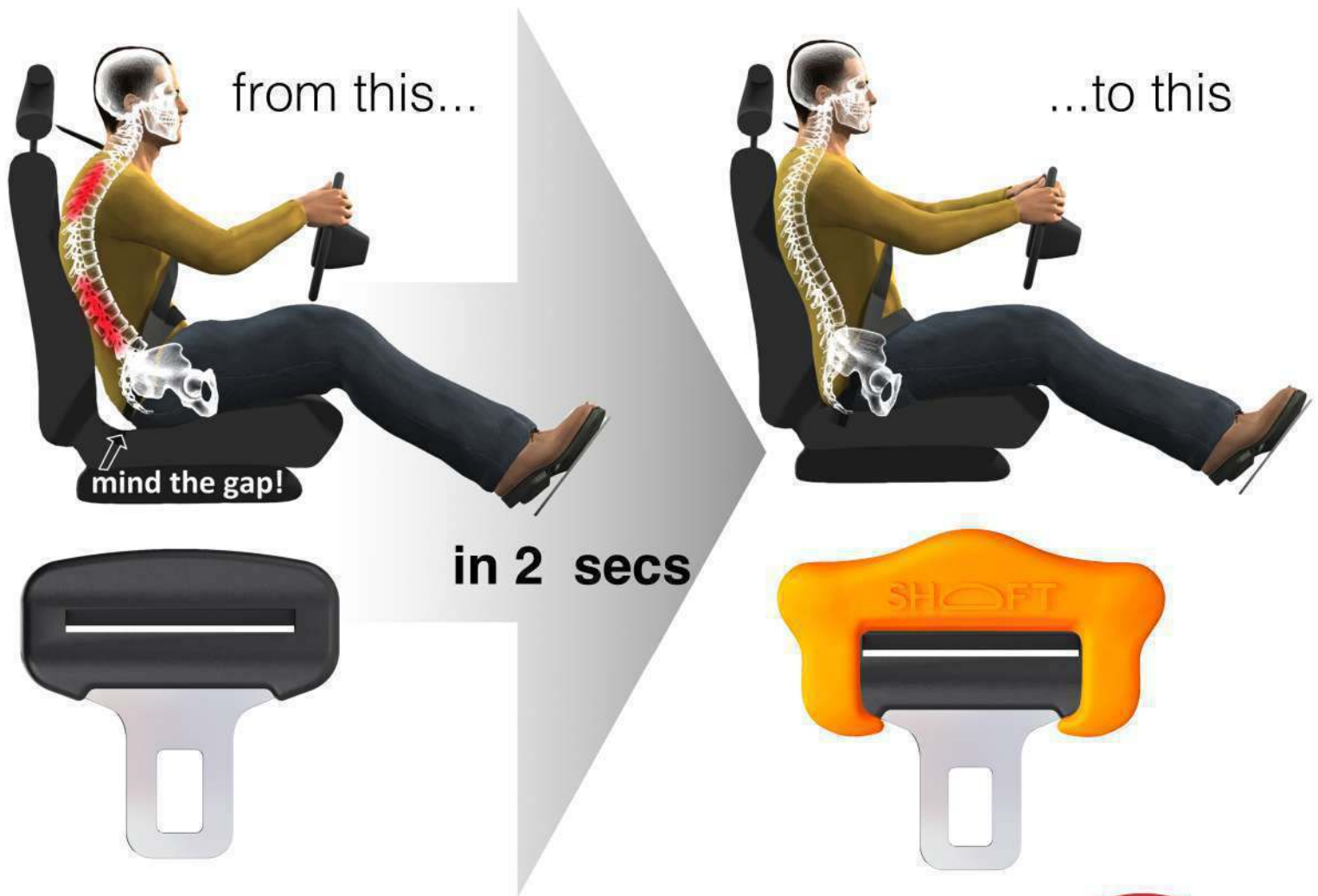
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Geckota

C-01 VK64 Racing Chronograph

Here is a rather wonderfully styled, motorsport inspired watch.

The C-01 has been designed to envisage memories of a golden era for motorsports. The watch features radial brushing on the top of the 42mm cushion case with prominently polished finishes throughout the rest of the piece. The C-01 has extremely polished hour markers meticulously applied with chamfered aspects adding adaptable depth to the dial. Chamfered details can also be found on the classical baton hands.

Detail is key to the popularity of this iconic racing chronograph, with everything from the layered tachymeter dial to the high quality perforated strap inspired by the classic racing watch designs of the 60s and 70s. SII VK64 meca-quartz movement ensure the model is underpinned with modern day accuracy.

The small sub dial on the right hand side of the watch dial is 24hr indicator, the dial on the left counts the chronograph minutes when it's running (Please note that the chronograph feature will automatically stop after 60 minutes of continuous operation).

£199.00

www.geckota.com

FORMULA 1

CAR BY CAR 1950-59

FORMULA 1 CAR BY CAR 1950 - 59 PETER HIGHAM £50.00

The formative years of the 1950s are explored in this next instalment of Evro's decade-by-decade series covering all Formula 1 cars and teams. When the World Championship was first held in 1950, red Italian cars predominated, from Alfa Romeo, Ferrari and Maserati, and continued to do so for much of the period. But by the time the decade closed, green British cars were in their ascendancy, first Vanwall and then rear-engined Cooper playing the starring roles, and BRM and Lotus having walk-on parts. As for drivers, one stood out above the others, Argentine Juan Manuel Fangio becoming World Champion five times. Much of the fascination of this era also lies in its numerous privateers and also-rans, all of which receive their due coverage in this completist work.

www.evropublishing.com



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The Car Facts Disc is the ideal gift for classic and sports car enthusiast owners and allows them to provide detailed information on their pride and joy. Passers by simply use their smartphone camera to scan a unique BuzzCode on the disc that links to the uploaded information on the Car Facts Disc portal, with the information then being displayed instantly on the phone screen. www.factsdisc.com



Peter Higham

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COUNTRYMAN

There are a whole bunch of new powerplants plug-in hybrid drive, the new MINI Countryman is also available with two petrol engines and one diesel engine featuring the latest MINI TwinPower Turbo Technology.

It doesn't end there because it has a restyled front end. LED headlamps and LED fog lights are now standard. LED rear lights have a new design. There are new body finishes, with a Piano Black Exterior option and it runs on new light alloy wheels.

That latest generation of engines, are all Euro 6d emissions standard compliant.

Inside, there is a new digital dash display with 5-inch colour screen as standard, including a central instrument in Piano Black High Gloss available as an optional extra.

Not only that there is a new range of leather trims and interior surfaces with a new version of the MINI Yours Interior Style and even more accessories.



CITROËN C1 JCC+ SPECIAL EDITION

JEAN-CHARLES DE CASTELBAJAC

The special 5-door edition, named C1 JCC+, boasts comfort-orientated equipment such as automatic air conditioning and automatic illumination of headlights, and style elements including a contrasting black roof, matt black wheel arch extensions and specially embroidered trim. The car also offers five driving assistance systems that are particularly useful in an urban environment, including a rear view camera. New C1 JCC+ comes with Citroën's VTi 72 S&S manual drivetrain, utilising a powerful and efficient Euro 6.3 petrol engine. Looks funky enough to Free Car Mag.

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SSANGYONG TIVOLI

The new Tivoli is now available with a brace of new high-tech petrol engines - a 1.2 GDi Turbo 3-cylinder engine and a 1.5 GDi Turbo 4-cylinder engine - and an uprated version of the 1.6 diesel engine. There are three trim levels to choose from - the entry-spec EX, mid-spec Ventura and the high-spec Ultimate. All trim levels have a minimum of 6 airbags and electronic safety features including Front Collision Warning (FCW) and a whole lot more. We look forward to driving one.

1M RULE MAKES 'SOCIAL DISTANCING' ROAD BLOCKAGES



Many current and proposed road blockages are now unnecessary argue the ABD.

Spokesperson Paul Biggs explains:

“Anti-car authorities all over the UK have relished the chance to obstruct motorised traffic under the guise of encouraging walking and cycling by enabling 2 metre distancing. Most of these schemes have dubious merit and many have simply resulted in making life more difficult for drivers, clogging up the roads whilst the extra space remains virtually unused. With the expected announcement that a 1 metre gap is sufficient, there is even less justification for such schemes. Existing schemes should be scrapped and no further schemes pursued. The roads must be allowed to flow freely to get the economy back on track.”

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REVIEW

WATCH MY VIDEO REVIEW OF THIS CAR



Audi A4 35 TFSI

A mid-life refresh for the Audi A4 has left it with more road presence thanks to an aggressive front restyle, a smoother rear, and sharp side blisters that accentuate the wheel arches just enough to stay the right side of decorous. Whilst it has a more substantial presence it can still do suave, sophisticated but discreet as is the Audi way.

Superbly crafted and finished as it is, the interior remains largely familiar. In the beautifully resolved and logically laid-out cockpit, the only anomaly is the vast centre touch screen standing oddly tall and proud of the dashboard.

The ride in particular is superb thanks to standard and sensible 18-inch alloy wheels, and especially as our test car is fitted with 'comfort suspension and damping control' – a £1000 option. With further options including a premium sound system, metallic paint and S-Line full LED lighting package (another grand) the total price for this actu-

al car is nearly £40k.

Sink into the black leather sport seats in this A4 35 TFSI Sport S Tronic, and such tightly-hewn opulence may lull you into not just an shakeable sense of well-being, but a surge of smugness at the remarkably decent value for such an executive car park winner. Not least because there is room aplenty for tall drivers and passengers.

Your smugness might be soured just a tad at the realisation that under the bonnet is 'just' a 150bhp 2.0-litre turbocharged four-cylinder engine mated to a 7-speed auto driving the front wheels. But any scoffs will be quelled by 0-62mph acceleration in a respectable 8.9 seconds thanks to 270Nm (200lb ft) of torque, and a top speed of 140mph, and subjectively it feels quicker still than the stats imply. Additionally fuel consumption is about 40mpg (which I achieved) and CO2 emissions are 136g/km.

It's a dependable and unrelentingly obedient companion that demands little

of you. Even being stuck in lengthy traffic is not a chore, especially as climate control is spot-on and the stereo rocks.

Every now and then when traffic dissolved and the road became winding it proved rapid enough, easy to overtake in, surefooted through apexes, and not as inclined to understeer as its forebears, with faithful, if light, steering. It's forte, however, is in cossetting and delivering you to your destination with minimum fuss and fatigue. And for that, combined with its solidity and irreproachable quality, it's easy to recommend.

BROWN CARGUY SAYS...

That's outrageous! Look at how engorged they are! Size does matter and those are too big. I'm referring of course to the apoplectic disgust at BMW's latest treatment of its own signature kidney grille design insignia as seen on the latest 4 Series. Nice car, shame about those huge nostrils seemed to be the consensus at large (yes I deliberately said 'large').

However I'm not really that bothered, I think it's a grower. And anyway, the vertically elongated layout of the kidneys has precedence in BMW's historical back catalogue - go back to the 1940s and 50s. Admittedly they weren't as gawpingly huge.

Still it's a bit of red herring I fear, because the real issue with the 4 Series has nothing to do with its styling. That was just a distraction hiding the more insidious issue of this being the first BMW coupe/sporty thing to NOT come with a manual gearbox offering. It's only available with an 8-speed automatic. Cry out in anguish with me: 'Save the Manual!'



REVIEW

Toyota Corolla Hybrid Hatchback

The Toyota Corolla is presently only available as either a 1.8 or 2.0 hybrid putting out 120bhp and 184bhp respectively. This 1.8 hybrid drives the front wheels through a CVT automatic gearbox. It's capable of reaching 112mph and accelerating from 0-62mph in 10.9 seconds - which doesn't sound like much but belies the lively initial acceleration available.

It's also very fuel efficient with 55-66mpg quoted and emissions are just 83g/km. Trim levels include basic, Design, Sport and Excel with prices starting from £24k.

Appearing low-slung and sporty, it remains as practical as ever with a decent sized boot including underfloor compartments and 60/40 split-folding rear seats. It proved a little tighter than I'd anticipated for my 6ft 2in in the rear, but no issues up front. There are two digital screens serving up information about how the hybrid is working and scoring the efficiency of your driving, but strangely no Apple Carplay and Android Auto on this version.

There is an Eco mode though frankly Normal works just as well, and in Sport the car performed remarkably well, livening up the response and eagerness. However what the Corolla really wants to do is make your life as effortless as possible, and cosset you on the way to wherever you choose to go.

It majors on ride and refinement and the supertight construction of the cabin, the quality fit and finish, and the generally mature and reassuring ambiance. It's a bit of a no-brainer.



WATCH MY VIDEO REVIEW OF THIS CAR



One of the world's best hot hatchbacks from just £21,775? Oh yes, that will buy you a Ford Fiesta ST with a snorting, crackling, popping 200bhp 1.5-litre Ecoboost Turbo engine. There's also 290Nm of torque (214lb ft) which gets the pocket rocket from rest to 62mph in 6.5 seconds and onto a top speed of 144mph. The engine is eager to yowl, and potent enough to catapult this thing down the road with alacrity that'll leave you constantly grinning - and that's just to the shops and back

It'll swallow a suitcase or two, accommodate most of your friends and it'll remain a dependable, daily drive. Useful enough, but compact enough to squeeze into fiercely fought-over city parking spots, slide through width restrictions, and stay light on the go-juice with mpg figures well in the 30s and CO2 emissions are 136g/km.

Around town the controls are light unless you put it into Sports mode for a heftier steering, and the gearbox is a delight to stir. It's reasonably steady and stable on

the motorway but leave the highway for the more twisty and tortuous byways and the ride remains decent.

The Fiesta feels light, but grippy, planted but lively - there's a hint of understeer if you provoke it and there's tram-lining if you don't tell the steering who's boss. But it's never belligerent and it's always exciting. The poise, precision, and truly engaging entertainment factor of this Fiesta ST presents a winning and enticing argument.

PREVIEW

Ford Fiesta ST

WATCH MY VIDEO REVIEW OF THIS CAR



FCM 86

Classic cars, are they rubbish? There is a certain kind of old timer which isn't all that. Then again modern cars can be a flakey. A couple of our writers dig into this very tricky subject. Whatever actually happens we look forward to seeing you next time...



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TOAD OF TOAD HALL

the 200 year

War

on the

Motorist

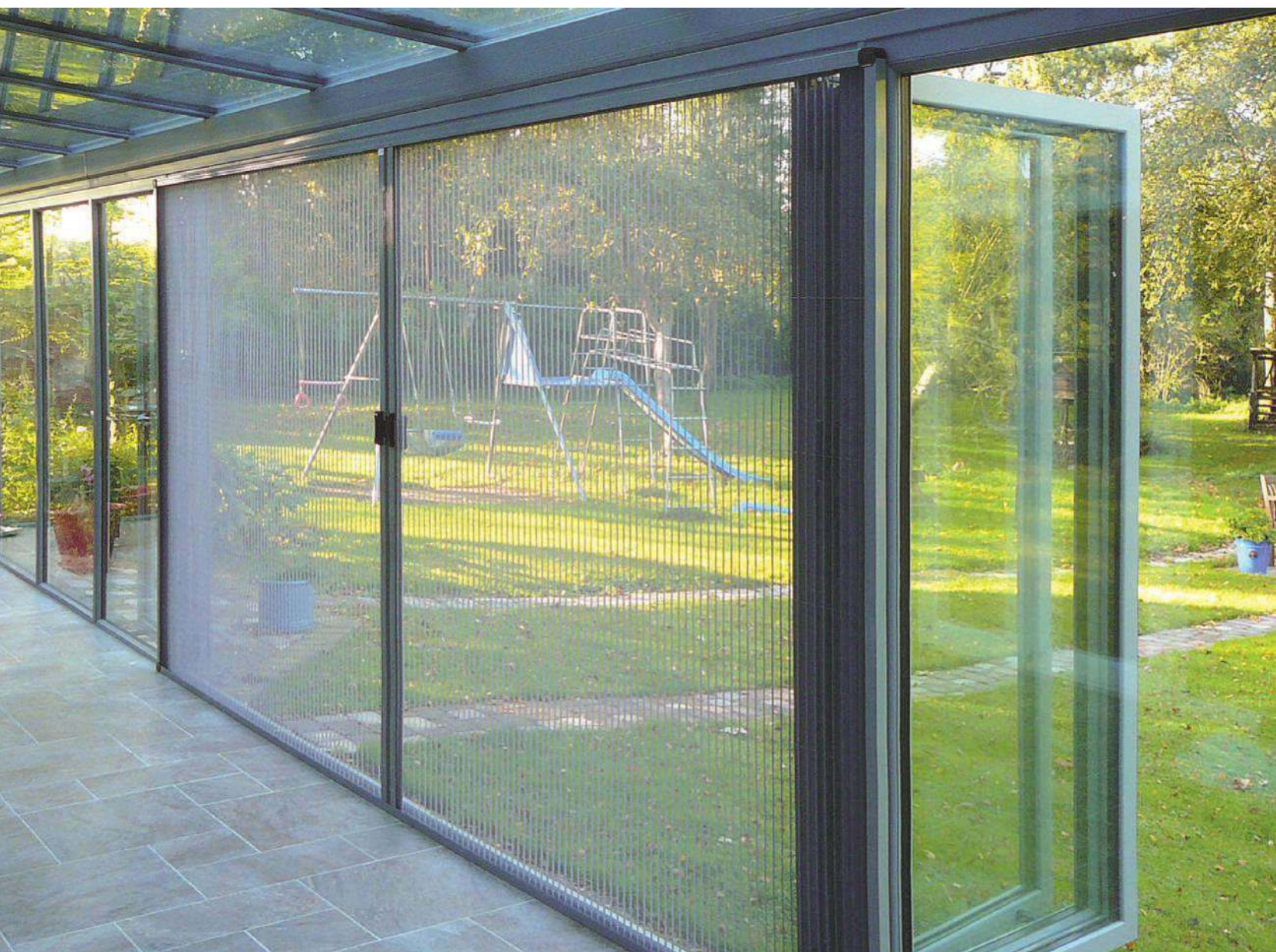


All the Motorist wants to do is finish their journey, get to work, or visit their mum. Trouble is, there's an ultra low emission zone, or a new road toll to contend with. Meanwhile, some soft headed climate extinction protesters have glued themselves to the dual carriageway. Not only that, the Motorists' 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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