

free
car
mag

Motor Pickers



What a real
**Racing
Driver**
looks like...



James Hunt



We go to the moon.
For a drive.
With NASA and Toyota.

Flyscreen.Queen.co.uk
Keeping Bugs out of Britain's Homes

**"I'd never get anywhere without
30 pints of my usual."**



In each Grand Prix race, 30 pints of Texaco Havoline Motor Oil take a hammering from James Hunt. Why not call at your local Texaco service station and try a pint yourself? You'll find it takes some beating.



freetorial

James Hunt simply drove racing cars very quickly. Hunt never told me what to think, or how virtuous he was, he just smoked, drank and enjoyed life. I would like to think that although the F1 and BTCC cabal has masked up, Hunt would have refused to go along with the muzzles. Also, despite the cancellation of the London to Brighton Run, Hunt would have nicked Vauxhall's old croc and done the London to Brighton with his Mrs.

Anyway, Motor Pickers on Quest, now here is a proper programme about buying cars. Paul and Helen are wonderful company and we had a great chat with them about what they get up to. Its our TV Show of the year.

Our Book of the year is The Ultimate Unofficial F1 Quiz Book by David Milloy. Our scoop of the year is Shahzad Sheikh who has driven the latest Land Rover Defender before anyone else.

See you next time.



James Hunt and his Vauxhall Viva turn up at the Free Car Mag offices in 1976 and tells us to man up. He's right..

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**FUELLED
BY FUN**

In 1976 James
Hunt was involved
in a lot of TV
adverts and
promotions work for
Vauxhall



JAMES + SUZY HUNT + 1904 VAUXHALL LIGHT 6HP

JNM 400 was bought back by Vauxhall in the 1950s for its Heritage Collection, but we know that it had been entered in every London to Brighton Rally prior to that, from the start of the RAC events in 1927. Other than a break due to the fuel crisis in the early Seventies, and strike action a few years after, it's entered every London to Brighton – 57 runs, more than almost any other car. And it's only failed once, and that was down to driver error. Just 44 6hp models were built, all in 1904, with the final models blessed with both a steering wheel and reverse gear. Price was 130 guineas, or around £150.

James Hunt
competed in the Tour
of Britain in a
Vauxhall Magnum
having won it in a
Chevrolet Camaro in
1973



HOW TO DRIVE THIS VETERAN VAUXHALL

The controls would be alien to any modern motorist, with a tiller to steer, a two-speed (no reverse) epicyclic gearbox controlled by a lever at the end of the tiller, and a hand-throttle (the word 'throttle' comes from the action of actually throttling feed to the spray carburettor) attached to the end of the gear-lever. Braking is either by the right-hand pedal or hand lever, to the right of the driver outside the bodywork. Brakes are okay, but only operate on the rear axle.

Key to maintaining good momentum is anticipation and listening to, and feeling the engine, quite literally through the seat of your pants. To the right of the driver, in front of the handbrake is a little brass organ-pull-style control which regulates ignition timing through three notch-positions. Pulling it up advances the ignition, giving you a power boost, but also at a higher temperature, combined with a more serious piston 'thump' from under your seat. So, our default is to keep it retarded for cool running and overall engine preservation.

The starting procedure is quite easy: turn on the fuel, prime the carb, flick on the electrics, check that ignition is fully retarded (if you want to retain your arm), then crank in a clockwise direction, keeping your thumb below the shaft of the lever in case you lose that too when it fires. As soon as you hear/feel it catch, pull the crank away (obvious, but I've seen it left on the end of the crank, which is hilarious).

6hp's engine is a horizontally-mounted, single-cylinder, 978cc unit which produces max power at around 900rpm – so, hardly a V-Tec. It has a side exhaust valve and automatic inlet, an integrally cast cylinder head and block, and it's water cooled, with the pump driven off the camshaft. **Huge thanks to Simon Hucknall at Vauxhall for that fascinating information and permission to use these pictures. Simon can have the last word:** I always like to make the point that as Britain's oldest surviving car manufacturer, Vauxhall's history represents that of the motor car in this country, through all its highs and lows. In 1910, Vauxhall produced what is widely acknowledged to be the world's first proper sports car, the C-10 Prince Henry. In the six years after 6hp production ended, Vauxhall was selling a car that had four H-pattern gears, a three-litre, four-cylinder engine, 65mph top speed, four seats, a roof and all clothed in a body that looked like it was from the 1920s, rather than from the Edwardian period. It was a short era of unbelievable automotive progress, which has not been bettered since (though I guess the 2020s may well be remembered in the same way.)

SPOTTED
OUT AND
ABOUT

In
1976



WE LOVE THIS PICTURE OF JAMES + SUZY HUNT...



Get The Look

GUY MARTIN BUYS A HONDA E

The combination of futuristic technology, dynamic performance and enjoyable driving experience in the Honda e caught Guy's eye and made the decision easy for his latest purchase. "There was only one winner for me when it came to choosing an electric car. I have always been a fan of Honda and going electric with the Honda e seemed like the next natural step, especially to do my bit in contributing towards the environment. The team at D.M Keith Honda were really accommodating and made the switch over to electric an easy one" commented Guy Martin. Anyway we apologise for the low resolution photograph probably taken with a Box Brownie, or some other high tech piece of machinery. Meanwhile let's get 'God Emperor' Guy Martin's relaxed look...

Guy Martin

- 1 Honda e £26,160
- 2 Shoes - Walking Shoes £59.99
- 3 Shorts - Lightinthebox.com £23.16
- 4 Jacket - Tresspass £30.99
- 5 Socks - MandMDirect £9.99
- 6 T-Shirt - Asos £5.00

1



6



3



4



2



3



Cars on TV

MOTOR PICKERS
ON QUEST
THURSDAY 5TH
NOVEMBER
10PM

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Pick Perfect

NEED A NEW, USED CAR? NOT SURE WHAT TO BUY? CONFUSED, FRIGHTENED AND
LOOKING FOR EXPERTS TO GIVE YOU SOME GUIDANCE? HELP IS ON ITS WAY.

BRAND NEW MOTOR PICKERS: HELEN STANLEY AND PAUL COWLAND
PRESENT SPEED DATING FOR PETROL HEADS
FREE CAR MAG ASKS THE QUESTIONS.



Second-hand car sales are booming, but buying a car is one of the most nerve wracking and costly purchases most of us will ever make and with millions of cars for sale, finding the right one, and the right deal, can be difficult.

Car customiser and builder Helen Stanley and classic car expert and dealer Paul Cowland are teaming up in brand new series **MOTOR PICKERS** this November, to clear up the confusion and help prospective buyers navigate the motoring maze.

Helen designs and builds bespoke cars for demanding clients and knows how to deliver exactly what they need. Paul has been trading motors his entire life and knows a thing or two about putting the right drivers in the right cars for the right price. Together they scour the used vehicle market, to offer buyers three options and one wildcard that just might be their dream car.

Each episode introduces a buyer with a unique brief and specific type of vehicle in mind. Helen and Paul then search the used vehicle market, to offer buyers their own pick of the three best in class options, ranging from a variety of budget SUVs, high-end sports cars, hot hatches, as well as track day cars. Using all their motoring know-how, Paul and Helen also cast their expert eyes over the practicalities and the finances.

Then it's over to the buyer who must whittle the line-up down to one; but in a final curve ball they will be thrown an exciting wildcard option. So, will they go with their head, or their heart?

The **MOTOR PICKERS** duo will also equip viewers with top tips and tricks to ensure they're getting the perfect vehicle – suited to their needs and budget. With a bit of banter, plenty of honest advice, and of course, a competitive edge, this expert duo is a match made in motor heaven!

Brand new **MOTOR PICKERS** premieres on **Quest, Thursday 5th November at 10pm.**

Free Car Mag: Can you tell Free Car Mag readers about the show?

Paul: Go on Hells tell everyone what we do.

Helen: I knew you were going to do that because I was going to say go on Paul because you are better at explaining things.

Paul: The easiest way to put this show in a TV context and I am not sure whether I am allowed to say this, but essentially it is Kirsty and Phil for cars. It is where people don't know what they want. They know that they want some kind of motor car but they don't know how to go about getting it because they don't have the tools or the time or the bandwidth. Then Helen and I take the information we are given and then give them three pretty sensible choices and one not so sensible one which we call the wildcard. So hopefully we take the things that they have asked for, all the criteria and hopefully they fit their requirements.

FCM: The people you helped were they into cars?

Paul: We had two or three proper petrol heads on the show and they were great fun to help. They were clued up and knowledgeable and it was great to be with people who know as much as you do about the cars involved. We have met some amazing characters haven't we?

FCM: What sort of cars do we get to see in the series?



Paul: There is everything from a run of the mill Dad Bus, £7,000 of family estate. To really quite silly stuff sports saloons, RS Audis, AMG Mercedes, Maseratis and GTRs, at one end all the way to Abarths and Z4 at the other. Plus all sorts of things in the middle we are trying to tick every genre. SUV sports, super saloons, all that kind of stuff. Hopefully we also cover every budget from £2000 to three grand up to £70,000.

FCM: So you are not just covering Ford Fiestas to go shopping in? **Fuzz:** Honestly the tunes coming out of that gearbox were incredible. It was crying...

Paul: We do a Fiesta but it is an ST, so at least it is a cool one. It also had a remap, so there were a few pops and bangs with that one.

FCM: What is your level of involvement? Did you just lead them in the right direction or get stuck in?

Paul: What do you reckon Hells? I think we get quite involved.

Helen: Yes we are. Paul has a solid background in car sales and a great overall knowledge of the trade and cars.

Paul: As do you...

Helen: You are really good at pointing out things that they wouldn't have thought of and between the two of us we make them think outside of the box because I think people do get blinkered when they are looking for cars, I think we can expand their minds. Then give them all the information they need, the pros and the cons and what to look for, what to avoid. So hopefully useful for them and also the viewers.

Paul: It is like working in a showroom and doing your job properly, getting the right information out of them so that you find out what they want, what they need and what they can afford. It is a simple process but remarkably successful way of getting the customer into the right car. Doing that genuinely blows their mind. We do genuinely put people into cars. There was a lady in one of the shows where she had four cars to choose from, putting her in a bright yellow Fiat Abarth. 595 180, she liked it so much that a few days later we got in touch with the dealer and put her in the car for real. So we are finding that a few weeks later some of people on the programme are actually getting the cars we recommend but maybe in a different colour. That is really rewarding.

FCM: Did it take long to put this show together?

Paul: This has been in pre production for nearly two years. The production team have done a brilliant job getting this all together so fast and it has been huge fun.



FCM: Do you get into the nitty gritty about kicking tyres and all that stuff?

Paul: Well we have 22 minutes of screen time to pack it all in. Four cars, four test drives, four walk arounds it has to be beautifully filmed and edited. We just need to make people think and maybe reconsider what they thought they wanted. It is very quick we always try and highlight what to look for. It is a rollercoaster ride packed full of information.

FCM: Is there a good cop bad cop when it comes to your on screen relationship?

Paul: What do you reckon Hells?

Helen: I think we are both good cops. We are both petrol heads, but I will always go for what you are going to get the most fun out of. We both have really good choices, but there is always a bit of competitiveness, at the end of the day what we both want is for them to make the right choice and if we can skew that so they have fun whilst they are doing it then that's even better.

Paul: Yes essentially what we do is put them in the right car, it is as simple as that. Obviously I think that my choices are always the best.

FCM: What piece of advice would you give Free Car Mag readers when they go and buy a used car?

Paul: Have really clear idea of what you want. You've got three kids then it is practicality Then have a clear idea of what you need. Then it is down to the budget. Then whoever is going to enjoy or share that car with you. Then there is the head stuff, road tax and mpg. So we are on a see saw of all those competing factors. The Mrs. won't kill you when you take it home. It is finding the sweet spot right in the middle.

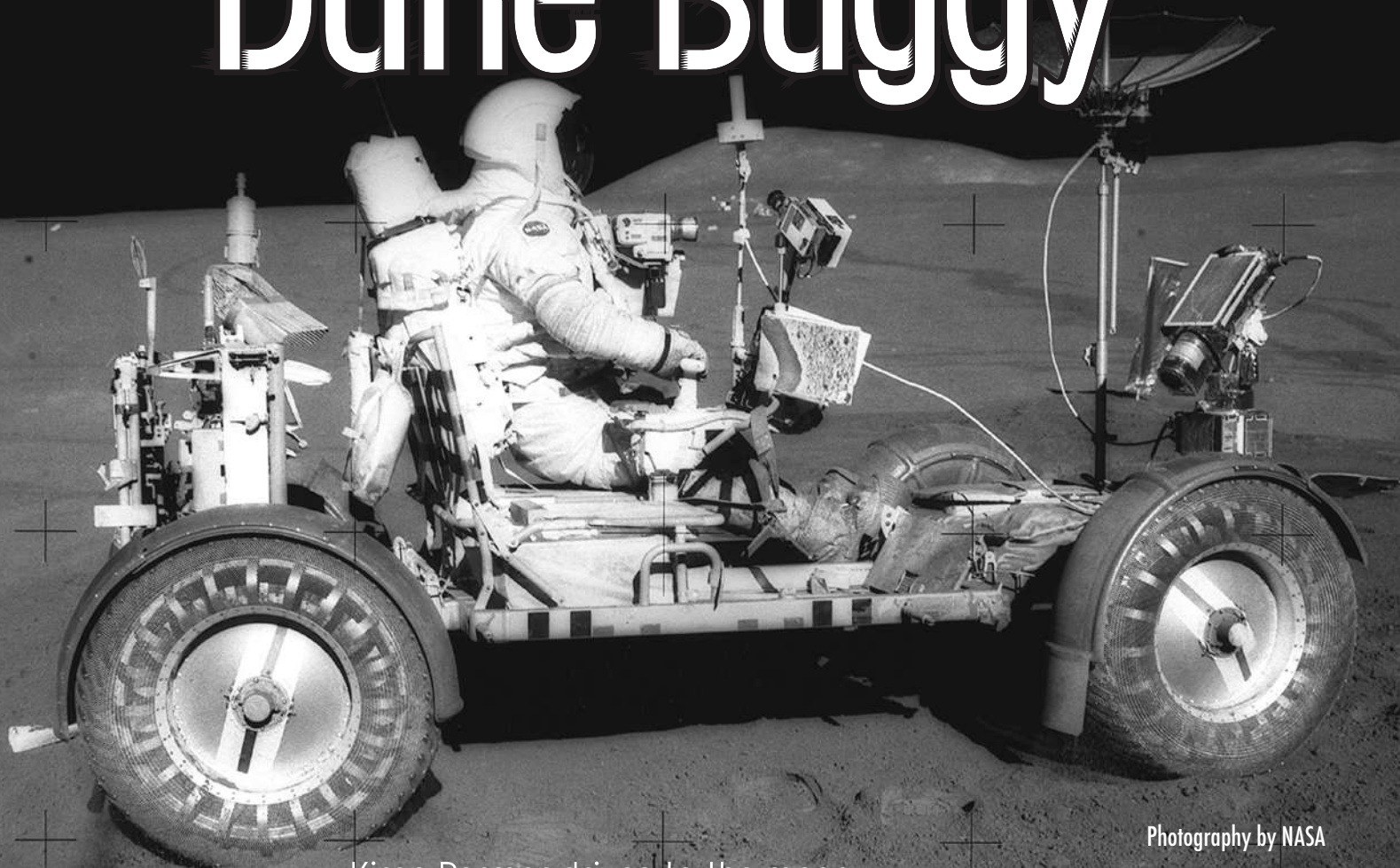
Helen: Paul is right it is all about balance

FCM: Thank you Phil. Thank you Kirsty..



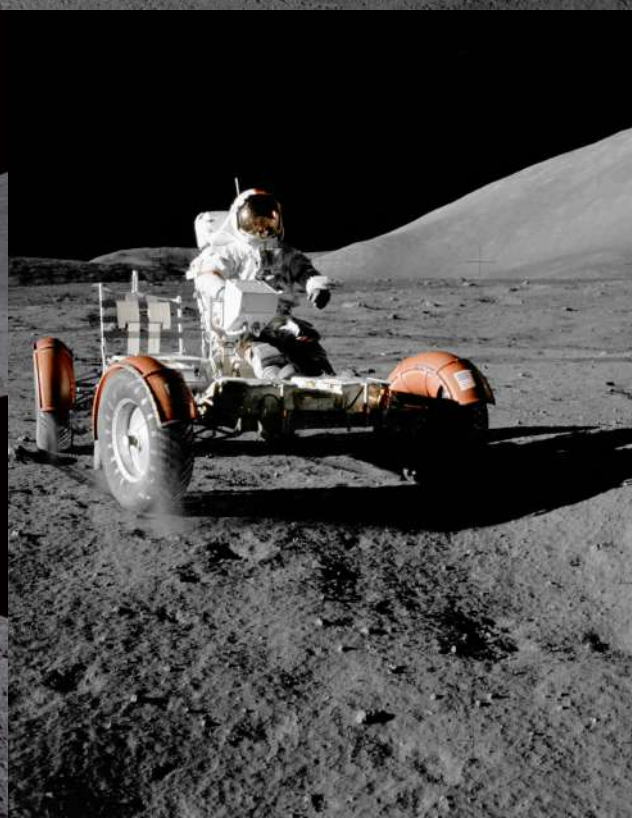
Moonshot

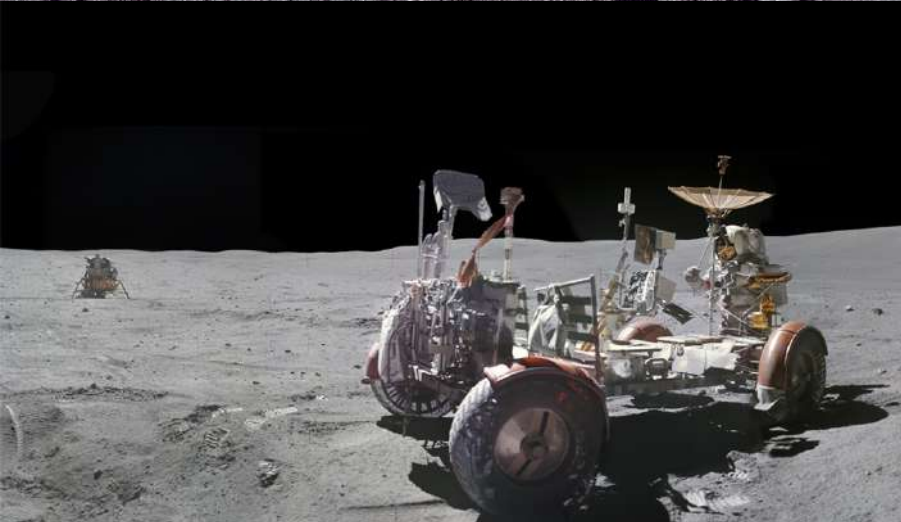
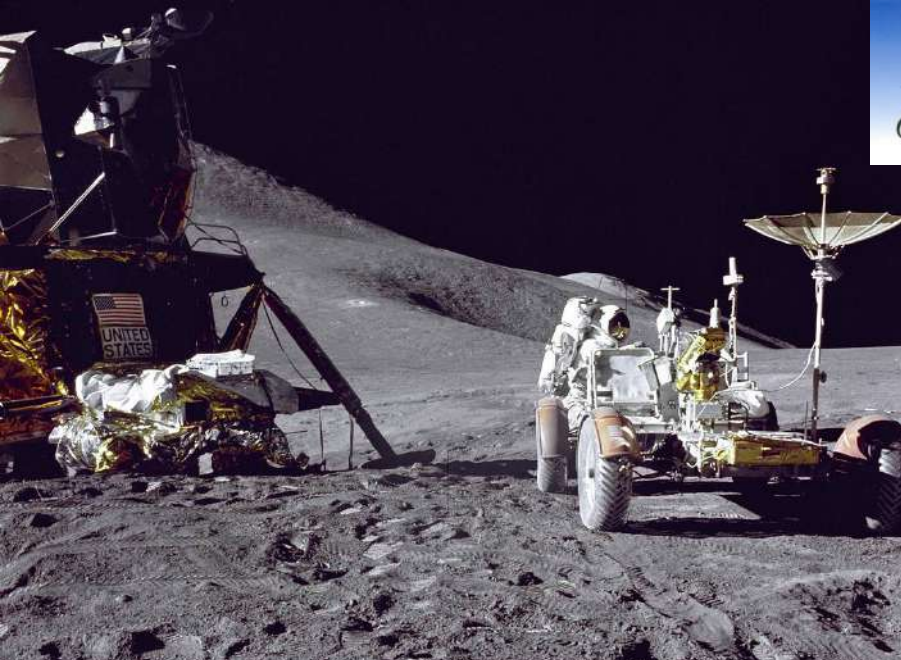
Dune Buggy



Photography by NASA

Kiran Parmar drives to the moon.





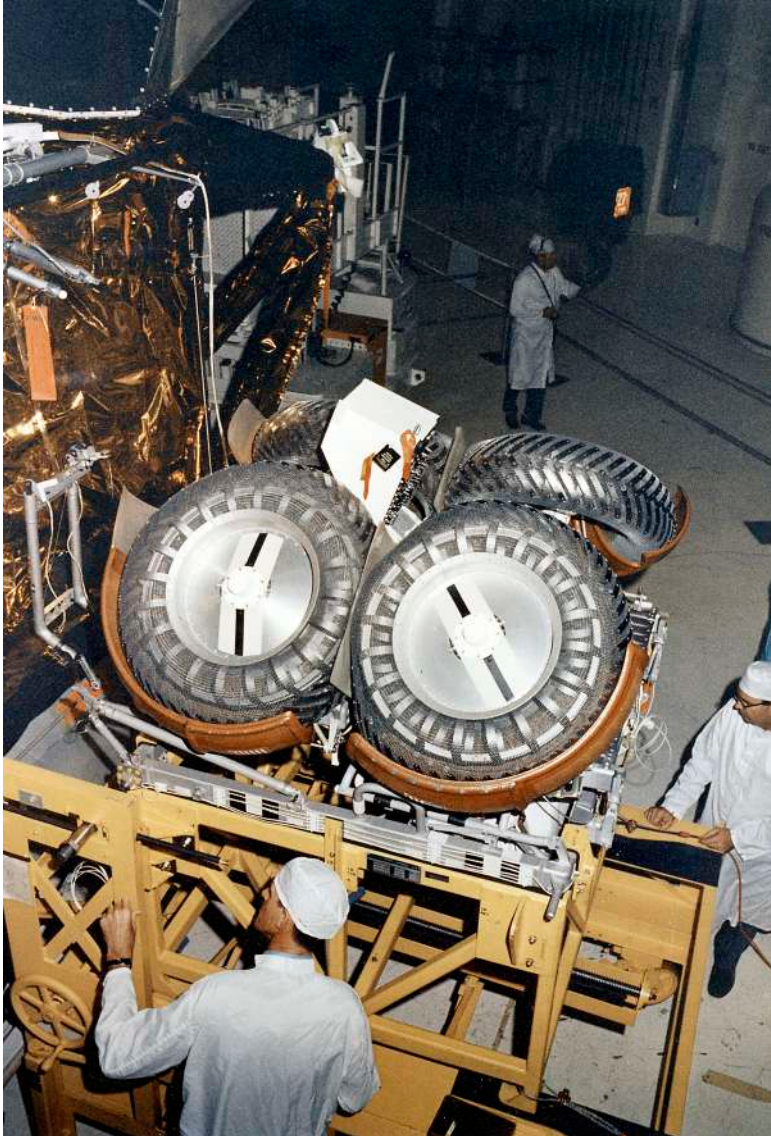
A vehicle that has always fascinated me is the Lunar Rover Vehicle (LRV) also known as the 'Moon Buggy.' The love of the motorcar is so strong in humans that they just had to take their four wheeled friend with them to the surface of the moon. It makes sense, as the astronauts were able to explore more of the lunar surface and bring back larger rock samples with a car than they could on foot.

The LRV was an electric vehicle designed by Boeing and powered by four 200-watt motors, one on each wheel, making it four-wheel drive with four-wheel steering. Two 36-Volt silver zinc potassium hydroxide non-rechargeable batteries were used to power the drive and the steering motors and also a 36-Volt utility outlet which was mounted on the front of the LRV to power the communications relay or the TV camera. The Rover had to be foldable to transport it to the moon and it was especially compact when folded occupying a space of just 5 ft by 1.8 ft. When unfolded it had a wheelbase of 2.3 metres and a frame length of 3.1 metres with a maximum height of 1.14 metres. It weighed 210 kg on earth, less than half the weight of a modern F1 car thanks to its super light aluminium alloy tubed frame. On the moon it weighed just 34 kilos thanks to the moon's one-sixth gravity. The Rover was designed to hold a payload of an additional 490 kg on the lunar surface meaning it was strong enough to carry twice its own weight. It could carry two astronauts and their equipment and travel at about 7.5 mph for 40 miles. In total four LRV's were built (costing 38 million dollars) and three Rovers were taken and driven on the moon. One for each of the following missions:

Apollo 15 (1971), Apollo 16 and Apollo 17 (1972) and driven by six astronauts. The fourth LRV was used for spare parts. The vehicles were driven an average distance of 30 kilometres (approximately 18 miles) for each of the three missions without any major incident and all three vehicles are still there sitting quietly on the surface of the moon.

To keep the weight to a minimum, the Rover had to go without the creature comforts we have in our 'earth cars' keeping the vehicle highly functional. It had two side-by-side foldable seats made of tubular aluminium with nylon webbing and aluminium floor panels. An armrest was mounted between the seats, and each seat had adjustable footrests and Velcro seatbelts. A large mesh dish antenna was mounted on a mast on the front centre of the Rover. The suspension consisted of a double horizontal wishbone with upper and lower torsion bars and a damper unit between the chassis and upper wishbone. Fully loaded the LRV had a ground clearance of 36 cm.

Instead of a steering wheel, the Rover had a T-shaped hand controller situated between the two seats which controlled the four drive motors, two steering motors and brakes. Moving the stick forward moved the LRV forward, left and right turned the vehicle left or right, pulling backwards activated the brakes. Activating a switch on the handle before pulling back would put the LRV into reverse. Pulling the handle all the way back activated a parking brake; simple but effective!





The control and display modules were situated in front of the handle and gave information on the speed, heading, pitch, power and temperature levels. Just as we have sat-nav in our cars the navigation system on the Lunar Rover was based on continuously recording direction and distance through use of a directional gyro and odometer. This data was inputting to a computer which would keep track of the overall direction and distance back to the Lunar Module. There was also a 'Sun-shadow' device which could give a manual heading based on the direction of the Sun, using the fact that the Sun moved very slowly in the sky.

If all these systems failed, all the astronauts had to do was to turn around and follow their own 'tyre' tracks back to the Lunar Module. As there is no wind or rain on the Moon – those tyre tracks made by hand-woven galvanised steel mesh 'tyres' are still there today. For safety reasons the distance the LRV could travel was restricted to a 'walkback limit' – the distance in which astronauts could return to the Lunar Module on foot in the event of a breakdown.

During the Apollo 16 mission, astronauts Duke and Young explored the Descartes Mountains for three days bringing back the largest lunar sample and they also established the moon speed record of 10.56 mph. Handling in one-sixth gravity was challenging and quite possibly fun at times; Charles Duke reported doing a 180° spin!

Can you imagine the excitement and thrill the astronauts would have experienced driving on the Moon, seeing moon dust being kicked up by the wheels and covering the fenders? Next time you

look at the Moon, just remember there are three very special cars up there!

Fun Lunar Rover Fact 1: During Apollo 15, the crews first test drive was shaky; the front wheel drive wasn't working so astronaut David Scott had to manage with just the rear wheel drive system. However, the LRV still managed to cope and transport the astronauts as they searched for 'anorthosites' which are believed to be the moon's oldest rocks.

Fun Lunar Rover Fact 2: During Apollo 17, Gene Cernan's hammer from one of his suit pockets had caught the edge of the rear-right wheel fender extension causing it to snap clean off causing a massive dust hazard. Cernan carried out a temporary repair using duct tape.

<https://www.kiranparmar.photography/>

Photograph by
Kiran Parmar

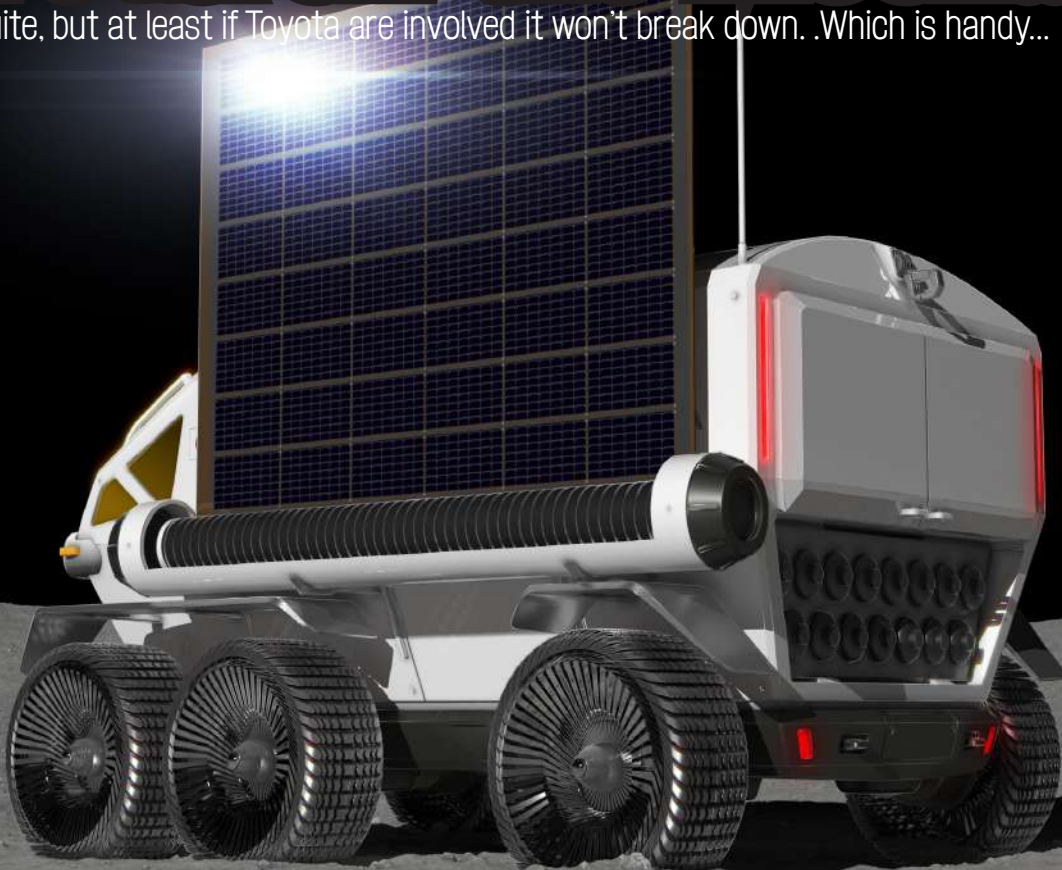


Moonbase Alpha



Corolla on the Moon...

Well not quite, but at least if Toyota are involved it won't break down. Which is handy...



JAXA

Flyscreen Queen **free car mag**
Keeping Bugs out of Britain's Homes

TOYOTA



The Japan Aerospace Exploration Agency (JAXA) and Toyota Motor Corporation (Toyota) have announced today that they have named their manned pressurised rover the Lunar Cruiser. This follows a period of research into developing a lunar rover that uses fuel cell electric vehicle (FCEV) technologies.

The name Lunar Cruiser was chosen because of the long-held familiarity with Land Cruiser among consumers and development team members alike. The decision was made based on the quality, durability and reliability expected of the pressurised lunar rover – matching those values long held sacrosanct by Toyota for its unrivalled, all-wheel drive utility vehicle.

JAXA and Toyota signed a joint research agreement to work on a manned pressurised lunar rover last year, with an expected launch date in the latter half of the 2020s. The work involves the use of simulations to confirm power and heat dissipation performance while driving, the manufacture and assessment of prototype tyres and the use of virtual reality and full-scale models to consider the cabin layout for equipment.

Part of their focus has been working with a variety of industries to create new partners under the title of "Team Japan", based on the theme of a lunar society pioneered by the manned pressurised rover. The meetings focus on how the manned pressurised rover becomes the starting point of a vision of a future lunar surface-based society, while discussing the challenges associated with this concept.

JAXA and Toyota will gather the knowledge, experience and technological capabilities of enterprises from across a variety of industries in their attempt to realise their vision of sustaining continuous activities on the surface of the moon as "Team Japan" moving forward. .





Skoda Listens

Clever Sound Analyser App can diagnose car problems

ŠKODA has completed successful trials of a new vehicle health diagnostic app that can listen for any problems through a smartphone app and give an instant diagnosis to technicians.

The remarkable artificial intelligence app – called the ŠKODA Sound Analyser – was designed and developed by ŠKODA's in-house software developers. It allows technicians to quickly detect whether any service work is required. The system is so sensitive that it can recognise even the smallest irregularity in the engine sound and can suggest a range of service measures that might be needed. The app program records noises made by the vehicle while it is running and compares them with stored sound patterns. In the event of any discrepancies, the app uses an algorithm to determine what they are and how they can be resolved.

To use, a technician only needs to record the engine sound via a

smartphone microphone. An algorithm then compares the recording with stored sound patterns and, based on this, provides a description of the result. The software is already able to recognise ten patterns – with an accuracy of over 90 per cent – including for components such as the steering system, the air conditioning compressor, and the clutches in the direct-shift gearbox (DSG). The app is also set up to recognise other sound patterns and will be expanded to include other service items.

The app works by converting the audio file into a spectrogram that visually depicts the acoustic signals. Using artificial intelligence, this representation is then compared with the stored recordings to identify deviations. The app then categorises the potential need for upcoming maintenance or repairs based on predetermined patterns. The smartphone app has been trialled in 14 countries – including Germany, Russia, Austria and France – since June 2019.

ELECTRIC AVENUE



ŠKODA reveals its new all-electric SUV, the Enyaq iV, at Electric Avenue in Brixton

Famed and named for being one of the first streets in Britain to be lit by electricity, the avenue played host to the car manufacturer's first all-electric SUV to mark the news that the pre-reservation list for Enyaq iV orders has now opened.

Available in a choice of rear-wheel or four-wheel drive, two battery sizes (62kWh and 82kWh) and offering power outputs of up to 306 PS, the Enyaq iV can be charged from 5 – 80 per cent in just 38 minutes or 0 – 100 per cent in under 60 minutes. With a range of up to 316 miles, this stylish all-electric car is the perfect companion for everyday driving.

Enyaq iV features a unique illuminated front grille with LED Crystal face & Matrix LED headlights as well as featuring an impressive 13-inch infotainment screen.

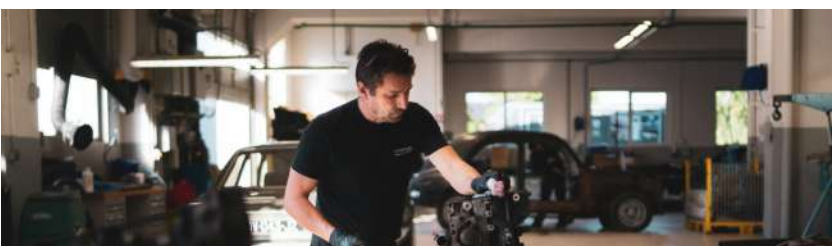
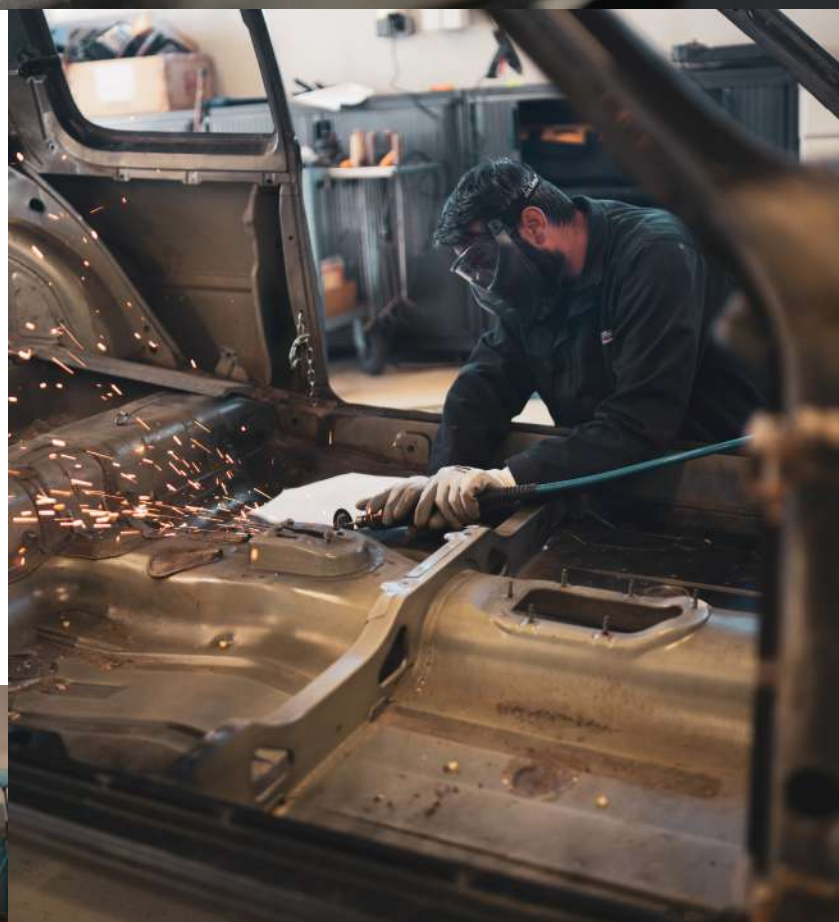
Drivers can build their own Enyaq iV using ŠKODA's 360° visualiser on skoda.co.uk or by speaking to a product specialist/retailer to register their interest for the pre-reservation list. The Enyaq iV is available to order in the UK from late 2020.



Have your say  @freecarmag1

HOT HATCH REBOOTED

In celebration of PEUGEOT's 210th anniversary, Aventure PEUGEOT has confirmed plans to restore and sell original and authenticated examples of classic models – beginning with the iconic 205 GTi. Vehicles will be restored at the workshops of the Musée de l'Aventure PEUGEOT in Sochaux, France, and will receive a certificate of authenticity before being made available for sale. PEUGEOT owners and enthusiasts will be able to request a quote and have their car fully or partially restored by the museum's expert technicians from early 2021. The first car to begin refurbishment as part of the new programme is a PEUGEOT 205 GTi 1.9L finished in black. The new programme will draw upon the knowledge and talent of the museum's specialist craftspeople who are essential to restoring each car to like-new condition, with master technicians, former factory workers, body restorers, textile trimmers and sheet metal workers all having a significant input to each vehicle.



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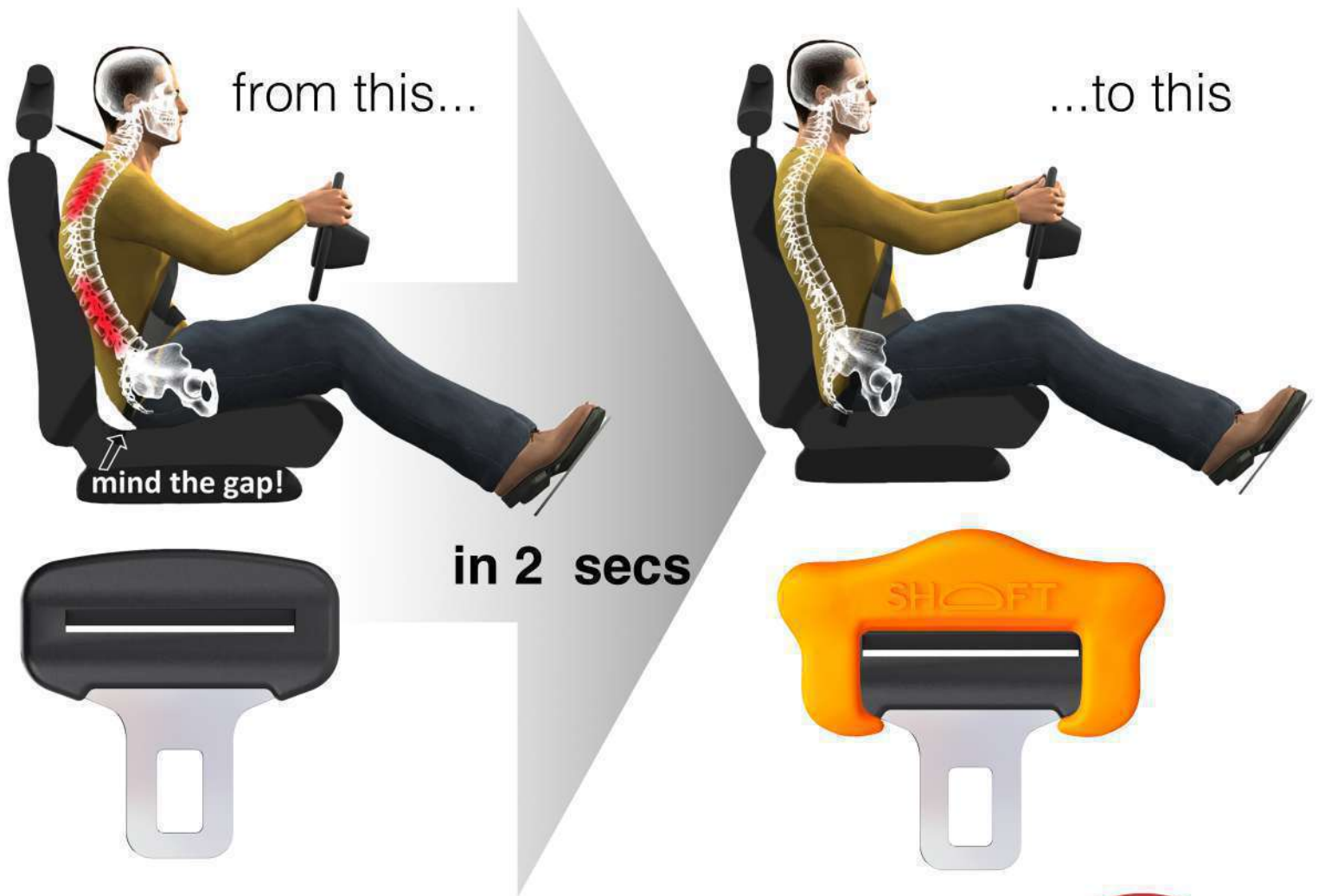


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**Buy
this
book,
you will
love it
and learn
a lot
about F1**

**...think you know F1? This
book is an education..**

It is nice to get some good news for a change and here is quite possibly the Free Car Mag book of the year written by David Milloy. We had sort of fallen out of love with F1, but this is our sort of fun, plus it is educational too. The book runs to over 50,000 words and contains a wealth of information about F1 – from stray priests to six-wheelers – that spans its 70 years. The Ultimate Unofficial F1 Quiz Book is available from Amazon as an Ebook, price £4, and in paperback, at a price of £8. There are some differences between the two versions, the main one being that due to the cost of printing in colour Marcus T. Ward's excellent illustrations of F1 cars appear only in the Ebook version. David is giving half of his income from sales to charity and will advise of the charities that have benefited on his site: <https://thelosthighway.online/news>

The Ultimate Unofficial F1 Quiz Book

by David Milloy



Illustrated by Marcus T Ward

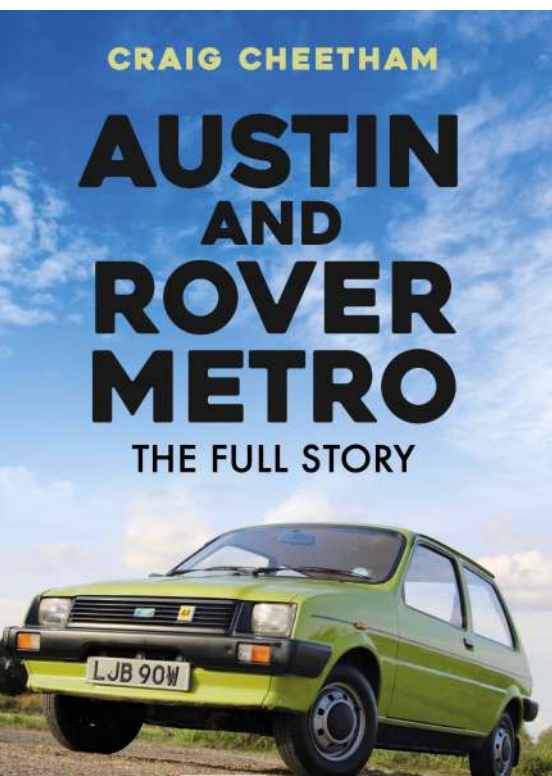


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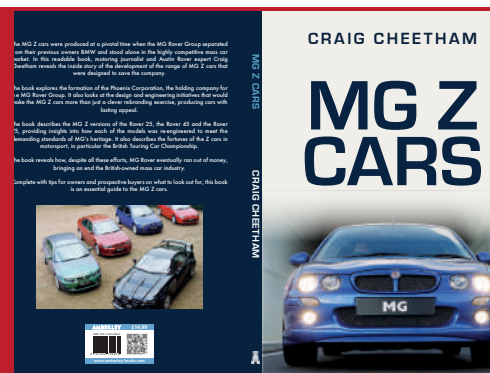
AUSTIN & ROVER METRO CRAIG CHEETHAM £14.99

It was the 'British Car to Beat the World'. Launched in October 1980, the Austin MiniMetro was the UK's first proper supermini, and a car that would finally bring British Leyland bang up to date. Now, almost four decades to the day since it first appeared, the humble Metro is being celebrated in an all-new book by noted motoring historian and author, Craig Cheetham.

Austin and Rover Metro: The Full Story tells the tale of what was arguably one of the UK's most important cars ever, from its gestation in the mid-1970s to its ultimate demise after an 18 year production run, by which time the Metro had morphed into the Rover 100.

We've had a thumb through this and it is rather excellent. Great pictures and packed with information not seen before.

www.amberley-books.com



MG Z CARS CRAIG CHEETHAM £14.99

Here's another book by the same author and publisher. From the demise of Rover Group, the establishment of the Phoenix Consortium and through an interview with an unlikely hero, the book tells the tale of how the Z Cars came into being, with other exclusive stories from the cars' designers and PR and marketing teams at the time.

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The greatest off roader in the world, upgraded

LANDCRUISER

Toyota's Land Cruiser gains even more power with the introduction of a new and efficient 2.8-litre engine, leading a series of performance and equipment updates for both the passenger and commercial versions of the SUV.

The new four-cylinder turbodiesel unit adds plenty of extra muscle. The Land Cruiser line-up now offers two equipment grades, in line with customer preferences. The Active grade is the new entry point to the range, available in three and five-door formats and with five or seven seats. At the top of the range, the seven-seat Invincible adopts the smartphone integration package and is newly available with an optional Black Pack. Customers who opt for black leather upholstery can also specify an all-black exterior, including the front grille.





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All the developments comprise new batteries on versions equipped with a manual gearbox, with the entry-level PureTech 83 Stop and Start manual also receiving a new alternator to further optimise efficiency. In addition to this, all New C3 PureTech petrol models will also benefit from a fuel consumption meter as standard fitment ahead of the January 2021 regulations. Available in three trim levels, 'Feel', 'Flair' and 'Flair Plus', New C3 comes with a wealth of standard equipment, including Airbump® door panels, EcoLED headlights, 3D rear lights, a 7-inch touchscreen with Apple CarPlay™ and Android Auto, automatic air conditioning, cruise control and speed limiter, lane departure warning, speed sign recognition and recommendation, and Coffee Break Alert.



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The e-HYBRID drivetrain combines a 1.4-litre TSI petrol engine with an electric motor and six-speed DSG transmission, resulting in a total power output of 204PS and a 0-62mph time of 7.5 seconds. Power is supplied to the electric motor via a 13kWh lithium-ion battery pack which is recharged via a 3.6kW AC inlet. This enables Leon e-HYBRID to be fully charged from 0 per cent in less than 4 hours. The Leon e-HYBRID has an electric-only range of 36 miles, enabling it to be driven with zero tailpipe emissions, ideal for urban environments with strict air quality regulations and business users thanks for its benefit-in-kind rating of just 10 per cent. The Leon PHEV drivetrain is available in FR, FR Sport, Xcellence, Xcellence Lux and First Edition trims. Contact your SEAT dealer for more details and a test drive.

Sign the Petition



A new parliamentary petition has been registered calling for the removal of recent temporary traffic measures that are creating congestion (<https://petition.parliament.uk/petitions/552306>). The full text of the petition adds:

"Road closures, 'school streets' and new cycle lanes are creating severe congestion, long traffic delays and severe frustration across the country. Although well intentioned, the experiment has failed. Government guidance supporting such measures, and funds for them, should be withdrawn immediately.

Many councils have introduced schemes touted as encouraging walking and cycling, but their real impact is gridlock. They've been built without proper consultation, illegitimately justified by the Covid crisis and backed by central government direction and finance.

Congestion and pollution have increased, people are inconvenienced, local businesses have lost trade and lives jeopardised with emergency vehicles stuck in traffic. Cycle tracks are often empty, while the roads alongside are jammed."

The promoters of the petition acknowledge that the experiment was well-intentioned; but it is now clear that the temporary traffic measures are doing much more harm than good; and they need to be removed immediately to improve the travelling experience for the vast majority of road users.

Counterproductive schemes include: road closure and narrowing in Lewisham, Islington and other London boroughs, an epidemic of temporary cycle tracks and various schemes in Bradford-on-Avon, Birmingham, Brighton, Bristol, Chester, Colchester, Derby, Edinburgh, Harleston, Manchester, Oxford and York, with others being planned.

David Tarsh, who posted the petition, said: "Where I live, the temporary cycle lanes around Hammersmith are a source of huge frustration. The traffic is frequently gridlocked whilst the cycle lanes alongside are often empty. They are dangerous; several people have complained about near misses at junctions and many experienced cyclists won't use them as they feel the road is safer. Ambulances on emergency calls have been badly delayed and they are causing unnecessary pollution because crawling traffic is more polluting than flowing traffic. Worst of all, despite clear evidence now that they do more harm than good, our council wants to make them permanent!"

Roger Lawson, Campaign Director for the Alliance of British Drivers, had this to say: "We welcome this petition. It has been most unfortunate that central Government has supported these irrational measures and permitted some local councils who have an anti-car stance to introduce schemes without public consultation that have increased traffic congestion, increased air pollution, blocked emergency services and increased journey times for all. The sooner these schemes are abandoned, and we can return to normal, the better. The opposition to such schemes, particularly to road closures, as we saw in Lewisham where we are supporting a campaign by local residents against them, is enormous while local councillors just ignore the complaints".

Support The Alliance of British Drivers on Facebook: <http://www.facebook.com/allianceofbritishdrivers>
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REVIEW

Land Rover Defender 90

Here's the first review of the new Land Rover Defender 90. I know what you're thinking, surely the new Defender has been out a while already? Indeed, and with some success. The Defender 110 clocked up 4500 sales in July, one of the best months ever for the company - under pressure from the pandemic and slowing export sales - but that's the four-door long-wheel base version. The two-door edition was delayed.

And now here it is, with prices starting from £43k (for the entry-level car with coil suspension rather than air suspension as standard) and rising to over £77k for the top spec X P400 (compared with £45k-83k for the 110).

Spending a day traversing the bogs of the Eastnor hills in a coil-sprung Defender 90 proved beyond question it maintains its credentials as a hard core off-roader, even more capable and versatile in the short-wheelbase guise, proving virtually unstoppable and able to deliver seemingly impossible traction in absurd conditions. The terrain response makes it easy and features such as the all-round cameras aid the confidence of even a novice.

That was the 300bhp petrol inline six-cylinder. And while

the diesel six-pot with 250bhp endows it with enough torque to better its 0-62mph acceleration from 9.8 seconds to 6.7, the real powerhouse is the 400bhp petrol six, achieving the same run in 6 seconds dead and 130mph - though I witnessed a few mph more on Land Rover's test track.

Sliding the 90 X HSE P400 around a dirt track to prove the merits of its stability aids (more fun without though), running it hard over crude developing world-simulated surfaces, jumping it at 50mph, deploying the active cruise control on a long motorway run, and flinging it down country lanes proved the 90's astonishing versatility.

How much does it lose in space? Very little, the front row's middle 'jump seat' remains and rear accommodation is surprisingly capacious even for tall six-footers like myself - the only proviso is that you need a bit of dexterity to embark and disembark. Plus it still gets hatchback-sized luggage room.

Part of me wanted to hate this car - too precious and expensive to be a proper Defender - but that old car was crude, uncomfortable and difficult to drive. The new Defender is the opposite of all those things. And if you don't need the extra doors, just get the 90.

BROWN
CARGUY
SAYS...

Actors fake it, movie sets are not real and stunt cars are never what they seem. You may see a Bugatti Veyron on the screen, but it's more likely a Beetle chassis with a replica fibreglass body and a Chevrolet V8 motor - until the point it drives off the cliff, when it's entirely CGI.

But there are exceptions. Like the Land Rover Defenders in the continuously delayed next Bond movie, 'No

Time To Die' - the ones in the trailer that do massive jumps, crash through trees, roll over and keep going. Those are real; I know because I drove one.

Okay the interior is stripped out, there's a roll cage and racing harnesses, but the drivetrain and suspension is mostly stock. With a stuntman yelling at me to go faster on a treacherous off-road course, the Defender proved its durability, performance and star quality. So if it's good enough for 007...



REVIEW

Kia Sorento

This is the all-new fourth generation Kia Sorento 7-seater large SUV. Prices start from £38,845 for the '2' spec entry-level petrol version. That gets a 1.6 T-GDi four-cylinder hybrid engine producing 226bhp, which propels this two-tonne beast from rest to 62mph in 8.7 seconds and on to 119mph. Fuel consumption is about 40mpg and CO2 emissions are up to 168g/km.

There's also a 2.2-litre diesel unit producing 200bhp and achieving 0-62mph in 9.1 seconds and 127mph. Fuel consumption is slightly improved by a couple of mpg but emissions are 176g/km. In mid-level '3' spec this will set you back about £41k. All cars come with all-wheel drive, including a terrain-select system. The diesel gets an 8-speed dual clutch auto, while the petrol has a 6-speed automatic.

At the top end, the '4'-spec car comes with all the gadgets, leather upholstery, all-round cameras and a price tag to match. Driving a '4' petrol you learn three things. Firstly you want for nothing; it's got all the kit and more. Plus the third row works for regular sized adults, though ideally children, who get their own A/C controls and USB charging ports.



WATCH MY VIDEO REVIEW OF THIS CAR

Secondly, this thing is big! At the front there's two massive screens which add to the sensation of bigness, plus you sit high and can really stretch out. Yet on the go, the size doesn't intimidate or concern, the car feels at home in town and its impressive road presence doesn't translate to difficult bulk.

Finally, forget the diesel and just go for the petrol, it's smoother, accelerates more eagerly off the line, is just as thrifty and clean, has better brakes and is more satisfying to drive. This is an awesome full-size family carry-all that is impeded only by price – the top spec car is £47k!

REVIEW

Suzuki Vitara Hybrid



WATCH MY VIDEO REVIEW OF THIS CAR



The immensely likeable and usable Suzuki Vitara is now a hybrid. However those that know, know that the Vitara is normally a surprisingly enjoyable drive, with good steering, decent dynamics and useful around town performance – plus it comes with an excellent manual gearbox. So should the alarm bells be ringing?

No because the handily-sized family SUV with proper space for five and their lug-

gage, as well as off-roading ability, should you need it, comes with a mild-hybrid system featuring a 48V system and an extra battery pack.

The 1.4-litre Boosterjet is mated to a six-speed manual. There's 129bhp on offer, giving the front-wheel drive version a 0-62mph time of 9.5 seconds or 10.2 seconds for the AWD. It's a fuel-sipper at over 45mpg – in fact it is said to be 15 percent

more economical and 20 percent cleaner in terms of emissions.

Prices range from £22k-25k and the Vitara is very well specced for the money, with the range topping SZ5 as tested coming with adaptive cruise control, seven airbags and traffic sign recognition. Most importantly, it remains as satisfying to peddle as always and now with its added virtuousness it's one of the no-brainers in this segment.

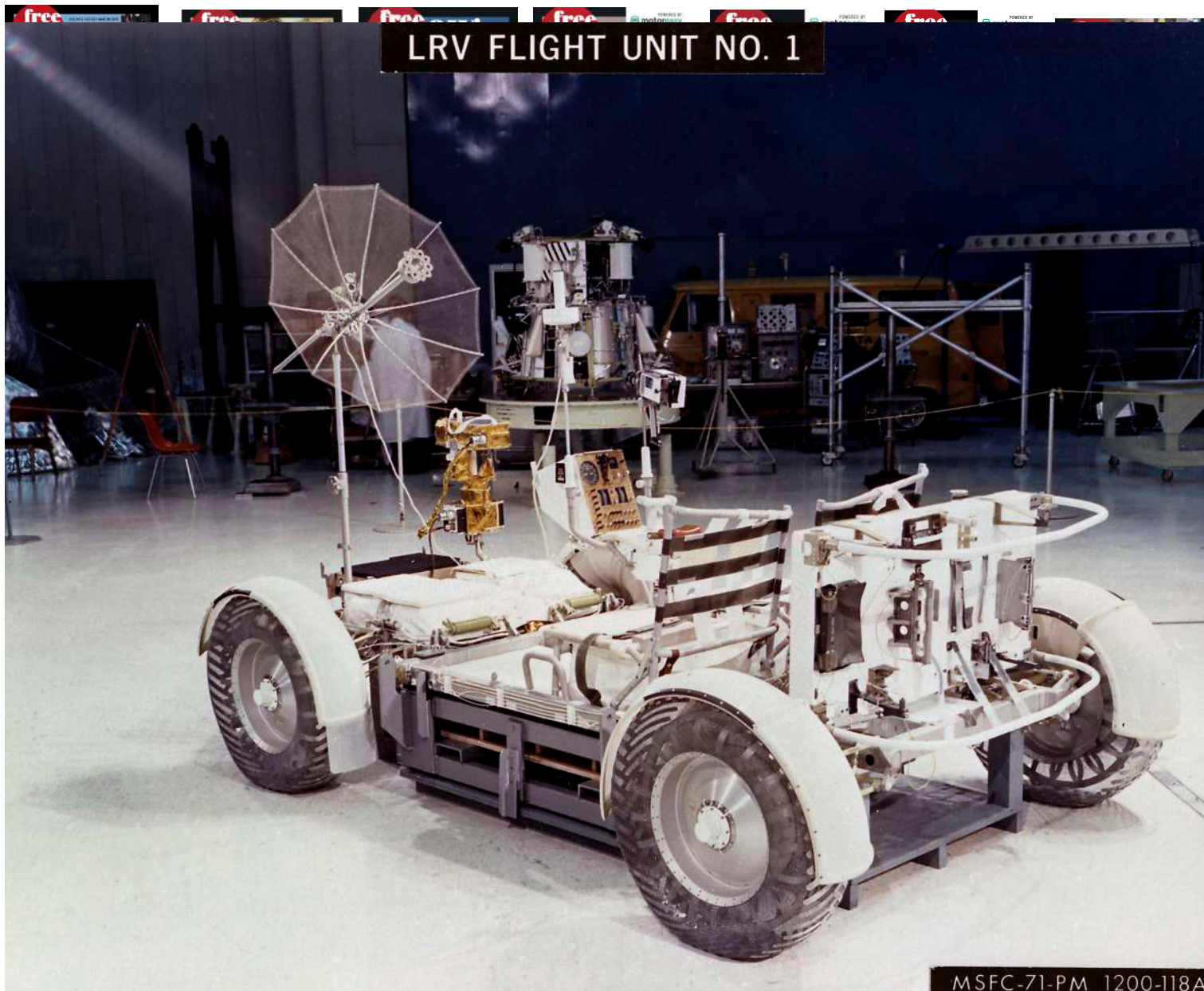
FCM 90

The next issue will be our Christmas one. Hopefully we will be putting something exciting together. Father Christmas may be involved, that is subject to his availability. I don't think his Vespa is likely to break down. We look forward to seeing you next time...



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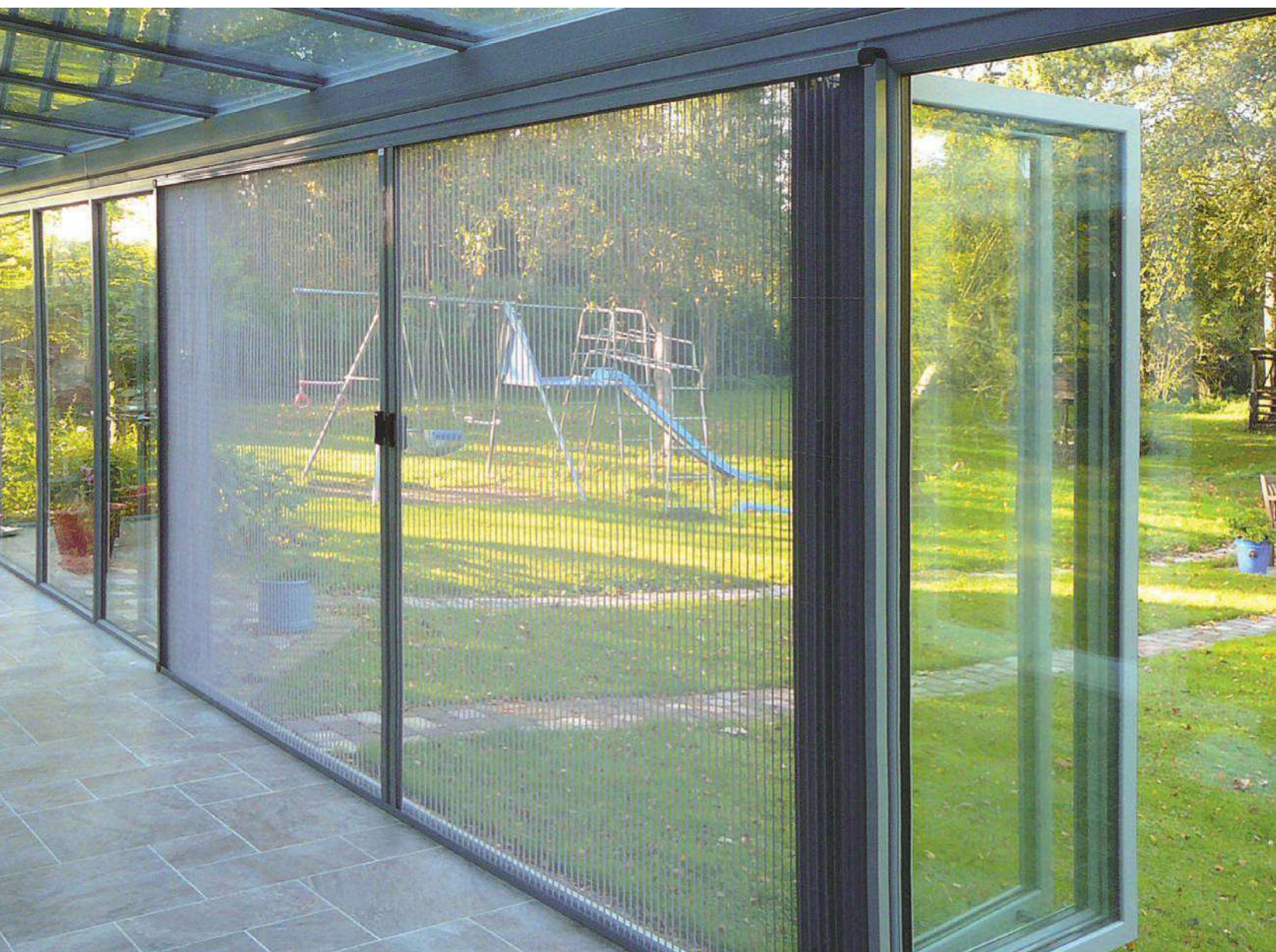


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