

free car mag

SHORTLISTED
FOR NEWSPRESS
MAGAZINE
OF THE YEAR
2016 & 2017

Mixed Up
Mustang



BABY DRIVER

THE CAR CHASE IS
BACK WITH A BANG



Steve McQueen was the ultimate
racer, find out 111 things about
Porsche, we compete in F1 and more...



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this time...

ISSUE 49 / 2017

It is a funny old business running a car mag. We had a whole lot of stuff on racing drivers and racing cars and then this brilliant film turned up. Baby Driver.

The problem with so many films with cars in them, and we do have to point an accusing finger at Fast & Furious here, is that CGI really gets in the way of the action. That does not happen with Baby Driver at all. These stunts are real and nothing looks even remotely fake. Add to that one of the best soundtracks since Tarrantino reinvented what we listened to while we watched a film. It is cool and quite brilliant and the soundtrack is also crucial to the plot. In our Baby Driver feature we have concentrated on the cars, how they were picked and how the stunts were planned.

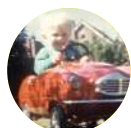
Actually, we ended up keeping most of the racing related material we had prepared, especially as this is such an interesting Formula One, BTCC and endurance car season so far. We thought it was interesting to find out what makes a racing driving tick with Peter Drumbreck. It is great to see our favourite racer, Jenson Button, back in the driving seat and follow Chris Hoy's and fellow Olympian, Amy Williams', developing careers behind a steering wheel.

Anyway, Free Car Mag remains a funny old business, but a fascinating one which lets us put Baby Driver and racing drivers together in the same issue. Hope you enjoy it.

● Cover photo Ford & Tri Star Pictures



Baby Driver star, Kevin Spacey, takes Free Car Mag out for tea and buns...



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ANDY MURRAY & NEW JAGUAR XF SPORTBRAKE

Jaguar's dynamic new estate has been revealed by world tennis number one Andy Murray. The two-time Wimbledon champion pulled the covers off the new Jaguar XF Sportbrake before placing his precious Wimbledon trophy inside and sending it on a UK-wide tour to inspire the next generation of players. Jaguar is the Official Car Partner of The Wimbledon Championships and to celebrate the relationship the premium estate was revealed on a replica Centre Court. "Winning my first major title ten years ago was an amazing moment for me; the culmination of everything I'd worked for my whole life. I feel very lucky to have got to where I am today and hope that anyone passionate about tennis gets the opportunity to play and improve."



Celebrity
Tennis



ANDY MURRAY ON COURT WITH CELEBS & SPORTSMAN

After helping to introduce the XF Sportbrake, Andy Murray warmed up for Wimbledon with a light-hearted celebrity doubles match on a pop-up court. Murray and coach Jamie Delgado faced comedians Rob Brydon and Jimmy Carr in a contest streamed live online, with commentary by Tim Henman. Andy Murray added, "Letting go of the trophy will be difficult, but there's no better vehicle than the Jaguar XF Sportbrake to take on this UK tour. I'm pleased that people are going to be able to get up close to the trophy when it visits schools and tennis clubs, and hopefully it might encourage people to pick up a racket this Summer."



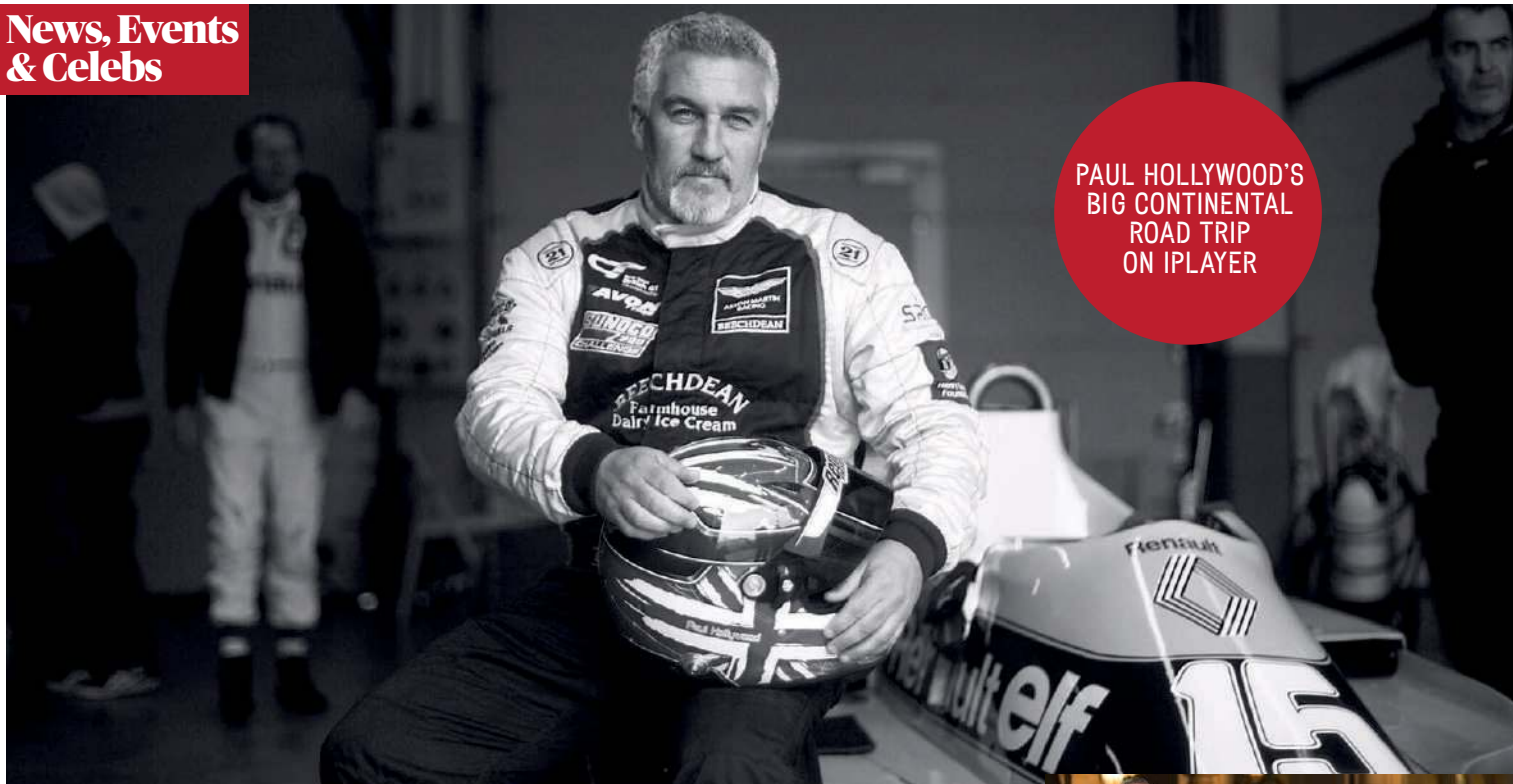
JAMIE MURRAY TEAMS UP WITH THE 3008

PEUGEOT Ambassador and British doubles tennis ace Jamie Murray today took delivery of his All-New PEUGEOT 3008 SUV. The handover took place at the Lawn Tennis Association's headquarters in Roehampton, south west London, where Murray was delighted to collect his All-New PEUGEOT 3008 SUV GT Line PureTech 130 model in 'Ultimate Red'. Murray's 3008 SUV will be immediately pressed into service supporting him as he travels to events on the tennis circuit here in the UK – and on these journeys he will be able to revel in its technology.



JAMIE ALSO BRINGS THE 208 INTO PLAY

British tennis ace and PEUGEOT UK Ambassador Jamie Murray today handed over the keys to a fleet of high specification PEUGEOT 208 hatchbacks to the Lawn Tennis Association in preparation for a major new initiative that will promote participation in the sport over the coming months. The main purpose of the LTA is to enrich lives through tennis and its mission is to get more people playing more often. PEUGEOT UK and British Tennis share this mission. To see this dream become a reality, PEUGEOT has offered the 208s for promotional engagements before they are claimed as competition prizes.



PAUL HOLLYWOOD'S
BIG CONTINENTAL
ROAD TRIP
ON IPLAYER

PAUL HOLLYWOOD'S ROAD TRIP

Describing himself as a "full-time baker and part-time racing driver", Paul sets off on a Big Continental Road Trip to discover the best and worst of motoring in Italy, Germany and France. Along the way he samples the local food, drink and fun and is joined by local and special guests who share his irreverent sense of humour. A bit of glimpse into what a Hollywood fronted Top Gear would have looked like and actually on that level it isn't half bad. The three part series is over now, but you can catch up on iPlayer.



SPOTTED
OUT AND
ABOUT



ELLEN MACARTHUR

Groupe Renault and the Ellen MacArthur Foundation have embarked on a new series of commitments to the circular economy. Dame Ellen MacArthur, Founder of the Ellen MacArthur Foundation said: "Renault was involved right from the beginning of the Foundation's journey - when the circular economy was just emerging as a coherent framework".

DAVID GINOLA

#GetThereWithGinola competition challenged UK football fans to prove how much they wanted to go to the UEFA Champions League Final with French football legend David Ginola. Despite reaching the semi-finals with Paris St-Germain in 1995, Ginola, named 'el Magnifico' by the Spanish media, never played in a UEFA Champions League Final.



A Ford Mustang plays a starring role in the video for Little Mix's new single "Power"



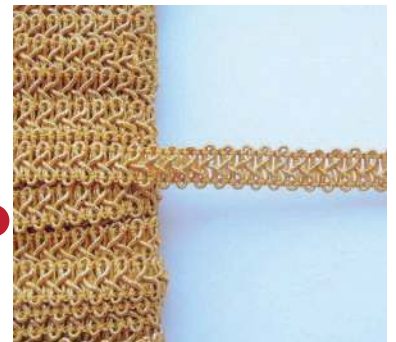
Get the look

LITTLE MIX REVIEW THE FORD MUSTANG

Little Mix wanted for the new single from their chart-topping album *Glory Days*. Filmed on location in Los Angeles, the Ford Mustang Shelby GT350 shares centre stage with Leigh-Anne, Jesy, Jade and Perrie as they sing the virtues of women being in control. Rather more interestingly the girls have seen fit to review the car "The Mustang was amazing! Sexy and cool with a beautiful interior," said the band who can be seen singing and dancing alongside the iconic model. We thought it would be interesting to get their look, but it really helps if you are 18 to 21 years old and are mostly female. The rest of us can just admire the way Leigh Anne Pinnock attacks the wardrobe. Here is our take on what she wears in the video and on a budget. Plus we look forward to mercifully brief and hyperbole free car reviews by the girls.

Leigh Anne

- 1 Ford Mustang £38,095
- 2 Boots Lightinbox.com £39.26
- 3 Gold Trim Habbyworld £0.50p per metre
- 4 Bodysuit Pretty Little Thing £12.00
- 5 Top Boohoo £8.00
- 6 Gold Fringing Etsy £2.25 per metre



An innocent-looking getaway driver who gets hardened criminals from point A to point B, with proper flair and a personal soundtrack running through his head. Here's a film which looks good and sounds brilliant.



PROBABLY A ROBBERY

Baby played by Ansel Elgort, works for Doc (Kevin Spacey), a kingpin on a lucky streak of brash daytime bank heists, thanks in part to his faith in Baby's auto acumen. Doc's go-to professionals include former Wall Street type turned outlaw Buddy (Jon Hamm), Buddy's young, lawless and scandalous partner in crime Darling (Eiza Gonzalez), and the impulsive, gun-slinging Bats (Jamie Foxx), whose suspicions about Baby – from his attitude to his aptitude – begin to create a dangerous rift in an until-then smooth-running operation. *BABY DRIVER*, with its mixture of mph and music, the newest explosion of genre-crossing excitement from writer-director Edgar Wright, an action thriller unlike any other. However, it was vital to get the cars, chases and action all spot on.

With high-gear, precision driving essential to the heart-pounding fun of *BABY DRIVER*, the right action choreography, the right cars and the right stunt team had to be in place. Wright and three different storyboard artists began the process by drawing the car chase sequences, then turning them into animatics that provided a rough

animation of how they would play out. "Those animatics are pretty close to the finished movie," says Wright. "The next stage is working with a cinematographer, a stunt team, and a physical effects team. Which parts need a stunt driver? Which parts can be the actors? What rigs do we use?"

What Wright didn't want to do is "hose the scene down," meaning shoot with multiple cameras, grab millions of feet of film, then figure it out in the editing room. "The animatics became a great roadmap, because you knew how many shots you needed for a sequence," says Wright. "It's getting the maximum bang for your buck."

Another important aesthetic for Wright was an emphasis on daylight chases, which create an extra air of collision tension. Besides, bank robberies are typically sunlight affairs. "It's probably easier to do a freeway chase at night, because it's easier to get those street closures. Doing it in broad daylight is a lot tougher, but I just felt it would be more impressive."



‘WRIGHT RESEARCHED THE MOST STOLEN CARS IN AMERICA AND DETERMINED OUR HEIST CARS’

When it came to deciding what cars to use, Wright didn't want expensive, or tricked out -- he wanted practical for a bank robber's purposes. Sean Ryan, the film's picture car coordinator, says of any given chase onscreen: "It had to feel big, but most importantly it had to feel real. Wright researched the most stolen cars in America and determined our heist cars with that concept in mind. There are over 150 cars on this project and every single car has a specific function and the whole car selection process took on a character development of its own through Edgar's vision."

Says Wright, "Real bank robbers would steal a car that's not going to be missed. Then they're going to ditch it, and drive off in another nondescript car. The idea is, and this came from interviewing real getaway drivers, get a car that will blend into traffic. White and gray and red, the normal colors on the street."

To determine the stunt capabilities of each vehicle, the stunt driving team assembled by second unit director and main unit stunt coordinator Darrin Prescott and stunt coordinator Jeremy Fry had to test the vehicles and communicate with Ryan to tweak the cars so as to accomplish everything mapped out by Wright, keeping safety at the forefront.

Says Prescott, "This was such an exciting project to take on, it's so different in regards to the driving for a couple of reasons. Edgar is

incredibly collaborative and has allowed and welcomed our stunt team to develop and choreograph these stunts and driving sequences with a lot of freedom. We've also tried to keep all the driving real. There have been no visual effects in our driving."

For the first heist, a red Subaru WRX was decided upon. Says Ryan, "Edgar was dead set on using this car because it is notorious for its manoeuvrability - it's quick and agile. This is the kind of car you want to get you away from the scene the fastest." Adds Wright, citing his research, "For gearheads, it's a secret rally car."

Ryan continues, "Once we decided on the heist vehicles, we had to determine what stunts the cars would be doing to then determine how many of the vehicles we'd need with different mechanical functions. For instance, we had four Subarus. One of them had to be all-wheel drive to complete a 270 stunt where the rear had to be locking, but it had to have the ability to unlock the front so when the driver comes out of reverse he can then pull away." Ryan laughs. "It's all very technical."

Says Fry, "These cars come stock all-wheel drive, which means when you give it gas, the power goes to basically all four wheels. So if you have enough power and you get on the gas hard enough, you'll spin all four wheels. On a rear-wheel drive car, which is not how these cars come from the factory, when you get on the gas it just spins

Fast & Furious 8



the rear wheels. That makes drifting. Drifting's different in a rear-wheel drive versus all-wheel drive. So we have some moves that are definitely all-wheel drive moves that we want to do, and then other moves that are a lot easier and a lot more dynamic in a rear-wheel drive."

For the other heists, Wright was just as particular, choosing a Chevy Avalanche for the second heist, which required driving up a brick wall, and a Mitsubishi Galant for the final heist, which also employed spectacular stunts. Says Ryan, "We had a lot of technical rigging to do with these cars so they could perform the way Edgar wanted them to."

For Kevin Spacey's character's car, the Mercedes-Benz S550 was chosen, a prestige model befitting a crime boss, although it winds up in Baby's hands. To make the car do what they wanted, though, the computer systems had to be modified, because the car is engineered to correct itself when it gets out of control. Says Ryan, "We do some serious drifting in a parking structure in downtown Atlanta. There's a

lot of action done in this car, some incredible stuff."

Whenever possible, the actors would be behind the wheel. Prior to the start of production in early 2016, Ansel Elgort, whose character Baby is the primary driver of the movie's heist vehicles, and Jon Hamm began driving training under the supervision of Prescott and Fry, to prep for the scenes where audiences can see the actors' faces. Says Ryan, "[They] worked together on and off for about a month trying to condition Ansel and show him what the cars will do and how they drive." After his time behind the wheel, Elgort joked that while he drives a Tahoe in real life, he's ready for a Subaru – now that he knows what he can do with one!

More than just expert driving, though, the movie's special nuance was choreographing car chases to music. Says Prescott, "It started with the pre-viz, which entails us actually measuring the space at our actual locations and then laying them out in the parking lot at the Atlanta Motor Speedway, and then carrying out the actual driving bits in the actual cars that Edgar wanted to use because we had to know





the exact choreography of the cars including how they move and their timing.”

“The car hits, and manoeuvres had to hit the beats of the songs used in the scene and that song was not going to get any longer or shorter, so we had to get it just right,” continues Prescott.

As for the “gags” the stunt drivers had to pull off, done on location in Atlanta, some had never been seen before on film, including a risky, daring move known as a “180 in and 180 out.” “Most filmmakers would do this kind of move in a giant parking lot and create fake buildings in a CG world, but of course Edgar wanted to do this stunt practically,” explains Prescott.

The man behind the wheel for that stunt was Fry, who has driven in some of the top chase scenes to blaze across the big screen, including those in John Wick, Hit and Run, and Drive. “We completed this manoeuvre in a narrow alley in downtown Atlanta that had no room for things to go sideways. The stunt required the car to speed down the narrow alley and pull a fast 180 in between two buildings and

then quickly 180 right back out of it, and he nailed it,” brags Prescott.

Actor Jon Bernthal, whose heist crew character finds himself in a handful of these hair-raising situations, puts it succinctly: “It’s better than a roller coaster ride,” he laughs.

The exact choreography of the cars including how they move and their timing.”

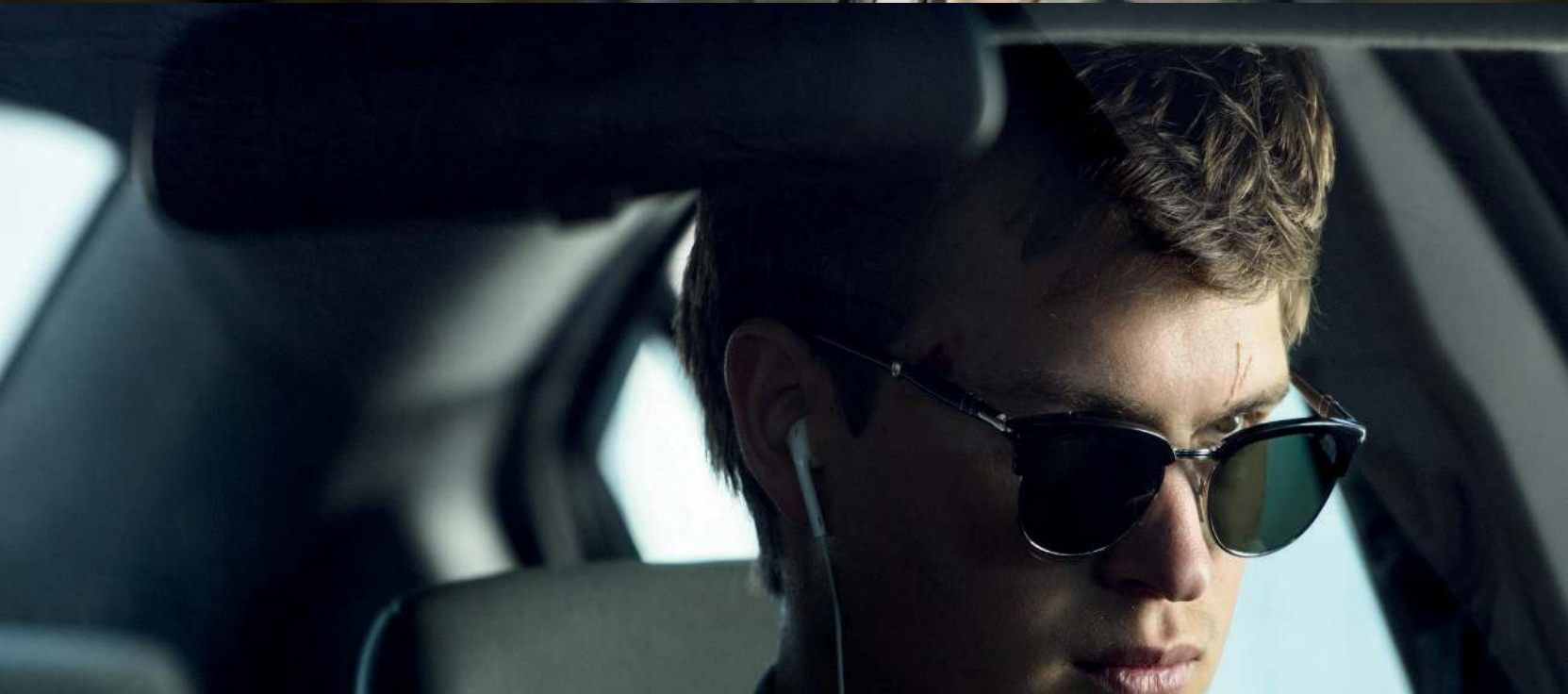


Baby Driver



BABY
DRIVER

IN CINEMAS
NOW





CARS & GUNS

Director Wright even cared enough about the heists to meet with a technical consultant named Joe Loya, who in the early 90s was convicted for bank robbery and served a seven-year term. Loya wrote a book called *The Man Who Outgrew His Prison Cell: Confessions of a Bank Robber*, which inspired Wright to meet Loya. "Loya helped solidify the authenticity of each heist," says Park. "With all the added elements, Edgar wanted to make sure the heists felt very real and believable."





Jenson 24h

Mclaren-Honda racing driver Jenson Button will join the team for a one-off race in the SUPER GT Series, GT500 class. Jenson will drive a Honda NSX-GT at the 46th International SUZUKA 1000km, Round 6 of the SUPER GT series (August 27) at Suzuka Circuit, Japan. The announcement means TEAM MUGEN will race with three drivers behind the wheel; regular drivers Hideki Muto and Daisuke Nakajima, and Jenson.

The 2009 Formula One World Champion will take the opportunity to drive the TEAM MUGEN NSX-GT for the first time at Suzuka Circuit during two days of tyre testing on 6-7 June.

The Suzuka 1000km is the longest running car race in Japan, held annually since 1966. 2017 will be the last time Suzuka will host the race.



I am delighted to have the opportunity to race a NSX-GT at the prestigious Suzuka 1000km. Last year in December, I really enjoyed driving the NSX Concept GT at Honda Racing Thanks Day, and since then have been itching to drive it in a championship race. Thankfully when I approached Honda to race in SUPER GT they thought it was a great idea. I am grateful for this opportunity and am very much looking forward to racing in front of my Japanese fans again. See you guys at Suzuka in June!

Car vs Bike



SEAT Leon Cup Racer vs Ducati MotoGP

Ever wondered what the difference is between a racing car and a racing bike? Well, SEAT have helpfully made the comparison.

The standard chassis of a Leon forms the basis for building a racecar. 1,400 parts are added to this structure to turn a production model into a Cup Racer. On the other hand, the 2,060 parts of a Ducati are mounted on a chassis that has been specifically designed for racing.

From the very first part, until the vehicle is completed, the teams of mechanics dedicate 277 hours to assemble the car and 80 hours to put together the motorcycle.

The Leon Cup Racer engine weighs in at 170 kilos, while the engine on the racing Ducati weighs 49 kilos. In both cases, it is one of the first components that get put into place. The difference between them is that the engine is lifted into the car with a crane, while on the motorcycle three mechanics lift the engine by hand to anchor it to the chassis.

One of the challenges pursued by competition vehicles is to gain fractions of a second every time the gears are shifted. In MotoGP, Ducati relies on Seamless technology, which enables gear changing in only 9 milliseconds by simply putting pressure on the gear lever. Furthermore, the Leon Cup Racer features a six-speed electronic DSG gearbox with steering wheel-mounted paddle shifters.

The 267 km/h output and 1,119 kilo package of the Leon Cup Racer are controlled with a 378 mm brake system up front with six piston callipers, while the competition Ducati features a 340 mm brake disc and four pistons to handle its 350 km/h performance and 157 kilo weight..



Caterham

WATCH SIR CHRIS
HOY AT
DONNINGTON AND
OULTON PARK

Hoy on Track

PRONOUNCED
VEL-AR IT DATES
BACK TO THE
VERY FIRST
RANGE ROVER
PROTOTYPES OF
THE '60S





The Six-time Olympic gold medallist Sir Chris Hoy has confirmed the next step on his motorsport journey after announcing he will compete in six races in the new Caterham Seven 310R Championship this summer.

Sir Chris took to the track at Brands Hatch in June before tackling races at Donington Park (July 8th/9th) and Oulton Park (August 12th).

The Olympic legend is an exciting addition to the new-for-2017 Seven 310R championship. The field offers competitive racing and is the highest-level championship with which competitors can use their original Academy engines, tuned to deliver a hair-raising 152bhp.

With Caterham's race championships regarded as one of the most competitive on the domestic circuit, Sir Chris knows he has his hands full if he wants to secure a top three finish.

"Dropping into the 310R Championship is going to be really tough," said the 41-year-old.

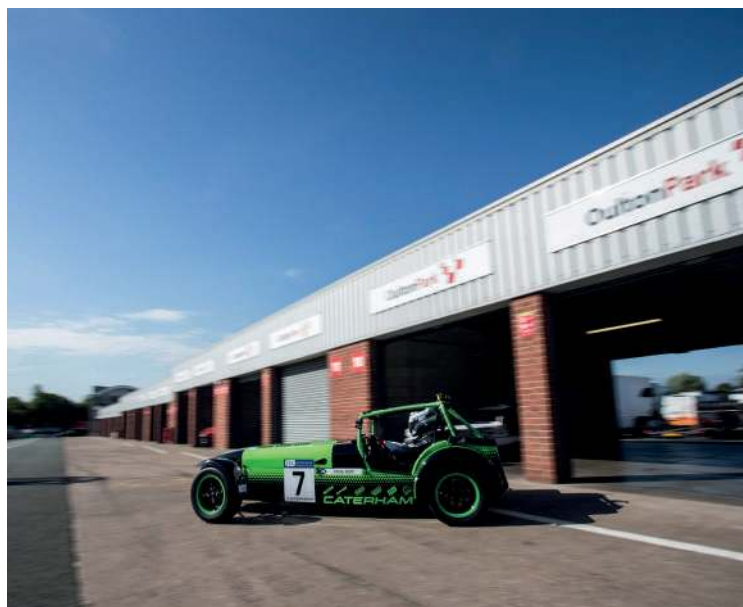
"I'm not hopeful I'm going to set the world alight but, as I've always done throughout my sporting career, I will be as competitive as I can be and see where that takes me.

"I'm under no illusions about the challenge being anything other than difficult but clearly I'd be delighted if I managed to secure a place on the podium."

Since purchasing his first ever track car in 2008, a Caterham Superlight R400, Sir Chris has been hooked on the British brand's sportscars but never thought he'd actually get a chance to race a Seven.

"When I'd get downtime during the cycling season, I'd bring my R400 up to Oulton Park and drive around all day, I couldn't get enough of it.

"It never occurred to me that I'd get the chance to actually race in the Caterham racing series, so to be able to compete in six races this summer in the year the Seven is celebrating its 60th anniversary, is a bit of a dream of mine.



How to be a Racing Driver

Q&A with Peter Dumbreck
Driver of the Falken Motorsports
BMW M6 GT3



Peter and the FALKEN BMW M6 GT3 crew finished in 8th place at the ADAC Zurich Nürburgring 24-hour race

The Nürburgring 24 Hours – one of the world's toughest motorsport challenges. A 24-hour endurance race around a 25km circuit known as the 'Green Hell' that combines the legendary Nordschleife and Nürburgring Grand Prix Circuit. With weather conditions being so changeable, it could be snowing at one corner of the track and brilliant sunshine at another. All in all, it pushes a driver's ability, concentration and determination to the limits.

Ahead of this year's Nürburgring 24 Hours, Falken Motorsports driver and renowned Nürburgring expert Peter Dumbreck discusses the unique challenges of the race, why he's decided to switch cars for this year and how the atmosphere at this iconic event cannot be beaten.

YOU'VE RACED AT MOST OF THE WORLD'S MAJOR SPORTS CAR EVENTS. HOW DOES THE NÜRBURGRING 24 HOURS COMPARE?

This is the toughest race and by far the hardest circuit that I've driven. There's so little margin for error; one little mistake leads to you going onto the grass and, most of the time, if you've gone onto the grass at the Nordschleife you're going into the wall.

It's just crazy. Sometimes you wonder 'what the hell am I doing out here' and then there's other times when it's in the middle of the night, it's dry and you're getting absolutely every tenth out of the car that you think you can get. Then it all comes together and you climb out of the car after a 3am stint and think 'that went well.

HOW DO YOU PREPARE FOR AN EVENT LIKE THAT?

From a driver's perspective – assuming you're fit – a lot of it comes down to time on the circuit. You can do as much testing as you like on a traditional track – even the Nürburgring Grand Prix circuit – but until you actually get onto the Nordschleife you don't get the same sensations of the camber changes, the bumps and the different surfaces. You've got a huge variety of different corners and in some parts it gets slippery under the trees, so you need to test on the Nordschleife itself. From an engineering perspective, we put a lot of work into setup and we do a lot

of tyre testing, as our team is run by tyre manufacturer Falken. The tyres we run here are specifically developed for the Nordschleife by Falken and we use the VLN Endurance Championship that runs on the circuit very much as testing. We always aspire to some sort of result – and sometimes we'll go all out and race – but usually preparation for the 24 Hours is what comes first.

YOU WILL MAKE THE SWITCH FROM A PORSCHE 911 GT3 R (TYPE 991) TO A BMW M6 GT3 THIS YEAR – WHAT CHALLENGES DOES THAT THROW AT YOU?

There are key differences between the two cars. With it being rear engine, the Porsche is a very physical car to drive and it tends to move around quite a bit. It's also quite a short car as well compared to the M6, so I find it's got a good bit of grunt through the corners. The M6 has a greater amount of downforce through the medium to sharp corners so you can carry more speed through those faster turns, whereas in the Porsche you may brake and go down a gear. In some places in the M6, you don't even brake you just lift in sixth gear! So the M6 is stronger in the the medium and fast corners but the Porsche fights back in the tighter sections. Falken has set this up as a battle and I genuinely think it will be.

SO, IS THE OBJECTIVE TO WIN?

It goes without saying that we would love to go out and win the race and from Falken's point of view it has doubled its chances. It doesn't matter which car wins. It has good crews in both cars. Personally, of course I want to win. The first target has to be taking a podium. Actually, to be honest, the first target for me is putting in good times, doing a good job, staying out of trouble and watching us gradually move to the front! The end result is the end result, as long as I have done a good job then what will be will be. I've been in this sport long enough to know that a certain amount of luck is involved so I keep my feet on the ground and just do my job.

24 HOURS IS A LONG RACE - HOW DO YOU PASS THE TIME DURING THE NIGHT WHEN YOU'RE NOT IN THE CAR?

It is a little bit like Groundhog Day. I get out

of the car and normally I will get something to eat. I will get out my suit and start getting my kit dry, my helmet dry and everything sorted out – that will usually be the first thing that I do. Then I'll note when I'm back in the car and try to lie down. Just try to just close my eyes to see if I can sleep for an hour or so. I don't like to be woken up so much, I prefer waking up on my own. I have never slept all that deeply so I'll sleep 30 minutes then wake up and go to sleep again. Half an hour prior to getting back in the car I will be up or the team will get me anyway. You also burn a lot of calories and lose fluids so you try to get all those back on board – even though we do drink in the car. By the time late morning comes you start to get really, really tired. Your energy levels are down and you're straight into another stint. "

HOW DO YOU STAY ALERT DURING THE NIGHT?

The main way in which I stay alert is resting in between and the rest takes care of itself. I basically break it down to six races as there will be an order of which drivers are racing when. Of course, that can change and it does change but I prepare myself by thinking of it as six mini races. That is how I get through the 24 hours.

WHAT'S YOUR FAVOURITE PART OF THE TRACK AND WHY?

I'd say from Adenau to the Karussell is my favourite part of the circuit. That is the big climb where you are basically sitting flat out up the hill. You have a curve, which is just a slight lift. It's a gear down and brake in the Porsche, but in the M6 it's flat out! You go through it at 220km per hour and is quite an eye-opener!

IS IT TRUE YOU CAN SMELL THE BARBECUES AND CAMPFIRE IN THE CAR?

Yes, you definitely can. Particularly at night time when the senses are more alert. It will be dark and the mist is coming but you will come up and see fireworks and fires at the side of the track but obviously, you're really concentrating on the race. I love driving at night; it's peaceful and you have already done a few stints so you are up to speed but it's also a bit more dangerous.



Passion Investing

Classic Sporting Fords soar in value by 460%

For those who think there's no money to be made from cars, think again – total growth over the past decade was 457 per cent. This is a bigger increase than even property, which has increased in value on average 20 per cent in the last decade and 152 per cent since 2000 across Europe. And it's not just new super cars such as the latest Ford GT newly on sale in excess of \$450,000 that command a hefty price tag and appreciate rapidly. Among the list of top investor car makes, Ford offers among the lowest entry costs.

"The legendary Ford GT40 supercar accounts for the lion's share of the most expensive Fords ever to be sold at auction and the new Ford GT, which is being delivered to customers right now, will be our most exclusive car ever – limited to volumes of no more than 250 per year globally," said Jim Farley, Ford executive vice president and president for Europe, Middle East and Africa, who is a passionate racer and collector, and counts a GT40 in his private collection. "But more attainable classic hot hatches

are showing impressive gains – providing they are in good condition."

In March 2016, a Ford Escort Cosworth with less than 2,500 miles on the clock sold at auction for £67,580 after originally going on sale at £22,050 in 1992. The average price of a Cosworth is now more than double that original price and the Fiesta XR2, which went on sale in 1981 for £5,150, has trebled in value since 2014 to prices well in excess of £10,000, with the best advertised at close to £20,000. There are also stories of sporting Ford vehicles exchanging hands in private for higher sums than are made public.



Have your say  @freecarmag1

RACING DRIVER QUOTES

"Being second is to be the first of the ones who lose.."

Ayrton Senna

"I am an artist. The track is my canvas, and the car is my brush."

Graham Hill

"Before I got in the car, I was puking all over the place and on the grid. I was just a shaking wreck."

James Hunt

"If God had meant for us to walk, why did he give us feet that fit car pedals?"

Stirling Moss.

"The years I raced in were fantastic. There was so much change in the cars. We went from treaded tyres to no wings right through to slicks to enormous wings."

Jackie Stewart

"Winning is everything. The only ones who remember you when you come second are your wife and your dog."

Damon Hill



TOP 5 USED RACERS

Anyone can buy a used car then go to the shops and back. That's boring. Why not go and find yourself a motor which you could use to go and win a race in? Manufacturers have often made small numbers of racers to qualify for competition. Most of them are not cheap, but they will deliver huge amounts of fun and maybe a trophy.



NISSAN GT-R

This isn't just a GT-R, but the track day special NISMO. From a unique competition-developed high-downforce body kit, to a masterfully-tuned suspension, to specially developed high-capacity turbos, the 600 ps GT-R NISMO is pure performance. As NISMO has been the factory racing arm of Nissan it will do 195.7mph and cost £91,820.



AUDI R8 LMS GT3

Those with a spare £261,000 can buy themselves this very special R8 which comes with full FIA Homologation – meaning it can race in a variety of international GT championships. The 5.2-litre V10 produces as much as 577bhp and is very, very fast. Fast enough to win endurance races such as the legendary 24 Hours Nürburgring. Worth every penny.



LOTUS 3 ELEVEN

Here's a limited edition (just 311 made) Lotus which can be viewed by some as an Exige S with the roof removed. Prices started at £82K with two seats and could be bought in full race trim for £96K plus VAT of course with just a single seat. It is quick off the start line and gets to 62mph in under 3 seconds thanks to the 450 hp supercharged V6



BMW M3

Strictly this isn't a road legal racer, but it is a four door which means that the whole family can come along for the ride, and what a ride. The completely redeveloped 431 hp M TwinPower Turbo straight 6-cylinder petrol engine get the car to 62mph in just over 4 seconds. An optional competition pack adds, track suspension, 20 inch alloys and better audio.



MERCEDES AMG GT R

Mercedes have made a track day car with their AMG high performance arm. It is essentially a road car with a lot of attitude with four wheel steering, carbon fibre body panels and a twin turbo V8. 62 mph arrives in 3.7 seconds and it goes onto a top speed of 198 mph. All this for a reasonable £143,245. This is the most comfy racer you can buy.

For more used car information and buying tips go to freecarmag.com



BLACK BEAUTY

SILVERSTONE
CLASSIC
28-30 JULY



Kiwi legend Jim Richards reunited with his title winning 635 CSI



ALL THOSE WANTING TO MEET RICHARDS AND SEE – AND HEAR – THE JPS LIVERIED BMW 635 CSI IN ACTION MUST BUY THEIR TICKETS IN ADVANCE. ADULT ADMISSION TO THE WORLD'S BIGGEST HISTORIC MOTOR RACING FESTIVAL, STARTS AT £43 AND WEEKEND CAMPING AND HOSPITALITY UPGRADES ARE AVAILABLE. WWW.SILVERSTONECLASSIC.

AMY WILLIAMS
GEARS UP FOR
CELEBRITY
RACING



Amy Williams MBE is the latest Olympic champion to be ready to race in the star-studded Celebrity Challenge Trophy showdown at this summer's Silverstone Classic.

Williams, 34, is no stranger to motor sport having twice contested Wales Rally GB – Britain's round of the FIA World Rally Championship – as a class-winning co-driver.

"I absolutely loved my rallying as it gave me the adrenaline thrill which I have been missing since retiring, but I have always been itching to be behind the wheel," she admitted. "Now it's up to me to be out there on the track and it's going to be really exciting; you're in control of your own destiny in the car."

Williams, who became Britain's first solo Winter Olympic gold medalist for 30 years when famously sliding her skeleton bobsled to victory in Canada, admitted to being a little nervous when passing her written and circuit driving tests at Silverstone Motorsport Academy – one

of the country's leading Association of Racing Drivers Schools (ARDS).

"It was like doing your driving test all over again!" she quipped after speeding around Silverstone in one of the Academy's bright yellow 150mph Megane RenaultSport 250s. "The driving was the easier bit – I was more stressed about passing the written section as you need to get 100 per cent on all the safety flags."

Williams will be swapping the cutting-edge Renault for one of many race-tuned Austin A30 and A35 saloons.



Lets Race!

Not talented or rich enough to drive a Formula One car? Don't worry there's a company called Lets Race who will put you in the driving seat. Free Car Mag sampled their sensational simulators.

Race Experiences are their most popular choice of experience. The Race Experience allows you to race against fellow F1 simulator racers and make new friends or foes on the track. You can experience the mayhem and excitement of a full grid of F1 cars while feeling the rush of the UK's most authentic full-motion racing simulators.

The layout of the experience gives you a 15 minute safety briefing in your arrival 30 minutes prior to your time, a 15 minute qualifying session and then a racing instructor will help you analyse and improve your race performance with telemetry reviews from your qualifying session. You'll then have your 15 minute race and finish in style with a podium finish. If you want to give yourself a head start and try and make sure you get on the podium, you can always book a practice session beforehand so you know what to expect on the day.

This experience is in their F1 2016 car and the instructor will choose a track suitable for all abilities. However, if you book out all 10 simulators, you can choose your track yourself.

Premium Race Experiences give you the most amount of driving time. This experience is available at weekends and gives you a truly intense 45 minutes of pure adrenaline fuelled F1 racing action, allowing you to weave through a full grid of F1 cars and give you a truly realistic feel of how F1 really feels.

Ensure you clock a fast qualifying time to grab 1st place on the grid while you'll feel every knock, every turn and the g-force of up to 200mph with our full-motion F1 simulators. The Premium Race Experience is a test of concentration, racing intelligence and staying power.

Although Lets Race is primarily an F1 racing centre, they also

have so much more to offer on their simulators. Motorsport doesn't just revolve around F1, with many other formulas and categories offering incredible racing and machinery. Lets Race's simulators are all F1 'tubs', but every car will feel and respond completely different to their standard virtual F1 car. The on screen visuals will change to suit each car, be that a Formula Renault single seater or a Clio Cup car.

Prices range from £14.95 - £44.95 depending on session length and time of booking. www.letsrace.co.uk/





Ferry Porsche and his brilliant road and race cars.

111 Porsche Stories

Porsche means car—a very special kind of car. In his book, Wilfried Müller brings the fascination of the brand to life. He presents milestones in sports-car history, birds of paradise and prototypes, racing cars that won, that lost, that never entered a race or were made by hand in tiny numbers as family treasures. Porsche is associated with magic words, some well-known, others less known. Find out what lies behind those words: Carrera, Gmünd, Turbo or Speedster. His diverting stories cover artful strategists and characters, such as race boss Wilhelm Hild, who always smoked just half a cigarette, as well as special moments, such as when a Porsche plummeted to the ground from a considerable height, and the first crash test had been completed.

111 entertaining stories about the legendary car make will amaze and astonish the reader. The book is an affectionately composed compendium with wonderful photographs and a must for every Porsche admirer and car enthusiast.

300 Page Book and 150 colour pictures ISBN 978-3-7408-0035-2



Steve McQueen resting while making Le Mans

THESE BOOTS ARE MADE FOR RACING



Piloti, makers of technologically advanced driving shoes, has unveiled a line of limited edition leather driving shoes specially designed for fans of the world's most renowned sports car race, the 24 Hours of Le Mans. Piloti has a deep connection with the 24 Hours of Le Mans, its patented Roll Control Heel technology - rising spherically up the back of the shoe providing improved traction in the footwell and cupping the driver's heel for reduced foot fatigue - was first tested and subsequently developed at the event. Inspired by the era of gentleman racers, the luxurious Ligne boot is handcrafted in Italy in subtly distressed Italian leather, and features an ankle strap with an embossed 24 Hours of Le Mans logo and woven French flag.

The low cut Piloti Circuit Le Mans limited edition driving shoe takes its cue from vintage performance racing cars, featuring a race stripe in French national colours and inspired by classic racing liveries. The woven French flag detail is a further nod to the rich heritage of 24 Hours of Le Mans racing.

Prices: Circuit - £158, Ligne - £385
Contact: www.piloti.uk.com



Say Hello to Daniel...

Ted Baker's sensationally stylish new collection is ready for your wrist, and great value too at just £135



Confident in its simplicity, Daniel is made for a man with effortlessly cool style. This 3-hand/date movement watch features a satin finish dial with hand-applied arabic numerals which boast a modern utilitarian look. For that unique twist Ted Baker London is known for, they combined soft to-the-touch cotton twill with smooth genuine leather to create a fantastic mixed-media strap. Actually we'd buy it for the strap alone.

www.tedbaker.com



DEH-X8700DAB SINGLE DIN CD TUNER £248.99

The need to fit neatly within the self-imposed confines of the single DIN ensures that the DEH-X8700DAB is not an especially large unit, but what it lacks in size it more than makes up for in class leading functionality. It can be easily connected to an iPhone or Android smartphone via the supplied USB cable or rear-mounted Aux-in. It's simple to use and safe.

www.pioneer-car.eu/uk/products/deh-x8700dab



FIELD CANDY FROM £249

This high-performance 2-3 person 'A' frame tent is designed to last. It is proudly made in England, with a high quality breathable and cool inner tent and a flysheet which is 100 per cent waterproof and UV fade resistant. Lightweight aluminium alloy poles mean it is easy to assemble yet strong enough to withstand all festival weather conditions. Features include a large porch for storage and easy assembly in five minutes.

www.fieldcandy.com



SPEEDLINE SL7 GLADIATORE FROM £TBC

The Speedline SL7 Gladiatore is defined by its innovative and totally unique appearance, one that gives it its name; the wheel's striking graded design was devised to call to mind a Roman gladiator's round shield, hence its name. The 20in variant of the SL7 Gladiatore has been developed specifically for those owners of high-end saloons and luxury SUVs.

www.speedlinecorse.net/



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AVAILABLE:
NOW
PRICE FROM:
£18,685



Awesome High Tech and Handsome Vauxhall

SPORTS TOURER

The new estate Insignia is more practical than ever with a bigger 1,665 litre boot. 40/20/40 foldable seats are standard across the range and for those pulling a caravan or a trailer, towing capacity for the Sports Tourer is up to a whopping 2200kg.

It is packed full of tech including next generation IntelliLux LED matrix lighting, Lane Keep Assist, Head-up Display and unique AGR-certified premium seats, front- and rear- seat heating and a heated windscreen. IntelliLink systems, offers outstanding connectivity while smartphones are seamlessly integrated into the vehicle's infotainment system and can also be charged wirelessly thanks to the latest inductive charging technology. Vauxhall OnStar, offers services ranging from automatic crash response to stolen vehicle assistance and a new concierge service to select a hotel and proceed to room reservation. Also, up to seven devices can be connected to the Wi-Fi Hotspot available with OnStar. Mostly though, isn't the Tourer handsome?





Mercedes-Benz estate car with attitude



AVAILABLE:
NOW
PRICE FROM:
£58,880

E-CLASS ALL TERRAIN

This new model comes with standard 4MATIC all-wheel-drive, a nine-speed automatic gearbox and one efficient diesel engine, badged E 350 d. This 3.0-litre turbocharged V6 generates 258 hp and emits 179 g/km, while delivering combined fuel economy of up to 41.5 mpg. It comes with a Burmester surround sound system; Air Body Control air suspension; panoramic electric sunroof; Comand Online with a 12.3-inch infotainment display and 12.3-inch cockpit display – creating a widescreen effect; memory package, including electrically operated front seats; LED Intelligent Light System; Keyless-Go Comfort package; privacy glass; 20-inch twin-spoke alloy wheels and most importantly can tow up to 2,100 kg.

Supercar which also delivers open-air fun

AVAILABLE:
NOW
PRICE:
£164,750



MCLAREN 570S SPIDER

The two-seat, rear-wheel drive 570S Spider is the third bodystyle in McLaren's Sports Series portfolio, lining up alongside the Coupé and the GT. Compared to the Coupé, the 570S Spider adds a neatly integrated, retractable hardtop that when lowered delivers an even more immersive and exhilarating driving experience. The two-piece roof – which is engineered using technology proven in the McLaren 650S and 675LT Spider models – is constructed of lightweight composite panels and creates a purposeful, sleek appearance whether raised or lowered. So there's more McLarens to choose from.

Car Choice

Jenny Lees is after a classic car she can use everyday. She is a child of the '80s and loves German Cars.



COOL CLASSIC



A CAR FOR THE HEAD VOLKSWAGEN GOLF GTI

Probably the most reliable car made in the '80s and actually the most practical and fun, was the Volkswagen Golf. They are shooting up in value, especially the GTI models, Mark 1 pictured. Jenny should buy the best she can afford. Rust is a problem with all older cars and that is always the most costly part of any rebuild. The Mark 2 GTI is tough and fun. We found a three door 1990 GTI at £7995 which seems to have been very well looked after and sold by a respected dealer.

A CAR FOR THE HEART BMW 3 SERIES

I know the car that Jenny really loves is the BMW 3 Series. The model made from 1982 is the one that car fans will know by BMW's internal code as the E30. Rust is the enemy and they are becoming quite rare. The 318i was not as quick as the GTI and actually a six cylinder 3 Series like a 325i would have bags of character and a useful turn of speed. We found a fashionably white 1989 325i saloon at £6250. The mileage is a huge 172,000, but it has been well looked after

COMFY CAR



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AND AN EASY LIFE

FREE CAR MAG
CAN ANSWER
YOUR CAR
CHOICE
QUESTION



Charles Boles wants a comfortable car for his uncomfortable commute. Just wants a hassle free driving experience. Has £8000 to spend.



A CAR FOR THE HEAD BMW 5 SERIES

Charles just needs a recently retired executive or luxury car. They depreciate heavily and buyers end up getting a lot of vehicle for hardly any money. It must have an automatic gearbox and a large relaxed engine for the easy life. Arguably the best model of the last few decades for the businessman has been the BMW 5 Series. Here is a sophisticated, comfortable and very well equipped model. We found a 2008 2.0 520d M Sport with 82,000 miles, this two-owner vehicle with a full service history.

A CAR FOR THE HEART JAGUAR XF

Charles did reveal that one vehicle he had never owned and rather fancied, was a Jaguar. With that in mind there are also lots of XJ models to choose from, but I think that he should upgrade to the more modern looking XF. Within his budget Charles would be looking at 2008 example and I would recommend the petrol as it would have a higher specification. A 3.0i V6 Premium Luxury with just over 100,000 miles with a reversing camera, parking aid pack and electric heated seats. At £7295 it's the perfect traffic jam companion.

Racing on TV



WATCH IT ON
AMAZON PRIME
VIDEO
NOW

Original Le Mans





Le Mans: Racing is Everything offers unprecedented access to the entire 24 hours of the race, while exploring the storied legacy of Le Mans and the generations of drivers who have braved the course. Le Mans: Racing is Everything embeds with teams Porsche, Audi, Nissan, Toyota, Aston Martin and Rebellion as they race to build their cars and compete in what is one of the highest attended single-day sporting events in the world. Featured drivers include Australian Formula 1 legend Mark Webber; German three-time Le Mans champion André Lotterer; Nico Prost, son of legendary Formula 1 driver Alain Prost; and English teenage gamer Jann Mardenborough, who at the age of 19 was given a slot on Team Nissan after winning an e-Sports racing competition.

Prime members will be able to stream the series exclusively via the Amazon Prime Video app for TVs, connected devices including Fire TV, mobile devices and online. Members can also download the series to mobile devices for offline viewing at no additional cost to their membership. Le Mans: Racing Is Everything will be a global release and available on PrimeVideo.com for Prime Video members in more than 200 countries.



CARS 3 IN
CINEMAS ON
JULY 14TH



CARTOON BLOCKBUSTER

CARS 3

We rather enjoyed what is rather more than a kiddies cartoon film. We are glad that it is back and apparently there is a feminist slant, apparently, girl cars can do everything that boy cars can do, which is no surprise to us. Essentially it has talking cars in it and that's a simple concept Free Car Mag can easily grasp.

Blindsided by a new generation of blazing-fast cars, the legendary Lightning McQueen finds himself pushed out of the sport that he loves. Hoping to get back in the game, he turns to Cruz Ramirez, an eager young technician who has her own plans for winning. With inspiration from the Fabulous Hudson Hornet and a few unexpected turns, No. 95 prepares to compete on Piston Cup Racing's biggest stage.

What tickled our funny bone is that there is a car talk show host called Jay Limo voiced by Jay Leno. Worth the price of admission alone.





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**E4
THURSDAYS
9PM AND ON
ALL 4**

BROOKLYN NINE-NINE

Jake Peralta and Captain Holt find themselves getting used to life in very different surroundings as we are now in Season 4 of the hit US comedy set in a New York City police station. In the above episode called The Slaughterhouse Peralta and Diaz try to earn the respect of their idol, Lt Melanie Hawkins. Boyle, Jeffords and Gina aim to resolve a petty conflict between Scully and Hitchcock. Holt loses Santiago's favourite pen.



**Fargo is on
Channel 4
Wednesdays
at 10pm and
All 4**

FARGO SEASON 3

Developed for television by Noah Hawley, Fargo is a mini-series franchise based on the feature film of the same name by Joel & Ethan Coen. The third season is set in 2010 and follows Emmet and his slightly younger brother Ray Stussy. Emmet, the Parking Lot King of Minnesota, sees himself as an American success story, whereas Ray is more of a cautionary tale. Forever living in his more successful brother's shadow, Ray is a balding and pot-bellied parole officer with a huge chip on his shoulder about the hand he's been dealt - and he blames his brother. Their sibling rivalry follows a twisted path that begins with petty theft but soon leads to murder, mobsters and cut-throat competitive bridge. The drama series is produced by MGM Television and FX Productions and stars Ewan McGregor in dual roles, Carrie Coon, Mary Elizabeth Winstead and David Thewlis. Mostly however there is a beaten up old Chevrolet Corvette in it that is fairly crucial to the plot. Corvette forums argue over whether it is a '77 'Vette.

FCM 50

Incredibly, your favourite car mag will be 50 issues young. For that reason alone we should be doing something special. There will be cars, films, fashion and watches, and just maybe Charlize Theron will come to our party and tell us all about Atomic Blonde, which would be nice. ©Universal Pictures



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SPENCER HAZE 6

Has a thing for crazy coupes, here are some favs...

TWO DOOR SPORTS CARS ARE QUITE SELFISH MOTORS AND THAT'S MAYBE WHY I LIKE THEM. THEY LOOK GOOD AND DRIVE REALLY HARD, OR THEY SHOULD. SOME OF THEM ARE A LITTLE BIT BONKERS THOUGH, AS YOU'LL SEE...



THE OPEL GT 1900 WAS BUILT FROM 1968 TO 1973 AND WAS NOT THE NORMAL BORING MODELS THE GERMAN COMPANY WERE FAMOUS FOR. FRENCH BUILT AND A SILLY LOW POWERED GT1100. PRETTY.

THE FORD CAPRI WOULD SEEM TO BE A CONVENTIONAL COUPE BUT AT THE TIME, 1969, IT WAS AN ABSOLUTE REVELATION. ESPECIALLY WHEN YOU COULD LOAD THEM UP WITH ALL SORTS OF INTERESTING KIT, GT AND XLR PACKS ON OFFER. EVEN BETTER THE RS2600 AND RS3100 WERE RACING CARS FOR THE ROAD. THE 3000GT WAS MORE AFFORDABLE.



SCRIBBLED BY JAMES RUPPERT



THE LOTUS ELITE S1 IN 1974 LOOKED LIKE A CONCEPT CAR, WITH A BACKBONE CHASSIS, GRP BODY AND FRONT MOUNTED ENGINE THAT WOULD GET IT TO 125MPH. YOU COULD GET FOUR PEOPLE ON BOARD WHICH WAS USEFUL.

VOLVO 262C WAS A SURPRISINGLY INTERESTING CAR AND A TYPICALLY TANK LIKE INTERPRETATION OF THE COUPE. BERTONE IN ITALY DID THE FINAL ASSEMBLY. THIS TANK WOULD STILL DO 120MPH.

SPENCER HAZE STAR RATING
OPEL GT *****
FORD CAPRI *****
LOTUS ELITE ***
VOLVO 262C **
RENAULT FUEGO *



RENAULT FUEGO LOOKED LIKE THE FUTURE IN 1980. TURBO WAS SCARILY QUICK.



FOLLOW SPENCER HAZE'S ADVENTURES AT THE FREE CAR MAG.COM WEBSITE...HE'S FROM 1973 AND SEEMS TO HAVE TIME TRAVELLED TO THE YEAR 2000 BEFORE MAKING IT TO 2017. CONFUSED? WELL THERE ARE CARS, FIGHTS & FUN WITH A RETRO TWIST.



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A car service that improves your swing

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Relax - with all of your car hassles taken care of, *what will you do?*

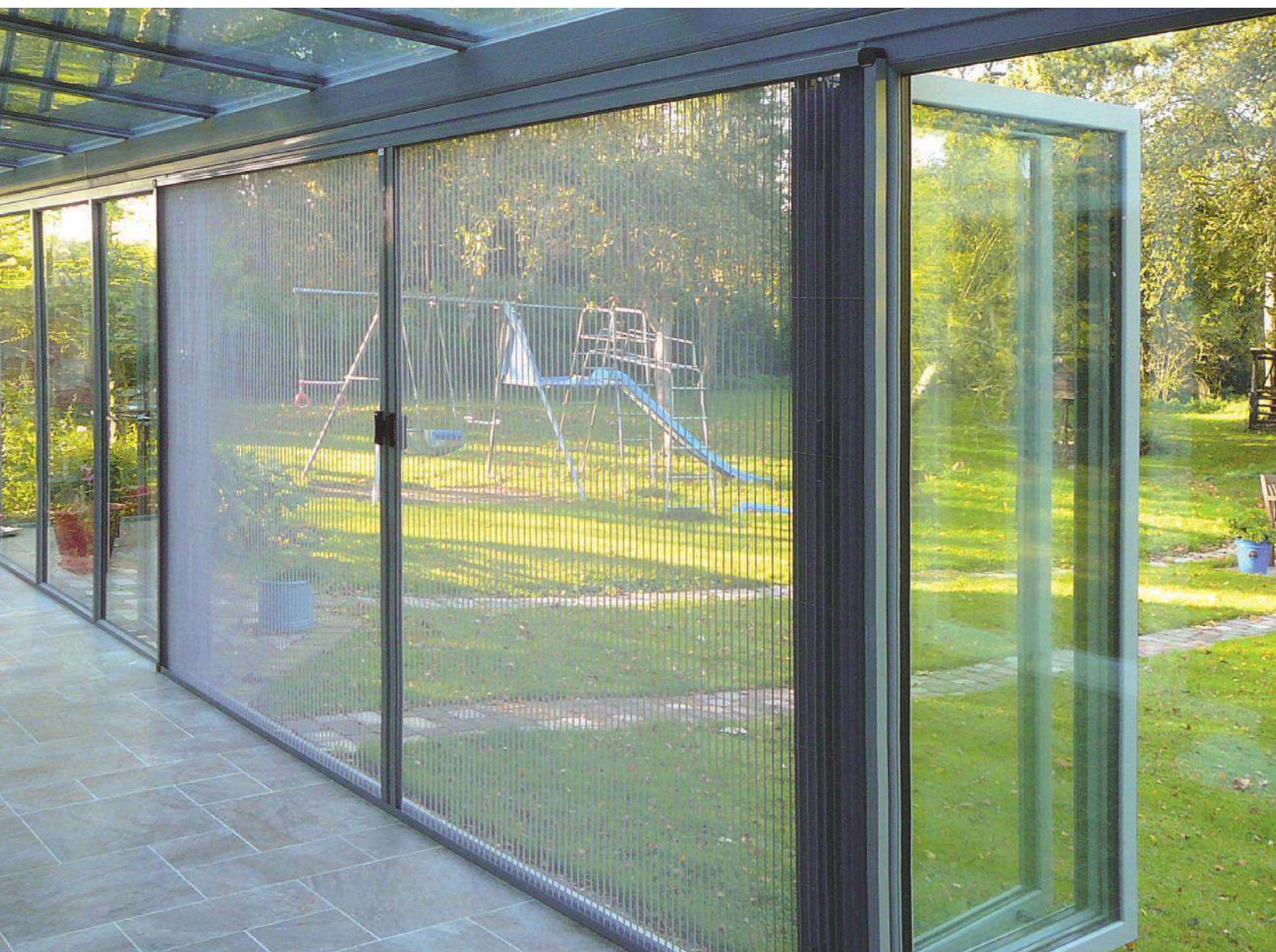
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