

**free
car
mag**

MORRIS MINOR
SPECIAL

JAMES BOND
PREVIEW

MINI CLUBMAN
GETS BIGGER

WIN

A CUSTOMISED 1967
MUSTANG WITH THE
MAD MAX™ GAME



CLASSIC *Crime*



David Walliams &
Jessica Raine in Agatha
Christie's Partners in Crime
Guilty of abandoning
Morris Minor Traveller

FROM THE DIRECTOR OF SHERLOCK HOLMES AND SNATCH

HENRY
CAVILL

ARMIE
HAMMER

ALICIA
VIKANDER

ELIZABETH
DEBICKI

HUGH
AND GRANT



THE MAN FROM U.N.C.L.E.

A HIGHER CLASS OF HERO

COMING SOON

WARNER BROS. PICTURES
A TIME WARNER COMPANY

This week

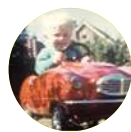
ISSUE 14 / 2015

The Free Car Mag office loves nothing more than sitting on the sofa on a Sunday evening and watching a period crime drama. What excites us about Agatha Christie's Partners in Crime is that a Morris Minor Traveller takes a starring role. We've noticed that at one point it crashes through a wooden gate, so there are stunts. We also spotted a Bristol car and what may have been a Routemaster bus, but we couldn't be sure.

However, we are very sure about the Morris Minor. It's a car we adore and we were lucky enough to meet Charles Ware who set up his Morris Minor Centre in 1976. Sadly Ware passed away recently but his legacy is the concept of the recycled car. Why throw a motor away when with some tlc it can still be useful. A Morris Minor is perfect because it is durable, simple and lovable.

We also have a bit of James Bond, a MINI Clubman that has grown up and Warner Brothers has a competition to win their brilliant Mad Max game and more to the point, a real life, Mad Maxed, Ford Mustang.

Mostly though, there is rather a lot of Morris Minor. Enjoy.



James Ruppert

EDITOR james@freecarmag.co.uk

The Team

Editor/Publisher James Ruppert

james@freecarmag.co.uk

Contributor Jayne King

Advertising Dee Ruppert

ads@freecarmag.co.uk

Product Tester Livy Ruppert

Web Design Chris Allen

Sub Editor Marion King

Accounts Dee Ruppert

Tel 0788 540 1977

Email contact@freecarmag.co.uk

Phassouri House, School Road,

Norfolk IP25 7QU

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- 4 News Events Celebs
- 6 Partners in Crime
- 10 The Man who saved the Minor
- 13 Morris Minor Marque Chart
- 14 Back Seat Driver, Woof, Woof
- 15 Used Car Direct Alfa 159 vs Audi A4
- 18 MINI Clubman Explained
- 20 Buy Now Kia Picanto, Toyota GT6, Fiat Doblo deals.
- 22 Product test – Wash and Wax
- 23 Wanted – Seiko, Wilko Johnson Film, Tumi luggage, TomTom camera
- 26 Next Week
- 27 Mad Max Game Competition

The Free Car Mag is published every Monday morning and is distributed free.



Hollywood on Track

Car enthusiast and judge on the hit TV series *The Great British Bake Off*, Paul Hollywood, raced in the Jaguar Heritage Challenge at the Brands Hatch Super Prix in July. He is in a race prepared Jaguar XK120.

Hope Classic Rally Moody & Anstead



The First-ever Hope Classic Rally saw over 40 of the world's most desirable cars, collectively worth in excess of £30m, drive from Brooklands to Blenheim Palace raising vital funds for the charity HOPEHIV.

Celebrity support came from ex-England rugby star Lewis Moody MBE, ex-*Top Gear* Stig and 007 stunt driver Ben Collins, *The Classic Car Show*'s Jodie Kidd, Infiniti Red Bull Racing Formula One team chief technical officer Adrian Newey OBE, Le Mans legend Peter Blond, fashion tycoon Karen Millen OBE and presenter of *For The Love of Cars* Ant Anstead. Generous participant donations and a charity auction saw a staggering £150,000 raised for HOPEHIV, a charity which supports vulnerable young people in sub-Saharan Africa.



SPOTTED
OUT AND
ABOUT



Partners in Fashion

Get
the
look

David Walliams and Jessica Raine star in Agatha Christie's *Partners in Crime* on BBC1 every Sunday at 9pm. They are also very nicely turned out, so we decided to get their look.

David Walliams

- 1** Navy 3 piece Suit, £214.00 [Suit Direct](#)
- 2** Navy Flower Tie, £5.00 [Suit Direct](#)
- 3** Striped Blue Double Cuff Shirt, £39.50 [Suit Direct](#)
- 4** Black Lace Up Brogues, £30.00 [Suit Direct](#)
- 5** Pocket Square Blue Paisley Silk, £35.00 [etonshirts.com](#)



Jessica Raine

- 1** Yellow Beret/Beanie Hat, £3.67 [Ebay](#)
- 2** Yumi Classic Cardigan, £40 [House of Fraser](#)
- 3** Peter Pan Collar Blouse, £38.99 [Viperlondon.co.uk](#)
- 4** Flat Front Stright Leg Trousers, £19.50 [M&S](#)
- 5** Black Leather Gloves, £18.00 [Debenhams](#)
- 6** Azur Black Fabric Shoes, £12.00 [The Frockery](#)
- 7** Paul & Joe Wool Coats, £150 [Vestiaire Collection](#)



Cr

It's Sunday night and Agatha Christie's Partners In Crime is on BBC1 at 9pm with a Morris Minor Traveller Oh and David Walliams and Jessica Raine.

CLASSIC Caper



Set in a 1950s Britain rising from the ashes of the Blitz into the grip of a new Cold War, the beekeeping duo stumble into a world of murder, undercover agents and Cold War conspiracy.

Tuppence is a woman who sees adventure round every corner, throwing herself head first into every mystery with passion and fervour, determined to get to the truth no matter what it takes, much to the dismay of her more cautious husband Tommy.

We catch up with DAVID WALLIAMS (who is the Executive producer and plays Tommy Beresford).

WHAT WAS THE SIGNIFICANCE HISTORICALLY OF THIS PERIOD AND WHY DO YOU THINK IT WILL MAKE COMPELLING SUNDAY NIGHT TELLY?

The 1950s backdrop is visually a wonderful setting, just post Second World War, where these spy stories feel well placed, certainly the ones we have been filming, *The Secret Adversary* and *N or M?* They fitted because you have the Cold War and the visible threat of Soviet Communism. It felt like a really great time frame. I also think it is an interesting period as it's not overly familiar to audiences, some time frames you keep coming back to, for instance the 1920s with the music and

Partners in crime

the fashions. But we just felt let's try and do something a little surprising and set them in the '50s.

DOES THE PERIOD ALLOW THE PRODUCTION GREATER FREEDOM WHEN IT COMES TO ELEMENTS OF DESIGN?

In the '50s people dressed in a formal way. If you look at footage from that time, the men are wearing suits, ties and hats and the women are equally beautifully dressed. I rather like wearing suits and looking smart. I like the cars and I like the slight sense of struggle about it, with poverty post Second World War. I also like the idea that Tommy and Tuppence aren't living the high life that they might have done in the 1920s, even though it was after the First World War. I just thought we really haven't seen this represented on TV in recent years. Hopefully people will embrace the time period and really get to enjoy it.

HAVE YOU HAD ANY MAJOR CHALLENGES WHILST FILMING?

The weather is the biggest challenge because we have been filming through the autumn and winter with a lot of exterior locations and some days it just rained all day. In one scene we were off to the opera and we're all excited

about it and it was absolutely tipping down with rain. It's odd having to still act like you're having fun! These things happen.

I've never had to use a gun as a prop before or grapple with a 1950s Morris Minor or drive an antique motorbike. At the end of the day you know all these challenges make it interesting. You just need patience overcoming them.

DESCRIBE WORKING WITH JESSICA RAINE, WHO PLAYS YOUR ON-SCREEN WIFE, TUPPENCE?

I didn't know Jessica personally before we started filming. I had never met her, but I had seen her on television many times and thought she was brilliant. As soon as her name was mentioned as a potential Tuppence, it all made sense. She's come from being the lead in one of the most popular drama series in recent years 'Call The Midwife' and she's got the exact qualities of Tuppence. It's great working with someone so talented and she has a lot more experience as an actor than I have. I always feel like she is on the right page with everything and her choices are always great. I can take her lead a lot.

"I've never had to use a gun as a prop before or grapple with a 1950s Morris Minor"



JESSICA RAINE EXPLAINS WHAT IT'S LIKE BEING TUPPENCE BERESFORD.

She is an intensely curious, quick witted and adventurous character, who quite often leaps before she looks. She is happily married to Tommy, if a little frustrated at being a housewife. I'd say she has definitely reached a point where she feels ready to actively have an adventure rather than read about adventures in her beloved books. She is an enormous amount of fun to play.

DID YOU ENJOY THE 1950S COSTUMES?

Amy Roberts our costume designer has created some breathtaking outfits, and not necessarily what you would expect. They are beautiful clothes that have a contemporary twist as we both agreed Tuppence is a modern woman, not to mention practically there is a lot of running around, climbing through windows, stunts etc, so I needed to be able to move freely too. Personally I loved wearing all of the different hats, as it's a very 'Tuppence' trait, her trademark if you like! They really helped me get in to character, and they're so stylish and fun. A nod to our makeup department too, as Konnie Daniel felt very short hair would be good, and it was the perfect look for Tuppence.

DOES TUPPENCE LIKE TO DRESS UP FOR HER ADVENTURES?

A definite yes. Tuppence is inspired by her favourite authors, Dorothy L Sayers being one of many. For the first story, The Secret Adversary, she disguises herself as a maid, so we went for it with a bottle blonde wig and lots more makeup. Tommy's quite keen on that look! And for M or N? she becomes 'Mrs Blenkonsop', who I thought was Tuppence's alter ego! A very flirty look, with lots of leopard print and hair like Elizabeth Taylor. It's a dream job for an actress because not only do you get to play Tuppence, but also Tuppence pushing herself and pretending to be other people. She relishes shocking Tommy with her new looks and dives in to each role with gusto.

WHAT WAS IT LIKE TO WORK WITH DAVID WALLIAMS AS YOUR ON-SCREEN HUSBAND?

David is the perfect casting for Tommy, and I felt our dynamic worked really well right from the start. Just the fact that we are so physically different lent a lot to the playing of husband and wife. Tommy is certainly more reluctant to go into espionage, and is more concerned with the facts, whilst Tuppence's intuition and imagination perfectly compliment this.



HOW HAS THE OVERALL FILMING EXPERIENCE BEEN?

I can honestly say it has been so much fun playing Tuppence. Sometimes when you play a character they can rub off on you, and I felt more adventurous and energised while being Tuppence. I've had such a ball working with David, as well as the brilliant James Fleet and Matthew Steer. We had an incredible team of cast and crew and everything just worked beautifully. The locations were also a real treat, from Soho on a Sunday to Fort Amhurst caves in Chatham to Cromer in Norfolk. It was a privilege and a pleasure.

IS THERE ROOM FOR MORE TOMMY AND TUPPENCE STORIES TO BE TOLD?

I know that there are potentially more stories to be told, and Tuppence is a dream to play so who knows...

THE MAN WHO



SAVED THE MINOR

Charles Ware did more than anyone to prove that cars never need to be thrown away. His legacy is more lovable Minors on the road than ever.





We were lucky enough to meet one of our motoring heroes a few years ago and very saddened to hear of his recent passing. In celebration of his life and principles, here is our tribute.

You might not have heard of Charles Ware, but his Morris Minor Centre (established 1976) is proof that sustainable car remanufacture and ownership has never gone out of fashion and could even be a way forward. Ware would prefer that we all think of car ownership in decades, rather than the short term approach that the car industry has lived and could soon die by.

As Ware shows me around the premises and possibly the largest number of Minors in captivity, his affection for the cars is obvious as he touches each one in a reassuring manner, so why the Minor?

"It is fundamentally an over-engineered car." Ware grasps the metal and points out the heavy gauge material, taps at the substantial bulkheads and invites me to experience the solid thunk of the doors. There is no arguing that these are brick outhouse motors, especially as Ware's engineers can cut great chunks out of the structure without worrying about it bending out of shape. As for the old A series engine, "that will go on forever," he says. "One of my customers you could hear approaching from miles away, but she always resisted any engine work despite the obvious evidence that it needed an overhaul."

Another key ingredient to the Morry's longevity is the electrics, or rather lack of. Ware holds up four fingers, "It really is as simple as that, you can see what goes where, the fundamental flaw with modern cars is that the electronics now dictate the life of the car. It is planned obsolescence and we are now caught in a frightening cycle of waste." Ware admits that build quality is infinitely higher now and the virtual eradication of body rot is to be welcomed, but the wholesale reliance on electronics and culture of replacement rather than repair is killing modern cars."

Ware has always used the house analogy, which sums up his position perfectly. Essentially you would never demolish a perfectly decent solidly built Edwardian or Victorian residence just because a few tiles were loose or the central heating needed a new boiler. "New car buyers have been brainwashed into wanting the latest model and gadgets when they really don't need them."

Morris Minors are great cars. The light, direct steering and sporty handling are a revelation plus there is so much you can do to make them more 21st century friendly, from new seats, to electronic ignition, which Ware heartily approves of ("simple and reliable"). Servo brakes are a popular upgrade with Morris 1100 drums, Ford Sierra five speed gearbox makes longer journeys more comfortable. Nevertheless the hardcore of Ware's customers simply want, "a car that will get them from A to B reliably and cheaply, but they also want identity,

Morris Minor

something nostalgic they can treasure.”

Surely that means that Ware's customers are a bunch of mean old duffers?

“Oh no, we have lots of people in their twenties and others who want a second car. Plenty of them are women who are not obsessed by speed and just love the shape. They also love the fact that the Minor is so easy to drive, the rack and pinion steering is so light and the whole chassis is set up for precise handling, it really is a joy.

“Over forty years new car buyers are going to lose a six-figure sum whereas rebuilding a Minor every few decades is only going to be a fraction of that, plus Ware has a common sense approach to restoring customers cars.

“The patchwork quilt attitude just won't work and we will not do it. We always replace a series of panels that are crucial to the structure. A £50 weld at a local garage is pointless, far better to spend £200 to replace a whole panel that will still be there in ten years time.”

The problem is that a Minor which looks serviceable enough on the surface is actually rotten underneath and Ware says that no one takes the time to look at the chassis. Indeed, a customer that bought a Minor for £5000 online still needed £2000 spent in the Minor Centre workshop to make it completely sound.

Prices? In theory you could turn up with a £300 Minor that The Charles Ware Morris Minor Centre will bring back to life for something like £10,000. That's the cost of a fairly ordinary supermini at the moment. £15,000 gets an as new Minor which really will last you a lifetime. There are cheap Minors around, but they may not be the sort of Moggie you can rely on. Charles Ware knows his Minors and that means £3500 for a good saloon whereas Travellers start at £6500.

Let's leave the final words to our hero Charles Ware who is keen to point out that his business is not some quirky automotive anomaly.

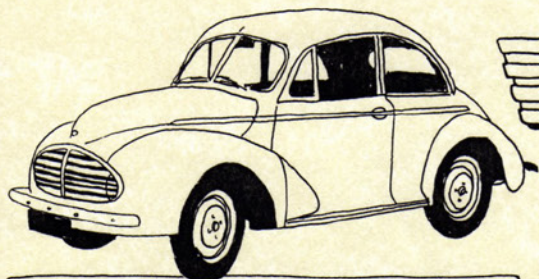
“People buy Minors not purely because it is retro, or because they want a slice of olde England, it is because the customers are normal, are from every strata of society and like the idea of a well-designed car that can be modified slightly to suit their needs. Fundamentally the Morris Minor is a brilliant design. All credit to Alec Issigonis. I like to think of the Minor as a room on wheels. Somewhere we would all like to be.”

Charles Fabian Ware 1935 - 2015

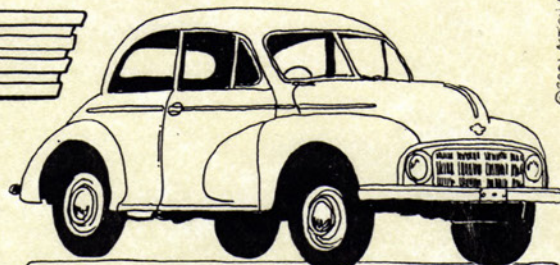
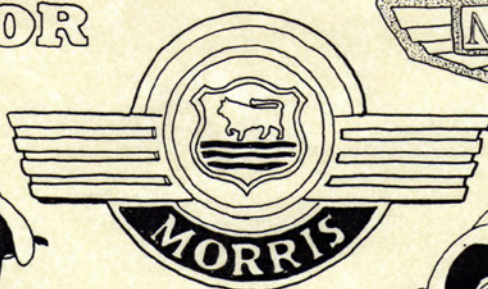
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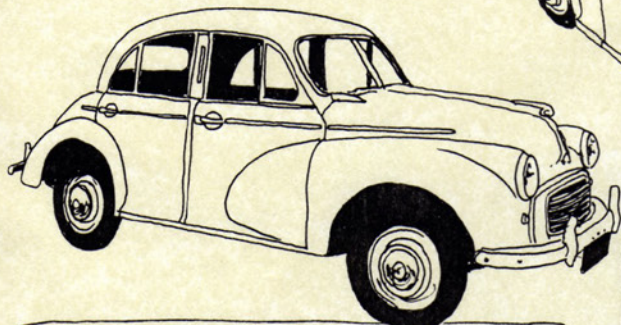
MORRIS MINOR



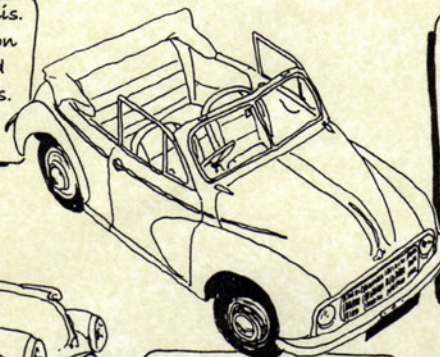
Mosquito 1943 Prototype designed by Alec Issigonis. Unitary construction (no chassis) rack and pinion steering and a flat four 800cc engine, three speed gearbox with column change. Tiny 14 inch wheels. Torsion bar suspension. 'A poached egg' according to Lord Nuffield.



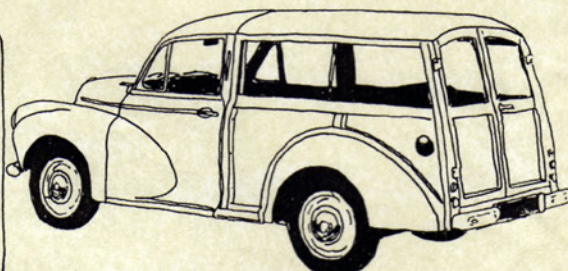
Series MM 1948-1952 Side valve 918cc engine and gearbox from pre-war series E. Issigonis added 4 inches width to the Mosquito which is visible on the bonnet and metal join on the cut bumpers. Specification included single wiper, sunvisor, offside tail lamp and beige vinyl upholstery. 1950 Four door model with wing mounted headlamps (first seen on USA spec Minors in 1949), also interior light, cancelling trafficators, windscreen demisters and stainless steel window frames. 1951 two door gets wing headlamps too.



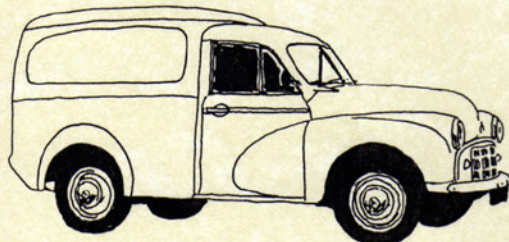
Series II 1952-1962 This model arrives one month after the creation of BMC in April '52. Fitted with a 803cc 30 bhp A series engine. 1953 new badge and chrome handle on bonnet. Standard and Deluxe models (leather and passenger sun visor). 1954 horizontal grille, sidelights on wings, body coloured dashboard with central instrument dial. 1956 Minor 1000 with 948cc engine and closer ratio gearbox, single piece windscreen, larger rear window, revised rear wing and 6.5 gallon fuel tank. Inside new fascia and dished steering wheel. Deluxe model has overriders, leather and a heater.



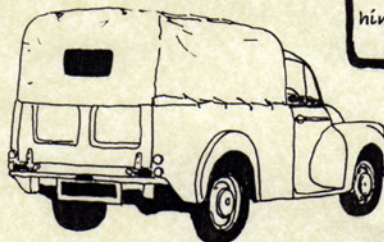
MM Tourer 1948-1953 with rear side screens. 1951 Wing mounted headlamps and renamed convertible now with glass side screens. 1953-1969 Convertible Developments as Series II. 1956 plastic hood.



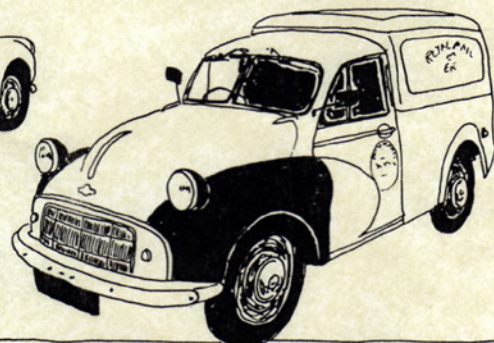
Traveller 1953-1971 with exposed ash framework, hinged rear seat, separate lower compartment for spare wheel and tools. Developments as saloon.



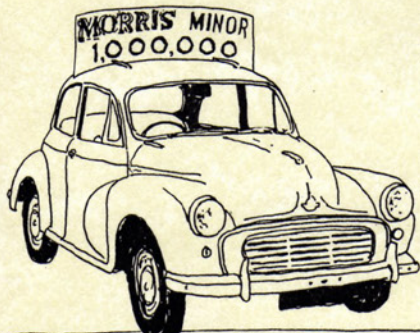
The Last Minor was a van. Completed in December 1971 it was delivered to the post office and had the chassis number M-AQ5-327369



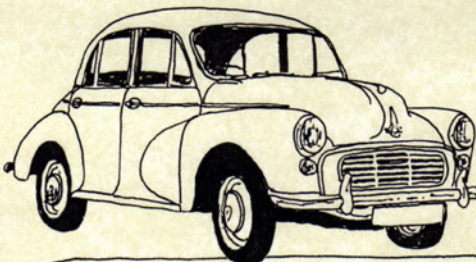
Light Commercial Vehicles 1953. Based on four door, sharing body from B pillar forward, but no raised mouldings on bonnet with shorter front bumper and rubber rectangles at the rear. Also rubber mats and optional passenger seat. 1962 50wt payload increased to 6 cwt plus larger windows in van doors. 1968 Payload now 8cwt. Austin model also called C-types, identified by crinkly grille and Austin badge.



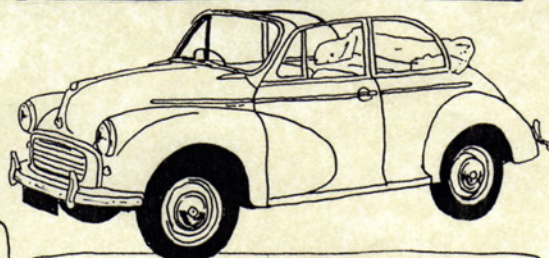
GPO Vans 1953. 50,000 were supplied to the GPO to their own specification. Rubber front wings with headlamps mounted on top, but standard steel wings from 1954. Opening windscreen, roof mounted wipers, wire mesh on the side and rear windows. Inspection trap in rear floor, wicker basket in place of passenger seat and locking bar on rear doors. Also Telephone Engineer specification included a ladder rack and storage bins.



Minor Million 1,000,000th made on December 22 1960. Limited edition model with chassis number from 1,000,000 to 1,000,349. Two door models with lilac paint, white trim and unique 1,000,000 badges.



Series III 1962-1970 with 1098cc engine, revised gearbox, bigger clutch, 8 inch brake drums, raised final drive. 1963 toughened windscreen, larger indicators and rear lights. Longer wiper blades and new washer system. 1964 Revised interior, two spoke steering wheel, combined ignition/starter unit.



End of the road. Convertible discontinued in 1969, saloon 1970 and Traveller in 1971. However the Minor has lived on and been uprated with 1275cc A series engines, MG Midget gearboxes, Morris Ital disc/drum brakes, 13 inch wheels and Metro seats. The Morris Minor lives on...

Back Seat Mutt

Every driver's best friend sits on the back seat, panting, so look after them.



Subaru UK, the AA and Dogs Trust are calling on all animal lovers to consider their pets' wellbeing if travelling with them in the car over the summer, in particular to ensure their safety when in transit and also ensuring dogs are not left unattended in hot cars.

Subaru is encouraging all owners to place their pets' safety first when on the move to mitigate any potential harm in the event of a collision. If dogs are to travel in the main cabin of the vehicle they should be strapped in via a dedicated harness, however often the safest solution is for them to travel in the boot inside their own crate or behind an approved dog guard.

Dogs Trust, the UK's largest dog welfare charity, also warns dog owners of the dangers of leaving their pets in parked cars, even for a few minutes.

Research undertaken by the charity shows that

despite being a nation of dog lovers, more than one in four UK dog owners admitted to leaving their dogs unattended in cars. Almost half of us (48%) believe it is okay to leave a dog in a car if counter-measures are taken, such as parking under a tree or leaving a window open.

However research has shown that in reality partially lowering the window has no significant effect on the temperature inside a parked car* and less than 20 minutes in a hot car can prove fatal to a dog should its body temperature exceed 41°C.

So hats off to Subaru for bringing all this to our attention yet again. We should not have to be told that a dog isn't just for Christmas it's for life, but clearly it does no harm to be reminded yet again that our hounds need looking after when we have them in our cars.

So to sum up, belt them up and don't ever leave your best friend in the car when it is sunny.

Have your say  @thefreecarmag

QUOTES OF THE WEEK

“The town is much busier, with customers saying that it is really nice not to have to rush back to their cars”

ALL FOUR PAY-AND-DISPLAY MACHINES WERE VANDALISED IN CARDIGAN'S MAIN CAR PARKS.

“The vehicle behind us had plenty of stopping distance—but it never decelerated”

GOOGLE'S SELF-DRIVING CAR INJURES ITS HUMAN BEING



“No other way of getting home”

A DRIVER HAS BEEN BANNED FOR A YEAR AFTER HE DROVE HIS VW GOLF ON THREE WHEELS.

ALFA ROMEO 159 vs AUDI A4

Want an executive saloon?
Choose between a sexy Italian
or a sensible German.

WHY BUY?

You would want an Alfa because it looks so gorgeous. Four door saloons aren't supposed to look this good and the Alfa badge stands for sportiness. As for the Audi, well there is the guarantee of quality, fit and finish. It doesn't matter if everyone else seems to have one.

WHICH MODELS?

The Alfa is from 2006 and model lasted for just five years. The range of engines was upgraded the enthusiasts would want a V6, but most bought the JTD diesel. The Audi dates from 2005 – 09 and is one of the best versions of this model which came closest to its main rival the BMW 3.

ARE THEY RELIABLE?

It is a question of comparing the repair costs as the Audi is the more expensive fix. Owners of both models must like them as they rate them quite highly although the Warranty Direct stats conclude that both models are quite poor.

HOW MUCH DO THEY COST?

The 159 depreciates very heavily and that means you can buy early examples for just £1500. That will rise to £14,000 for the last examples. The Audi costs at least £5000 and the top price would be over £32,000. These models hold their value and cheap A4s can be very tatty.

ALFA ROMEO 159

Average
Repair Cost
£288.62

Electrical
17.65%
failure rate

Axle
Suspension
25.88%
failure rate

Engine
18.82%
failure rate



warrantydirect
Rating:
POOR

AUDI A4

Average
Repair Cost
£528.35

Electrical
29.27%
failure rate

Axle
Suspension
15.45%
failure rate

Engine
24.39%
failure rate



warrantydirect
Rating:
POOR

SUM UP:

The great news is that whichever model you choose it won't be a wrong decision. You go for the Alfa because you want something different and fun, whereas the Audi is the sensible choice.

IN ASSOCIATION WITH



warrantydirect

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



"Cylinder Head £1500" - Source: Warranty Direct data, 2012

Are you driving a car that's no longer under warranty?

Then you could be driving around in a ticking financial time bomb! Any second it could go bang, and blow your socks off with sky high repair bills.

Don't risk it – get your car protected with an insured warranty from Warranty Direct. Warranty Direct offers comprehensive cover that's recommended by WhatCar?

Once your car reaches three years old the manufacturer's warranty protection usually expires. A warranty from Warranty Direct will protect your car and your wallet.

Call 0800 731 7001 | **buy online** www.warrantydirect.co.uk



Did you know?

Highest repair bills paid by Warranty Direct during 2013:

New Engine	£16,165.38	Drive Chains	£3,464.87
Complete Gearbox	£20,797.88	ECU	£3,395.84
Piston Rings	£2,285.26	Water Radiator	£3,497.71
Torque Converter	£3,182.50	Shock Absorber	£1,654.80



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We might just save you a fortune!

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WE ALSO PROVIDE GREAT VALUE DEALS ON BREAKDOWN RECOVERY, GAP INSURANCE AND BIKE WARRANTIES

COMING SOON...

DRIVE CLUBMAN CLASS

THIS AUTUMN YOU CAN BAG
YOURSELF A BIGGER AND
BETTER CLUBMAN. HERE'S
ALL YOU NEED TO KNOW.



ENGINES >

Latest generation of MINI
TwinPower Turbo Technology
engines have been installed
under the bonnet. CO2
emissions are as low as
109g/km, with fuel economy
of up to 68.9mpg.

SIZE >

Exterior and interior dimensions
significantly more generous than
previous generation MINI Clubman
and MINI 5door Hatch 270 mm
longer and 73mm wider than the
MINI 5 door Hatch, with a wheelbase
which is 100 mm longer.

SUSPENSION

Exceptional handling comes courtesy
of a suspension setup which is unique
to the new MINI Clubman

GEARBOX

Six speed manual and automatic
transmissions, with brand new
eight speed Steptronic never
before offered.





BOOT

The boot has a volume of 360 litres, which can be extended to 1,250 litres by folding the rear seats flat.



DOORS

Split rear doors retained, now with four side doors for enhanced usability and about time too.

EQUIPMENT >

MINI Navigation System is standard across all models Electric Parking Brake, full electric seat adjustment and the optional MINI Yours Interior Styles with backlit door bezels.

MODELS

MINI Cooper Clubman
£19,995.

MINI Cooper D Clubman
£22,265

MINI Cooper S Clubman
£22,755



Furthermore, every MINI Clubman also benefits from the MINI Excitement Package as standard which features a projection of the brand logo on to the ground beneath the driver's side door mirror when the car is opened and closed, as well as extended interior lighting





TOYOTA GT86 BLANCO

There's a new special edition model at the top of the GT86 range. It is finished in GT White Pearl with contrasting red and grey body decals. Plus funky GT86-embossed 18-inch alloys with anthracite finish. Inside are full leather sports seats which are heated, and this is all topped off with an individual numbered plaque for each car. Lovely.





ON SALE:
NOW
PRICE: from
£144 a month
(1.3 Cargo)

ON SALE:
NOW
PRICE:
From £28,500



HARDWORKING SPACIOUS VAN ON EASY TERMS

FIAT DOBLÒ

Need a van? Well, FIAT Professional has introduced a range of new finance packages. The Hire Purchase offer include representative zero percent APR finance for four

years and £4000 deposit contribution across the range including extended warranty and roadside assistance. Better to contact your dealer for the fine details.



ON SALE:
NOW
PRICE:
From £11,495

SPORTY CITY CAR

KIA PICANTO CHILLI

There is a thing called the Picanto Originals (high spec./bargain price) and the Chilli is the latest edition. They are powered by 1.2-litre engine with the option

of a manual or automatic gearbox for £600 more. These are the Picantos with sat-nav. Available in red, blue or white with twin exhaust pipes and 15" alloys.

LIVY'S TESTS

Wash and Wax

Want a clean and freshly waxed car, but don't have the time? Then you need Wash & Wax.

I've never really understood wash and wax, how one product can do a couple of jobs. I thought I'd give it a go though, because it just might save some of my precious teenage time that I can spend on social media.

These all were straightforward and very well priced. An idiot could use them as all you have to do is pour some in a bucket of water and then stand back. Well actually there is a bit more to it than that. Stage two is sponging it onto the car and rinsing

it off. I went that extra mile by drying my car with a chamois leather to minimise any remaining water marks.

The thing is, they were all equally ordinary. There was no drama, no frothing buckets. It was all rather boring. Essentially these are car shampoos and not that expensive. If you are tight for time or just would like your car to look like it has had a clean sometime this century, these cheap products are for you.



TOP GEAR WASH AND WAX
1LITRE £1.99

VS



CAR PRIDE WASH
AND WAX £1.29

VS



ASTONISH CAR CARE CRYSTAL
CLEAR WASH AND WAX 99P

Livy's verdict I am a purist car cleaner. Wash it then wax it. Harder work but worth it if like me you want a showroom shine. Otherwise the 99p Astonish wins purely because it was 99p.

SEIKO SPORTURA RANGE

If you want something sporty then these watches are perfect.

SPORTURA KINETIC DIRECT DRIVE £499.00

- Kinetic Direct Drive from the Sportura collection
- Powered by the movement of your body
- 24 hour hand
- Orange detail on second and month hand
- Leap year indicator
- Power save function
- Stainless steel case with Ion Plating
- Time relay system preserves accurate time up to 4 years
- Case diameter: 45mm
- Sapphire crystal with anti-reflective coating
- 100m water resistance

SPORTURA SOLAR - SSC274P9 £399.00

- Solar Chronograph from the Sportura collection
- Stainless steel rose gold tone
- Power save function
- Ceramic bezel
- Sapphire crystal with anti-reflective coating
- Case diameter: 42mm
- 100m water resistance

SPORTURA SOLAR- SSC273P9 £379.00

- Solar Chronograph from the Sportura collection
- Stainless steel with Ion Plating
- Black leather strap with orange detailing

- Power save function
- Ceramic bezel
- Sapphire crystal with anti-reflective coating
- Case diameter: 42mm
- 100m water resistance



TUMI CANNON BACKPACK £200

The 2015 Alpha Bravo collection introduces upgraded features, printed ballistic nylon, mini ballistic nylon in the colour of anthracite, and a new moss-coated ballistic nylon, all with updated leather details and trim. It's camo too so don't drop it in the woods, or you'll lose it forever.

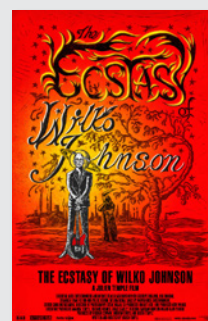
Tumi.com



TOMTOM BANDIT ACTION CAMERA £299.99

TomTom has launched the Bandit which makes editing and sharing videos quick and easy. Instead of spending hours downloading and sorting through footage, users can now create an exciting edit and share it within moments of the action.

tomtom.com/action-camera



THE ECSTASY OF WILKO JOHNSON FILM/DVD

Given months to live Julien Temple chronicled the brilliantly eccentric guitarist as he was diagnosed with terminal cancer. Without spoiling the ending Wilko is cured and still banging the amps. It's a wonderfully uplifting documentary.

Wilkojohnson.com

WHAT THE BOND THE BOND BADDIES WILL DRIVE

WE CAN'T WAIT TILL SPECTRE
COMES OUT, BUT RIGHT NOW WE'LL
MAKE DO WITH SOME SNEAK PICS
OF THE CARS THAT JAMES BOND
WILL DO BATTLE WITH...





The Jaguar C-X75 (middle), Range Rover Sport SVR (left) and Defender Big Foot (right), which have been provided by Jaguar Land Rover Special Operations for SPECTRE, the 24th James Bond adventure.

The Jaguar C-X75 will feature in a spectacular car chase sequence through Rome alongside the Aston Martin DB10. The C-X75 vehicles used in filming have been built in collaboration with Williams Advanced Engineering facility in Oxfordshire, England. Scenes including the heavily modified versions of Land Rover Defender & Range Rover Sport SVR were filmed in Austria. The Range Rover Sport SVR is the fastest and most powerful Land Rover ever. The highly capable Big Foots were constructed by Special Operations with huge 37-inch diameter off-road tyres to tackle the extreme terrain. They also feature bespoke suspension systems and enhanced body protection.

That's all very well, but we want to see the film. For the time being, let's just watch the trailer.

youtu.be/LTDaET-JweU





NEXT ISSUE

We tell Reese Witherspoon that a Dairy Truck isn't ideal transport and she should get herself a better car (Honda Type R). It'll cheer her up no end. Plus we bump into Ricky Wilson out of Kaiser Chiefs who is playing racing drivers in the wonderful Honda Type R.



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OR WHATEVER





WIN

MAD MAX WILL BE
RELEASED ON 1ST
SEPTEMBER, 2015 FOR
PLAYSTATION® 4,
XBOX ONE AND PC.



A MUSTANG!

To celebrate the upcoming launch of the Mad Max™ game, Warner Bros. Interactive Entertainment is excited to offer a lucky Mad Max fan the opportunity to win their very own Magnum Opus. Up for grabs is the fully road-legal customized '67 Mustang Fastback V8, styled to match Max's in-game ultimate survival machine – the Magnum Opus.

To have a chance of winning this outrageous car, all you need to do is visit winthecar.madmaxgame.com, play the mini-game and interact with our content! By interacting with official Mad Max social posts under the hashtag #Bravethewasteland, you'll be rewarded with an increased chance of winning.

A series of eight 'webisodes' will be released weekly, detailing the construction and realisation of this iconic vehicle.

In addition to the main competition prize, each week participants will also be placed in an additional draw to win great prize barrels full to the brim with Mad Max goodies.



Mad Max delivers open world gameplay in a post-apocalyptic setting where Max's car is the key to his survival. Gamers become Mad Max, a lone warrior who must fight to stay alive in The Wasteland, using vicious on-ground and physics-

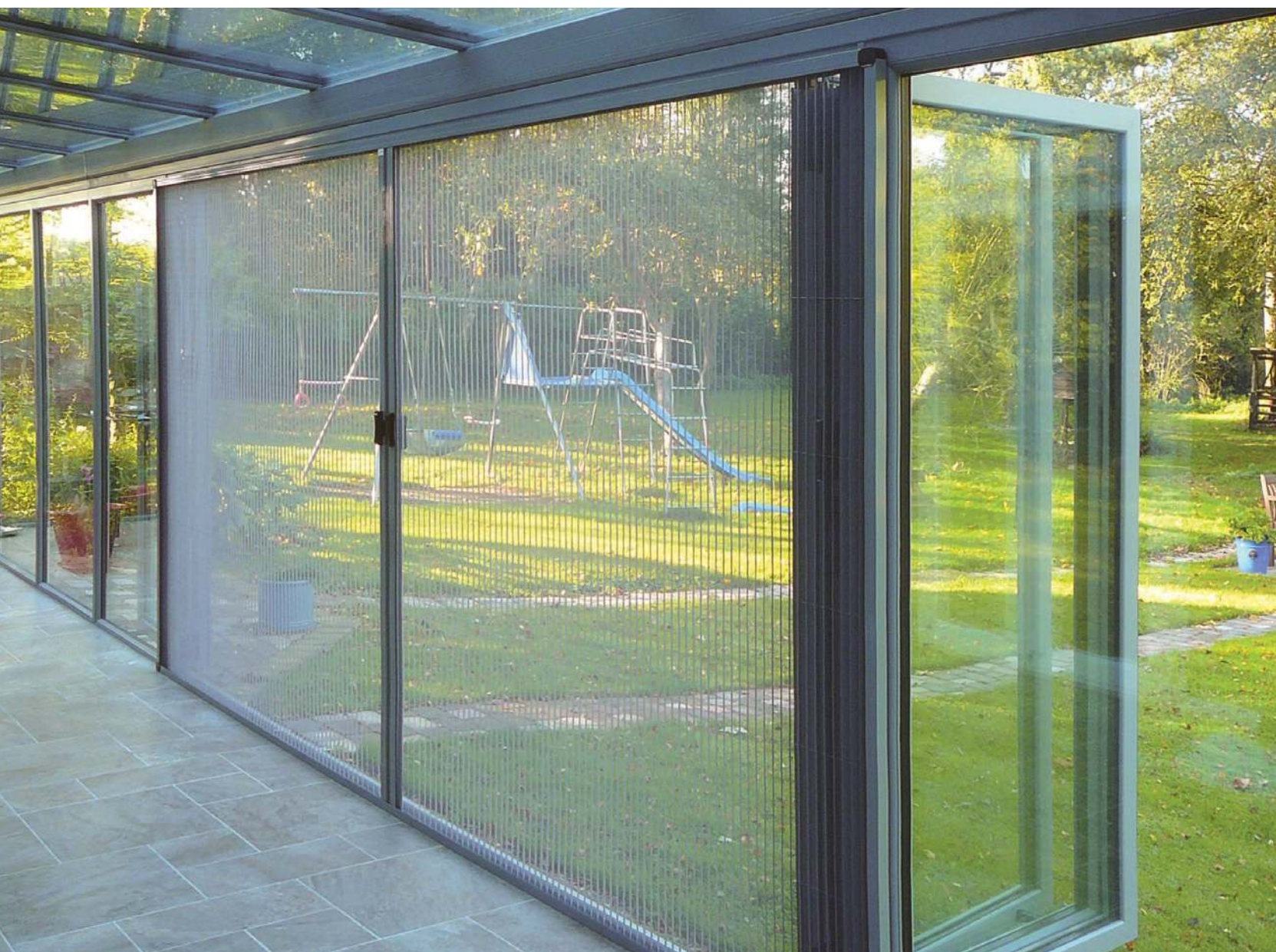
based vehicular combat against savage factions fighting for supremacy in The Wasteland. Following the theft of his iconic Interceptor, Max must align himself with a gifted, but peculiar mechanic named Chumbucket to build the ultimate survival vehicle; something Chumbucket calls the "Magnum Opus."

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