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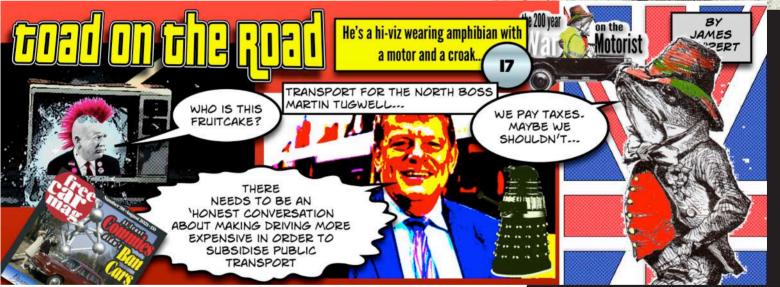
CELEBRATING 50 YEARS OF JAGUAR XJ



NUMBER 98 / 202 COLLARS OF THE PROPERTY OF THE

reetings Comrades. Welcome to the one party, dictatorship, fascizt state we now live in. Banning sales of cars that work in 2030, lunatic Net Zero policies and mile wide cycle lanes, but at least car adverts are provocative, fun, informative, entertaining and...oh they're not? Matthew Corrigan tells us more. Thanks for tuning in.







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et's tackle that controversial grille first – you either hate it or you... reckon it's not so bad. I'm in the latter camp, especially after spending a few days with the car, and noting that the UK number plate bisecting it, makes it far less overt and in-yer-face. Some may still complain that it's

elongated upright stance is unpalatable and at odds with traditional BMW styling cues, but there is a precedent for such grilles in BMW's historical back catalogue. Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com





Range Rover Velar P400E PHEV

he Range Rover Velar is the best looking of the current range of luxury roving SUVs. The baby Evoque even adopted most of the Velar's styling cues in its update a couple of years ago, but the Velar still looks fresh and is arguably more futuristic and sleeker than its bigger

brothers, though remains as elegant as its elevated siblings. . Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com





orget the old Vauxhall Mokka, that was a rebadged Chevrolet Trax/Buick Encore which were built at the old Daewoo factory in South Korea. It was a competent enough car, but a bit mumsy. In 2019 Vauxhall, or rather its parent company, Opel (having previously divorced from America's General Motors) was bought by PSA (the Peugeot/Citroen group). The new Mokka is the result of this new arrangement. . Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com





Museum

Vauxhall's famous heritage collection to be displayed at the British Motor Museum at Gaydon, Warwickshire in August. It will tell the incredible story of Vauxhall Motors' rise from a niche sporting car manufacturer to one of the UK's best-known automotive brands. The

collection totals 50 cars and vans that demonstrate the heritage of Britain's oldest vehicle manufacturer through each decade from the very first 5hp Light Car in 1903.

www.freecarmag.com





Its top speed may make you yearn for an autobahn, but that alone doesn't make it a GTI.

What follows, does, Because the 205 GTI isn't merely a modified saloon. It's a purpose built performance machine.

So, under the bonnet, you'll find a newly developed. I olire, 105 blip (95-DIN) fuel injected power plant that urges you past 60 mph in a fraction over 9 seconds. It also sports a close ratio 5 speed gearbox that lets you pile on record 256th 105 94th - 18 who 66 with - 250ct 18 weeken 18 950ct 18 per 18 per

to boot.

Thirst for power, however, hasn't led to a powerful

thirst. Better than any of its rivals, the 205 GTI can return over 50 mpg at a constant 56 mph.

Happily, running costs were the only economies we considered. Elsewhere, we've been positively lavish.

Alloy wheels. Twin halogen driving lamps in the front spoiler Tinted glass. A radio/stereo cassette. Six dial instrument cluster, including oil temperature and pressure games.

pressure gatiges.

Reclining front sport seats, with headrests.

No wonder we can't make them fast enough

66 MPH - 50 4 MPG (5.6 L-100 KM) AT A DONSTANT TS MPH - 58 / WPG (8



What the hell happened to car adverts? asks Matthew Corrigan

don't like Star Wars. There, I said it. Of course I used to, back when I was eight years old and a member of the target audience. But that was a long, long time ago and watching grown men dressed as teddy bears really isn't for me these days. Having said that, I understand that the opening scene of the first one (episode seventeen is it? Six? Eleven – oh who cares) is something of a cinematic icon. As that giant spaceship looms menacingly overhead, it really does make an impact.

So much so that you'd really need to be pretty sure of yourself as a company to replicate it as a way of flogging your wares. But then Ford was pretty sure of itself back then. It was the early nineties, and the blue oval product range was looking pretty tired. The Mondeo was yet to be released and the truly wonderful Mk 1 Focus still a few years away. What they needed was an advert.

It opened with slow-motion footage of a Q8 Team Ford Sierra Sapphire RS Cosworth rally car leaping high overhead, filmed in the manner of the aforementioned spaceship. Then, dripping with Dagenham swagger, it went on to present a montage of the company's product range. Images of designers and engineers hard at work were interspersed with footage of Ford cars and vans being put through their paces and accompanied with a large helping of their rich motorsport heritage – win on Sunday, sell on Monday. The ninety second commercial was scored with a driving rock music soundtrack, deeply cheesy, specially-penned and performed by Brian May. Or was it Anita Dobson?

Ford are past masters at advertising. Another that springs to mind is their brilliant Rocky themed short for the reborn Escort RS2000. Back then, they weren't alone. At the 1995 launch of the 406, Peugeot took up the entire News at Ten ad break with a three minute film featuring M-People's Search For A Hero. It was brilliant. Most car ads were at the time, just ask Nicole. Even Volvo was at it, with an S40 powersliding across the Bonneville Salt Flats. Those that weren't action packed were witty and amusing (although the Audi A4 commercial featuring the brash city prick does look rather ironic when viewed from today's perspective). Those that weren't witty and amusing were memorable for other reasons. Nissan Micra. You can with a Nissan.

Cars in Ads



(Fined.)



Enough said.

And then the century turned. Tony Blair was getting into his stride, the Concordes stopped flying and just about everything else went wrong as well. The motor industry was not immune from the millennial malaise and boy, did it ever show. Apart from the clever Honda one with the cog, can anyone remember a memorable post 2000 car advert? Actually, come to think of it, I can. I saw it the other night and remembered it this morning. It was hawking some miserably soulless BMW washing machine or other and it used – wait for it – a Coldplay track as the backing music. Coldplay. As a mate of mine put it a while ago, Coldplay are kind of a musical Tim Henman. And aren't they just the perfect fit for the joyless electric soup that dribbles out of the Bavarian

Motor Works these days?

Not that they are the only culprits. They're all at it. Obviously, the fun police at the ASA have put a stranglehold on anyone daring so much as to hint at a car's performance figures (though they're fine with the marketing of dangerously distracting in-car technology) but it's not just that – all of the fun has gone. There is no imagination any more. No automotive joie de vivre. No humour. Nothing,

Maybe the manufacturers just know. Maybe they've realised there's no point. If all you've got to flog is a contract to rent a whirring, joyless fridge on wheels which will just about make it to the local shopping centre for you to drink coffee while it recharges its comically overweight, rare earth element hungry batteries, why even bother to make the effort?

Alliance of British Drivers Driving Sense UN Climate Report Alarmism on Steriods



5 O years of failed predictions continue with yet another 10 years to avert the end of the world.

A brief history of UN alarmism and failed predictions: In 1972 Maurice Strong gave us 10 years to avoid catastrophe. In 1982 his successor Mostafa Tolba gave us 18 years to avoid environmental catastrophe. In 1989 another UN official gave us 10 years to fix climate change before it was beyond human control. In 1990 Tolba gave us until 1995 to fix global warming. In 2019 the UN gave us 11 years to avert catastrophe, which brings us to 2021, where we have another 10 years. This is 'the boy who cried wolf' on steroids.

ABD Environment spokesman Paul Biggs said: "We expected climate alarmism to be ramped up ahead of COP26, which will be attended by the fossil fuel dependent jet-setting elite. The majority of UK drivers and home owners, who aren't part of the rich elite, face large financial costs and restrictions as the UK virtue signals with its Net Zero 2050 policy for its less than 1% contribution to global man-made CO2. A Net Zero UK is irrelevant to climate and we are still waiting for official bona fide cost:benefit analyses for both Net Zero 2050 and the 2030 petrol/diesel ban. It's simply incredible that these policies are proceeding in such a fiscally irresponsible way."

We drivers have been on the sticky end of this wicket for a while now – which is why we keep on about it. Now that the false climate emergency is being ramped up further, threatening not just our transport and travel, but also our home heating, availability of power, and even what we eat, perhaps at long last people will come together against the threat to our very way of life, which is man-made (political) and very real.

Support The Alliance of British Drivers on Facebook: http://www.facebook.com/allianceofbritishdrivers Follow The Alliance of British Drivers on Twitter: http://twitter.com/TheABD Visit The Alliance of British Drivers website: http://www.abd.org.uk/



App FAIR FUEL FOR UK MOTORISTS AND HAULIERS

Press Release

MPs condemn govt 2030 ban and EV push



3 MPs and Lord Lilley have endorsed a ground breaking report from the APPG for Fair Fuel for UK motorists and UK hauliers. It brings to the attention of decision makers that UK's 37m drivers also want clean air to breathe. But at the same time to show that the current unilateral Government policies for road users, whilst on the surface seem laudable, are instead set to be damaging for the economy and the Nation's role in 'helping out' with global climate change.

APPG Chair, Craig Mackinlay says: "The only thing that's protecting the Government from electoral harm on this matter is the seeming Westminster consensus and lack of courage to stand up to the climate fanatics and say: enough! Sooner or later the public will rebel against this madness. Better to have the rational debate now before we fully embark on a failing and expensive experiment."

The Government should immediately remove the threat of the 2030 ban on the sales of new petrol and diesel vehicles. Instead, they should incentivise the move to clean fuels by motivating industry and entrepreneurs to develop technologies that will not impact adversely on the economy, drivers, or businesses. Allow the market to dictate what clean fuel technology is best and affordable for all drivers, not through a very costly, divisive ineffective Government mandate.

The APPG Report Highlights: 7 Practical Recommendations to lower emissions without banning new diesel and petrol vehicles by 2030. A plethora of expert opinions on recent Government edicts and their effective ways to reduce emissions and avoid economic doomsday. Several questions of the Government on behalf of UK's 37m drivers as to the viability and cost of the Government's unexpected target date to ban new fossil fuelled cars and vans in 2030. A 'cradle to grave' review of Electric Vehicles compared to Petrol/Diesel driven Transport. Highlighting safety,

production, electricity supply and practicality of Evs. Whether the Government has truly recognised a fair and equitable replacement for £35bn of annual Fuel Duty and VAT. The largest ever survey of road user opinion that back a series of recommendations from the APPG as to meeting the needs of reducing vehicle emissions without adopting the Government's highly unpopular road user policies. 50,000 took part. A better way to lower vehicle emissions than using ineffective 'Pay to Pollute' policies and cliff edge vehicle sales bans.

The Chair of the APPG, Craig Mackinlay MP said: "In producing probably one of on the subject ever written, we have listened to thousands of road users, from cyclists, bikers, motorists, through to our vital frontline and essential much undermined commercial vehicle drivers."

"We have put together a range of recommendations to Government that are both constructive and economically viable to help reduce emissions without hurting 37m drivers or UK's economy."

"It is imperative we bring the majority of the electorate along with us in the changes being demanded of them. Not using a ton of un-consulted millstones. It must be through consultation and consensus and a rational debate about the cost and alternatives. That will mean compromises on all sides of the green agenda. Above all, using common sense and practical, achievable solutions."

"We have shown evidence in this measured report that the current Government Road user transport plans are at best unwise and worst of all, ill-advised. It is not too late for a change of overall policy. A change that will be supported by the majority of the electorate, businesses, and all road users for a long time to come." The APPG Report can be downloaded at https://fairfueluk.com/APPG-FFUK/





Skodas are good. Always were. The jokes were bad. In the '60s, '70s and '80s when the Eastern Block wanted to earn precious hard currency, so in came Skodas. They were basic, hard working and great value. One day soon you'll wish you could still buy these classics. You know why.

Just under 3,000 of the exotic-looking TREKKA, which in some ways was a forerunner of today's globally successful SKODA SUV model family, were produced between 1966 and 1972. The rear- wheel-drive off-road vehicle is based on the chassis of the SKODA OCTAVIA SUPER and was the first passenger car to be manufactured in New Zealand. The TREKKA has long enjoyed cult status in its home country thanks to its robustness, functional body and surprising off-road capability, and is a rarity in Europe.

The SKODA SUPERB 3000 OHV built in 1939 featuring a 3,137 cc inline six-cylinder engine was a prestigious saloon in its time. SKODA is sending a model version with an impressive body length of 5.2 meters and a 3.3-metre wheelbase to Lake Constance. This version was built with up to three rows of seats; a sheet of glass discreetly separated the driver and front passenger from the rest of the interior. Depending on the body, the 63 kW (85 hp) output enabled a maximum speed of 125 km/h

Between 1959 and 1971, a total of 360,000 SKODA OCTAVIAs, including more than 54,000 estate versions were built. SKODA also achieved considerable success in motorsport with the higher performance OCTAVIA TS, for example, class victories in 1961,1962 and 1963 at the Monte Carlo Rally. The standard version, powered by a 29 kW (40 hp) four-cylinder 1,089 cc engine, achieved a top speed of 110 km/h.



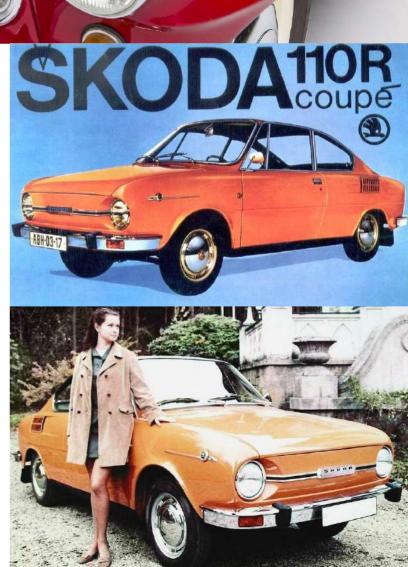




he eighth post-war car to be designed and built at Mladá Boleslav, the Octavia took its name from the latin word for eight - octo. Production began in 1959, with exports to global markets - including the UK - starting shortly after. In terms of design and engineering, the Octavia featured the same advanced tubular backbone chassis design as its predecessor (the 440/445) but introduced more sophisticated coil spring suspension that transformed the driving experience. Power came from a 1.1-litre fourcylinder engine that developed just 40PS. A modestly more powerful 1.2-litre, 45PS engine arrived later the same year, followed by a range-topping 50PS in March 1960. By the early 1960s, ŠKODA's export drive was in full swing. The Octavia's combination of elegant looks, robust engineering and fine value made it a hit with British buyers, while the availability of a new estate version - complete with split tailgate and 1,050 litre boot -broadened its appeal even further.

The attractive SKODA RAPID 135 coupé represents a late stage in the expansion of the brand's legendary rearengine models. Its light-weight, 1,289 cc four-cylinder engine has an output of 43 kW (58 hp). Combined with an advanced five-speed gearbox, the RAPID 135 reaches a top speed of 150 km/h. Another notable detail is the innovative eight-channel cylinder head, which even allows it to use unleaded petrol.

Skodas were great and still are. As bad as the Eastern Block truly was, oppressing people and making travel difficult, at least they didn't ban the car outright. Buyers just joined a decades long queue or needed to be party members. We won't be that lucky.



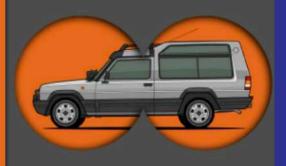
FCM Book of the Month

Here is our Book of the Month, maybe for the next few months and it is by the better half of the Bangers and Classics Podcast...
David Milloy. A proportion goes to charity which proves what a jolly good egg he is. Do some good and buy a great book.

LESSER SPOTTED CLASSICS

21

GREAT CARS YOU (PROBABLY) WON'T SEE ON THE ROAD



DAVID MILLOY
Illustrations by Russell Wallis

In Lesser Spotted Classics, motoring writer David Milloy briefly tells the story behind each of twenty-one great cars that are a rare sight on UK roads. David's lucid, well researched text is superbly accompanied by bespoke illustrations – one for each car - by Russell Wallis, a professional illustrator who holds a degree in Automotive Design. It's fun, informative and affordable - no classic car enthusiast' should be without it. And by buying it you'll be helping others: 25% of David and Russell's royalties from sales will go to charity. That's the official line, but actually it is all quite true. The illustrations make it, but the choice of classics is inspired. The landscape format is very satisfying to hold and read. Buy it.

LESSER SPOTTED CLASSICS

21

GREAT CARS YOU (PROBABLY) WON'T SEE ON THE ROAD

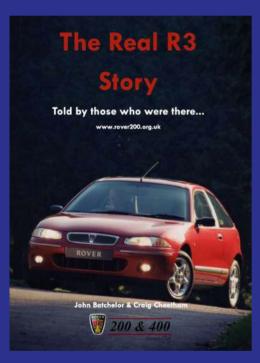


DAVID MILLOY

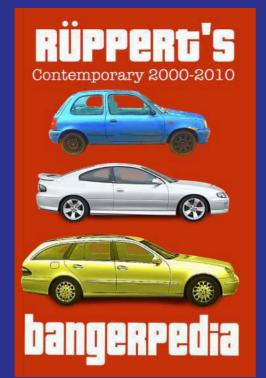
Illustrations by Russell Wallis

FCM Book Club

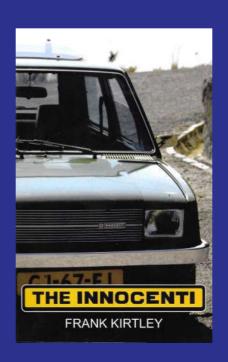
Here are books written by some of our contributors and friends. We would encourage you to go to our related www.bangernomics.com Site to buy books and things that supports what we do. Sticking up for the Motorist.

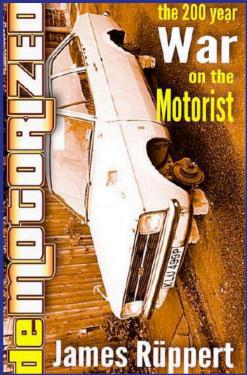


o commemorate the 25th anniversary of the launch of the third generation Rover 200 (R3), the Rover 200 & 400 Owners Club has published an 80 page full colour booklet with contributions from many of the Rover Group team that were involved with the development and launch of the car. This booklet is available to purchase online for £10 from the club. https://www.rover200.org.uk/shop



ld cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van, LuxoBanger or Happy Shopper (see inside for details). This Bangerpedia contains 755 models on offer in the UK car market, with descriptions, basic specifications, brief buying tips and a ridiculous rating system. James Ruppert is best known for writing Bangernomics, Demotorized and telling the fine readers of Autocar which used cars to buy every week.





his is the not quite definitive history of how parking became an industry, governments overtaxed motorists, carmakers lied about how safe and environmentally friendly they were and tested their emissions on monkeys and humans. Also why robot cars are so dangerous and electric cars are not the answer. Also, who is behind the ongoing plan to Demotorize the world. Printed in 2020 it predicted the future with terrifying accuracy. Buy it before it gets banned. Now updated with a Chapter all about what happened recently in 2020 to screw the average motorist. Bangernomics Books available also as PDFs to download at www.bangernomics.com`

espite appearances it isn't a fact and stat based history of the boxy Bertone designed version of the British Leyland Mini. The author, Frank Kirtley, does know his cars, but not to the extent that it would bore someone who wasn't into vehicles. The book itself looks great on your bedside table, not least because the cover features a period (1980s) Dutch registered Innocenti 120 with a moon roof and added wing damage, pictured on a dusty European mountain pass. This suggests, as you read a few chapters in, that the story inside may well be 'based on a fairly true story'. Driving around Spain and France in a boxy mini whilst involved in a cold war spy plot is a massive plus point. It is straightforward, there are some twists, but it is delightful to be able to get into the back seat of the Inni and go along for the wild ride.

https://www.smashwords.com/books/



PEUGEOT 205 GTI



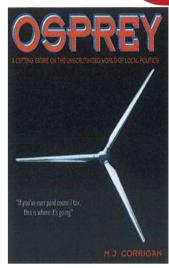
PEUGEOT 205 GTI - CORRIGAN AMBERLEY PUBLISHING £14.99

Covers the engineering and design features that made the 205 so special. Within a stylish design, it offered a variety of lively petrol and diesel engines while the suspension, with MacPherson struts at the front and torsion arms with trailing arms at the back, offered excellent ride and handling. Soon the first GTI version was produced with an eager free-revving 1600 engine. In 1986 a 1900 version was introduced. Drawing on his personal experience of driving a renovated Peugeot 205 GTI, Matthew Corrigan also provides advice on restoration, parts, and other ownership tips.



THE MANCHESTER HEINKEL MATTHEW CORRIGAN £8.99

Here is the forgotten story of the only plane to be shot down over Greater Manchester in World War Two. The Heinkel He111 was brought down in a dog fight over Stockport in May 1941 and the plane landed near a farm. Amazingly the four German crew members survived and were One eyewitness, a local solicitor, went over to the site of the crash to help and put the German pilot under citizens arrest. Matthew Corrigan heard the story growing up and was surprised that there was so little records or information about his momentous event, so decided to research and write this book.



OSPREY - MATTHEW CORRIGAN EMPIRE £8.95

OSPREY -- Overhead System Producing Renewable Energy is an audacious scheme to harness high-altitude wind power. Is it a breakthrough in clean energy or a far-fetched fantasy designed to extort millions?

Set in recession-hit Manchester, Osprey is a brilliantly satirical novel that lifts a lid on everything from phone hacking to climate change hysteria. Topical, controversial and worryingly believable, OSPREY is a tale of panic, greed and people on the make.

The Ultimate Classic Car Quiz Book

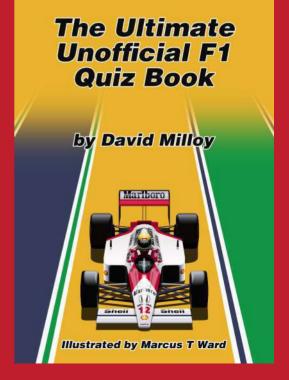


The questions, the answers, the stories...

by David Milloy

THE ULIMATE 'BOOKS' BY DAVID MILLOY £8.00

Packed with facts, trivia and statistics, The Ultimate Quiz Books are the guiz books that not only gives the answer to each of its multiple-choice questions but also tells the story behind it. So if you've ever wanted to know the story behind a certain car being mentioned in a National Security memo to President Jimmy Carter or about a Hollywood filmstar's appearance in a round of the British Saloon Car Championship then the Classic Car is the book for you. If you are a fan of motorsport then the F1 delivers fascinating facts by the hundreds. Not only that, by buying these book, you'll be helping others - the author will donate at least 25% of his royalties to charity. That's another great reason to buy not just one, but both these books. Free Car Mag 'Books' of the year.





PODCAST with Ruppert + Milloy 3

Podcast Alert



Bangers and Classics, the brilliant mind altering Podcast featuring James Ruppert and David Milloy explaining life, the universe and everything to do with the wonderful world of motoring. Find out which cars are classics, bangers or both. Listen to stories you won't hear anywhere else. Laugh out loud at some very poor jokes, Get involved by making suggestions for serious and not so serious discussion.

Incredibly a new episode is uploaded every single week. Don't miss out.

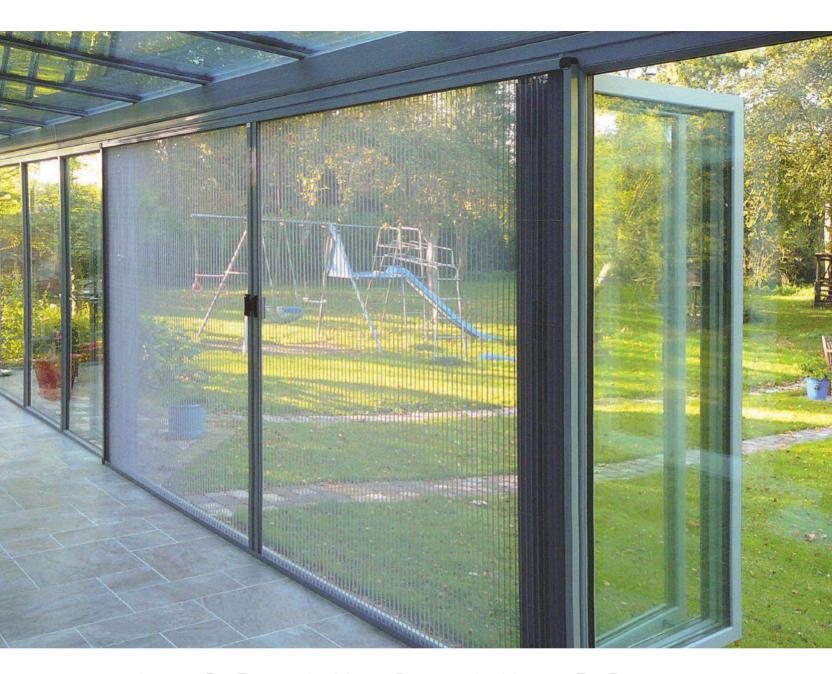
www.bangersandclassics.com



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



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