

**free
car
mag**

Number 99 • September 2021 •

E10 Petrol

is delicious

**Everything
was better**

in the '70s...



- FREEDOM OF SPEECH • MORCAMBE & WISE • JAMES HUNT • RALEIGH CHOPPERS •
- ANGEL DELIGHT • CONCORDE • MOTORHEAD • MILKFLOATS • TANK TOPS • PUNK •
- THE WOMBLES • THE SWEENEY • FREDDIE LAKER • HOT CAR • CURLY WURLY •

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Keeping Bugs out of Britain's Homes



Driven...

QUITE POSSIBLY, THE MOST EXTRAVAGANT JAGUAR EVER BUILT

JAGUAR XJ-S



Jaguar engineers and designers have always gone to great lengths in their pursuit of excellence. With the latest great Jaguar, the S-type, they've gone even further. It is extravagant in the degree to which it surpasses the limits of conventional luxury cars. For the XJ-S achieves, very gracefully, an almost magical blending of great luxury with out-of-the-ordinary handling and response. It may well be the best-handling four-passenger car in the world.

The S-type has fully-independent suspension, four-wheel power disc

brakes, rack and pinion steering, and the velvet-smooth, immensely responsive electronically fuel-injected Jaguar V-12 engine. In its first Trans Am season, an S-type won five Category I victories.

Yet the S-type is surpassingly luxurious too: it is silent in motion and equipped with thoughtful accessories such as thermostatically-regulated heat and air conditioning, stereo AM/FM radio and tape system, automatic transmission and steel-belted radial tires. In fact, so completely equipped is the XJ-S that there are no factory options at all.

Perhaps *Road & Track* summed it up best when it said of the S-type: "The emphasis is on refinement, complete silence, luxury, comfort and general opulence, and it will run the pants off a 450SLC." Extravagant? Not for the Jaguar S-type. Drive it soon.

For the name of the Jaguar dealer nearest you, call these numbers toll-free: (800) 447-4700, or, in Illinois, (800) 322-4400.

BRITISH LEYLAND MOTORS INC.
LEONIA, NEW JERSEY 07605



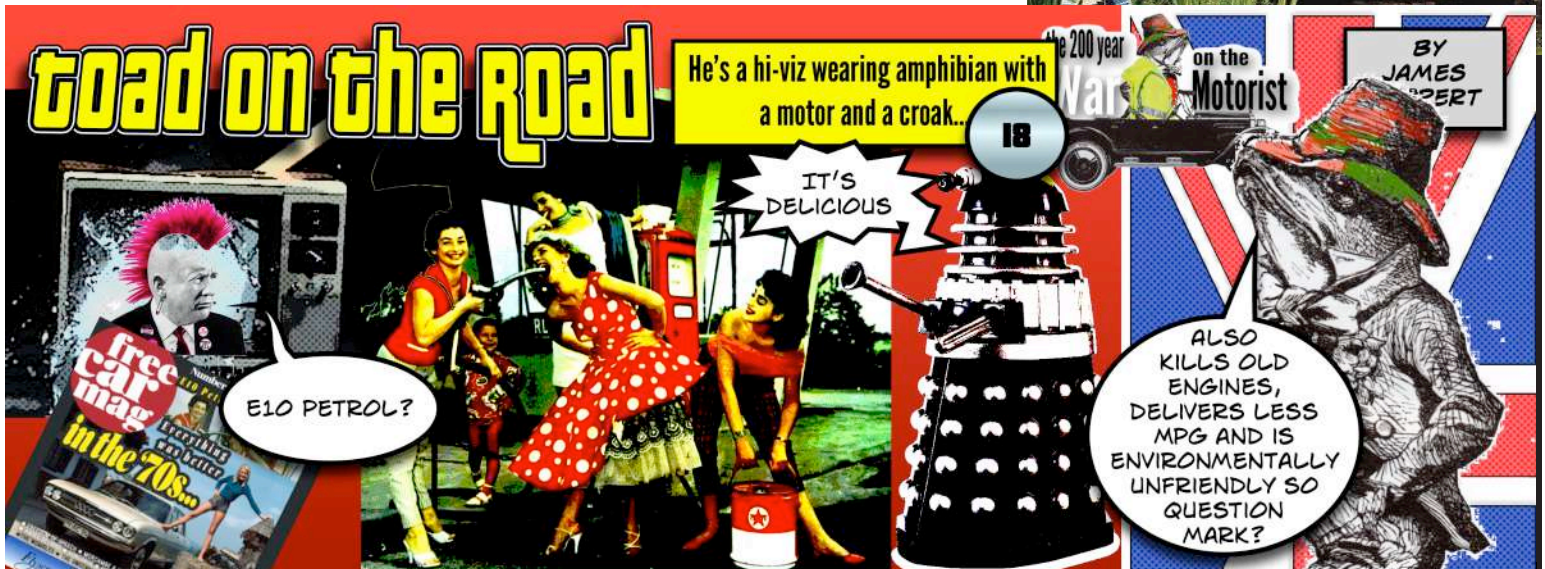


Free torial

The '70s were at times a bit terrible because of the Cold War, a manufactured energy crisis and the Austin Allegro. Right now though we are under attack from our own government determined to stop us breathing. Introducing E10 fuel is just another distraction on the way to pricing old cars off the road, before coming for everything else in 2030. The Net Zero nonsense continues. Happy?



The Anti E10 Alliance in the Free Car Mag garden



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FUELLED
BY FUN



FORD PUMA ST

The Ford Puma ST can be thought of as a more family-friendly version of the pocket-rocket Ford Fiesta ST – just about the best small hot hatch you can currently buy. That bodes well doesn't it? Especially as it gets pretty much the same drivetrain with 1.5-litre 3-cylinder turbo Ecoboost engine putting out 200bhp and 320NM of torque. But this is bigger, taller, heavier, you're

thinking. True, but torque has been increased slightly to maintain 0-62mph acceleration performance at an impressive 6.7 seconds with a top speed of 137mph. **Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com**





Ford Mustang Mach E Review

There's a number of firsts here. This is the first mass-market car-maker's first fully electric vehicle. It's also the first dedicated electric car from Ford rather than the 'electric version' of a regular combustion-engined car. Plus the first electric car to bear the name 'Mustang' (though one suspects not the last) and the first time an electric car has adopted the alias

and, to some extent, assumed the persona of a muscle car. Which, if you think about it, should essentially be its absolute antithesis, arch-nemesis even! **Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com**





HONDA CRV HYBRID

We owned a second-generation Honda CR-V for over decade and there must be a very good reason we kept it that long. Although there isn't any single cause for keeping it that I can recall, potentially it was more a case of... well there was no reason to replace it. And that's from someone that drove the latest and newest family SUVs throughout that tenure. **Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com**



#BROWN
CARGUY

MINI ELECTRIC

Review

Are you charged up for 'The Electric Job'? If not, move on because this Mini is not all it seems. Yes it looks a cheeky chappy, yes the drive will be familiar and yes it's quick, but there's no exhaust pipe, the grill is blanked out, and there are bright yellow 'e' badges splattered about, including on the fuel cover

which now accepts not gasoline but gigawatts. Great Scott! Read the full Cooper S review at your favourite Free Car Mag website www.freecarmag.com





Car Trouble

Car Killer

Hagerty UK investigation into the introduction of E10 fuel has highlighted the risks it poses to hundreds of thousands of owners of classic cars, modern cars and motorcycles alike.



Experts warn that the introduction of E10 is the most significant threat to old cars since the switch from leaded to unleaded fuel. Four-star fuel was banned in Britain from 2000, on environmental grounds. It's for similar concerns over air pollution and CO2 emissions that E10 will soon be dispensed by the nation's petrol pumps.

What is E10?

Petrol sold in the UK contains up to five percent bioethanol – labelling on unleaded pumps changed to E5 in 2019 to reflect that. From 2021 E10 will become the new standard with up to ten per cent bioethanol in the blend. Produced from crops such as sugar beet bioethanol isn't a fossil fuel and is renewable.

Why is it being introduced?

Emissions targets. The Government has targeted 2050 as the year that Britain will reduce its greenhouse gas emissions to a net zero. By introducing E10 fuel it is claimed CO2 emissions could be reduced by 750,000 tonnes per year. That's the equivalent of taking 350,000 cars off the road.

Although many cars run E5 without significant problems, doubling the amount of ethanol in the fuel can cause a variety of issues in older cars. Ethanol is hygroscopic, which means that it absorbs water from the atmosphere. And that water, in turn, finds its way into your car. This can lead to condensation in fuel tanks, fuel lines and carburettors and cause corrosion in brass, copper, lead, tin and zinc components.

As ethanol is also a solvent it can eat through rubber, plastic and fibreglass, so hoses and seals are likely to perish more quickly because of the higher concentration of ethanol in E10.

Department for Transport tests have identified problems including degradation to fuel hoses and seals, blocked fuel filters, damaged fuel pumps, corroded carbs, blocked injectors and corrosion in fuel tanks. Rubber is particularly affected.

In addition, ethanol isn't as energy dense as petrol which means that the fuel-air mix could be leaner and may increase fuel consumption (in comparison to E5).

The RAC estimates that up to 600,000 cars on the road are not compatible with the new fuel, and it's not just classics that are affected. Anyone owning a car made before 2002 is advised not to use E10 – and it can affect cars made up until 2011.

What does the fuel industry say?

Phil Monger, Technical Director of the Petrol Retailers Association stresses that change won't be made overnight and believes that many owners of old cars may have already made modifications since the introduction of E5 fuel. "Vehicles that are very old will have materials that will not be compatible with E5 either. E10 will only hasten the day when it causes you some difficulty with those materials."

Car Trouble

0 out of 10



Hagerty UK investigation into the introduction of E10 fuel has highlighted the risks it poses to hundreds of thousands of owners of classic cars, modern cars and motorcycles alike.



Hagerty asked Guy Lachlan, MD of Classic Oils, to offer some preventative advice “You’ve either got to use fuel with no ethanol or change the materials that don’t like it. If you are in any doubt about your rubber fuel lines, change them. Get rid of your fibreglass petrol tank and install an aluminium one. The other thing ethanol really doesn’t like is solder. If you are running a soldered float in your carburettor, then think about carrying a spare – they’re generally quite easy to change.”

When it comes to storing your car, if it is older than 1996 and doesn’t have a catalytic converter, you can use a lead replacement additive such as Castrol’s Classic Valvemaster which can help prevent corrosion as it also contains an ethanol stabiliser. This product has received endorsement by the Federation of British Historic Vehicle Clubs.

For modern classics there are catalyst-friendly additives available such as Millers Ethanol Protection Additive or Lucas Oil Ethanol Fuel Conditioner, but your best advice is to check with the car manufacturer or relevant owners club.

If you fill up with E10 in error the RAC advises that, unlike putting diesel into a petrol car (or vice versa) you shouldn’t need to drain the tank. It could cause pinking and make it harder to start from cold, but one fill-up shouldn’t cause lasting damage. The advice is to top up with E5 as soon you can – ideally when you’ve used at least a third of the tank – and don’t leave the car in storage until you’ve done so.

The only good news is that super unleaded is set to remain at the E5 standard for five more years after the introduction of E10, according to the PRA. And most E5 currently only actually contains 2-3 per cent ethanol anyway. The bad news is that it

costs more – typically 15 pence per litre meaning each time you fill up it could cost you an extra £6-10.

Hagerty UK Managing Director Marcus Atkinson said “We do all we can to encourage our clients to get out and drive their classic vehicles as often as possible. I am proud to share the latest information on E10 fuels as, while the news may be unwelcome, raising awareness of the issue will ensure as many classic vehicle owners are as pre-prepared as possible. Hagerty cares about classics, and that care goes beyond providing market leading customer service to our clients. We are here to serve the wider classic car community and will do all we can to ensure classic and historic vehicles can be enjoyed on the public road for many years to come.”



'70s Special



A woman is seated in the driver's seat of a car. She is wearing a light green turban, large gold-rimmed sunglasses, and a light green collared shirt. The car's interior is visible, including the brown leather seat and the window frame.

Super '70s ***TV+film***



A man is seated in the driver's seat of a car. He is wearing a dark turtleneck sweater. The car's interior, including the steering wheel and dashboard, is visible. The car's exterior is green.



I suppose we could have done a Top 70, 1970s cars, or driven some of the '70s Free Car Mag Classic Fleet to prove the point that five decades ago things were better. Instead we have dug out some old features about telly and films. The top still (picture) on the left is from Hazell the TV show and is pretty peak 1970s right there. The actress is sitting in a Triumph Stag, obviously. Below that is an image from Out, probably the most underrated but one of the very best crime series. There's a Mark 2 Ford Granada in that, as much of a star as Frank Ross, played by Tom Bell. At the top of the page is a mini van which would only be a few years old at the time (1978), but is as rusty as an old pushbike fished out of the canal. That was the reality of the '70s, cars fell apart pretty quickly and looked well used. Films and TV shows that seek to recreate the era often overlook that. Certainly the motors in Prime Suspect on ITV looked a bit too clean. The rather weird arthouse High Rise has some car park action with a mix of '60s, '70s and '80s models which is fun to look at. Probably the most bizarre thing they do is blot out the lights on the Triumph Stag to make it look different from the hero car on one of the posters. As if people like us wouldn't notice, well the '82 on an X plate is an attention grabber for geeks. Then there is 'The Good Guys', which is a decent enough film, Russell Crowe is always great. Not being a resident of LA in the '70s I can't confirm its accuracy, looks pretty cool of course. There is a spectacularly grungy

Mercedes SE Convertible. Hard to believe it would have deteriorated so much in salt free California. However, after being riddled with bullets it does seem to have been restored by the end, unless the film has been shot backwards. Anyway, the important thing is to always be on the look out for cars especially in the original period films and TV. They will be cars that no set designer, props or art wonk would ever consider. Anyway, take a look at these retro features for fun and guidance.





HAZELL
ON
TALKING
PICTURES TV

Stags Slags & Stepney Green

1970S RETRO TELEVISION IS BRILLIANT
THE COLOUR IS SO WASHED OUT THESE ARE
VIRTUALLY BLACK AND WHITE

If you watched telly in the 1970s and liked cars, you loved Hazell. Here was a bloke with some taste. It was more than the simple fact that he had a beautiful Stag, but that he also managed to keep it roadworthy. That V8 engine made a magnificent sound, but as we all know it could overheat and expire in clouds of steam. Not for James Hazell, that's how super cool he actually was. The great news is that you can watch all the episodes on Talking Pictures TV.

Hazell was a private eye created by a footballer. Incredible at the time and still fairly remarkable now to find someone who kicked a ball for a living to have the creativity and intelligence to come up with something so original. Terry Venables, a Chelsea and QPR regular was not alone though and had professional help from novelist and sports writer Gordon Williams. They were both responsible for the 1974 novel *Hazell Plays Solomon* using the pseudonym of 'P.B. Yuill'. Luckily this caught the eye of TV producer June Roberts. By that time Venables was managing Crystal Palace.

A proper London cockney detective with a flash car and a nice line in patter with a distinctly Phillip Marlowe style voiceover. It took a while for the first series to really get going and settle down into a proper larky, brutish but stylish style, but once it did with some

changes in the script editing department and the series was off.

Hazell was initially stifled in 1978 by something peculiar to the era, a strike by technicians, just ten of the projected 13 episodes were made. A fascinating fact is that John Nettles, who later became *Bergerac*, was up for the role. It is hard to think that he could have been better than Ball, but it must be remembered that he also ran a stylish old 1947 Triumph Roadster as his TV detective car. Apparently that broke down all the time and was a pig to drive.

Ball though was perfect as the ex-cop drummed out after a messy divorce and descent into drink. Cheeky, charming and not afraid to get stuck in and quite often duffed up. The supporting cast is exceptional and you will bump into his Mrs. at the time Pamela Stephenson, otherwise it is everyone else you recognise from *The Sweeney* and *Minder*. Indeed, Leon Griffiths, who wrote some scripts would go on to develop *Minder* (1979-94), the series that replaced Hazell in the ITV schedules. Never mind all that, though just look at the street scenes, Escorts, Allegros and Transit vans. A fantastic slice of 1970s motoring life. That's why we love it and why you must tune into **Talking Pictures TV on Virgin 445, Freesat 306, Freeview or Youview 81 or on the Sky digital satellite platform, channel 328.**

Frank ROSS is...





Watch OUT from Sunday 29th March at 12am, continuing every week exclusively on Talking Pictures TV.

This is the story of Frank Ross, jailed for eight years for attempted robbery after someone “grassed him up” – and he will find out who! Nobody knows who put the finger on him, but Ross is determined to take revenge on those who betrayed him. Whilst inside, his wife has gone into a home and his son is going off the rails. Ross slowly pieces together the trail that leads to a dramatic conclusion. First aired in 1978, the series was hugely popular with an average audience of 10 million viewers. OUT is dominated by Tom Bell’s iconic portrayal of Frank Ross, in an immaculate three-piece suit. Also starring Brian Croucher, Lynn Farleigh, Pam Fairbrother, Andrew Paul, John Junkin, Brian Cox. Directed by: Jim Goddard.

Free Car Mag has always loved watching re-runs of classic TV shows like The Professionals and The Sweeney. It’s not just the fights and shooters, it is the glorious ‘70s backgrounds containing cars. There are BMWs, Rovers, Jags, Fiats and Vauxhalls. OUT features a 1978 2.8 Ford Granada, but there are so many spectacular ‘70s cars including a period British Leyland showroom. If you love cars and great storytelling then make sure you watch Talking Pictures TV.



Prime Bangers

BE INSPIRED BY THE GREAT BY THE GREAT CARS OF THE '70S WHEN THEY WEREN'T ACTUALLY BANGERS. ITV REVIVED PRIME SUSPECT

It's 1973 which is Bangernomics Mag's favourite year. There are fags, boozers, fighting and pre classic bangers. We watched it on ITV and then again on catch up. You can find it on the ITV Hub.

Adapted from Lynda La Plante's bestselling novel, Tennyson, and produced by independent production company, Noho Film and Television, ITV are showing a brand new crime drama, Prime Suspect 1973.

Starring Stefanie Martini as the young WPC Jane Tennison, the six-part drama charts the rise of the novice policewoman as she assists in her first murder investigation, revealing her first steps towards becoming the complex and formidable character that viewers have come to know.

Adapted by Glen Laker, the series is set in 1970s Hackney and we see 22-year-old Jane, a naïve yet determined probationary officer learning the ropes in a world where high-ranking police officers are notoriously chauvinistic and the rules often bent.

Mostly though there are Escorts, Hillman Hunters Police Morris 1300s and that led us to the really hard stuff on Talking Pictures TV.





A FILM BY BEN WHEATLEY

HIGH-RISE

FROM THE ACCLAIMED NOVEL BY J.G. BALLARD

FILM4

Screen

HartWay

COMING SOON

[highrise_movie](#)

STUDIOCANAL

STUDIOCANAL

STUDIOCANAL

STUDIOCANAL



TAIL STORY

High altitude living has never looked better, or more disturbing in the brilliant film, *High-Rise*.

It's 1975. Two miles west of London, Dr. Robert Laing, Tom Hiddleston, moves into his new apartment seeking soulless anonymity, only to find that the building's residents have no intention of leaving him alone.

Being Free Car Mag, we rather adore the 1970s setting and vehicles. Indeed, the film poster we have been featuring in the Mag has a lovely Triumph Stag in it. The roof top car park though presents our inner motoring geek with a few issues. Namely that the registration number on the Stag is an X which puts it in the '80s and instead of double headlamps there are singles. Oh, and there seems to be a Ford Escort XR3i in shot. None of that matters of course because this is a spectacularly arresting film.

Directed by Ben Wheatley and written by Amy Jump (*Kill List*, *Sightseers*, *A Field In England*), *High-Rise* is an adaptation of J.G.

Ballard's 1975 novel. The film centres around Robert Laing, a young doctor played by Tom Hiddleston who is seduced by a residential tower block and its visionary creator (Jeremy Irons), who has designed the building as a luxurious world apart from the problems of the city it stands in. But when discord sets in among the residents and they split into tribal factions, Laing finds himself in the middle of the mounting violence.

There are plenty of top actors to enjoy, just take a look at this brilliant line up and the twisted grotesques that they are playing. Charlotte (Sienna Miller)... Seductive, professional, single mother, who lives upstairs. Wilder (Luke Evans)... A failing documentary filmmaker and sexual predator. Helen (Elisabeth Moss)... Wilder's heavily pregnant, long-suffering wife. Pangbourne (James Purefoy)... A scheming gynecologist with cold hands. Ann (Keeley Hawes)... The architect's indifferent, aristocratic, trophy wife. Cosgrove (Peter Ferdinando)... A television newsreader and enthusiastic troublemaker. Jane (Sienna Guillory)... A glamorous television actress. Steele (Reece Shearsmith)... Laing's sadomasochistic nosy neighbour.

Not only that, there is music by Portishead. It worth going to see the film to hear their brilliantly doomy take on ABBA's SOS.

Watch the *Hi-Rise* trailer <https://www.youtube.com/watch?v=LYmY2tBYins>



NICE GUYS NICE CARS



Russell Crowe and Ryan Gosling are The Nice Guys in a brilliant new retro fuelled film.



Obviously What Free Car Mag loves is the lashings of 1970s metal. But first, here's the plot.

Set against the backdrop of 1977 Los Angeles, *The Nice Guys* opens when single father and licensed PI Holland March (Gosling) is hired to investigate the apparent suicide of famous porn star Misty Mountains. As the trail leads him to track down a girl named Amelia (Margaret Qualley), he encounters less licensed and less hands-off private eye Jackson Healey (Russell Crowe) and his brass knuckles, both hired by the young hippie. However, the situation takes a turn for the worse when Amelia vanishes and it becomes apparent that March wasn't the only party interested. As both men are forced to team up, they'll have to take on a world filled with eccentric goons, strippers dressed as mermaids and even a possible government



conspiracy.

Back to the cars. As it is set in LA every outdoor shot has wonderful period motors in it. The incredibly rare Studabaker Avanti which you can see in front of Russell Crowe, is probably our favourite. There are of course, lots old Beetles, a Lincoln Continental Mark Vs, and an unbelievable amount of Chevrolets. We saw some Impalas, a Camaro, a Caprice Classic cab, and a Chevelle Laguna. There are Dodges, Darts, a Coronet and the truly awful Ford Mustang II plus loads of period commercial vehicles that we have no idea what they are.

Actually our favourite car is the Mercedes-Benz 280 SE convertible that Ryan Gosling drives around in. The fact that it is grubby, with filler and dents is a huge part of its appeal. These aren't nice cars, they are great ones. Go and see the film right now.



Let Road Users Decide Road Transport Policy



The Alliance of British Drivers totally backs the recommendation in the recent FairFuelUK All Party Parliamentary Group for UK Motorists and Road Hauliers report [Ref.1], to let drivers decide for themselves how to use Britain's roads. Whilst government is obliged to consult haulage, bus, rail, and airline companies over major changes, no government has ever condescended to consult car, van and PTW (Powered Two Wheeler) users, despite taking £1 billion a week from road users in direct and indirect taxation [Ref.2]. It's a case of do as I say, not as I do.

Improvements in road infrastructure to improve the economy, and reduce pollution levels, journey times and accident rates should undergo a full consultation process with ALL stakeholders.

Instead, government takes heed only of well-funded so called "green" lobby groups, whose real aim is to drive people out of their vehicles.

FairFuelUK, the Alliance of British Drivers, the Motorcycle Action Group, the Road Haulage Association and Logistics UK all represent everyday drivers bearing the brunt of top-down, "we know best" attitudes from the political classes.

We urge government to set up a road users' consultative group, weighted in favour of motorised road users.

The Americans gained independence from the British in the War Of Independence during the 1700s with the cry 'No Taxation without Representation'.

Clearly, nothing has changed since then in the attitude of government (certainly when it comes to road users).

References: 1 <https://fairfueluk.com/APPG-FFUK/> 2 <https://www.abd.org.uk/road-investment-and-road-user-taxation-the-truth/>; p.11, Table 1.

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

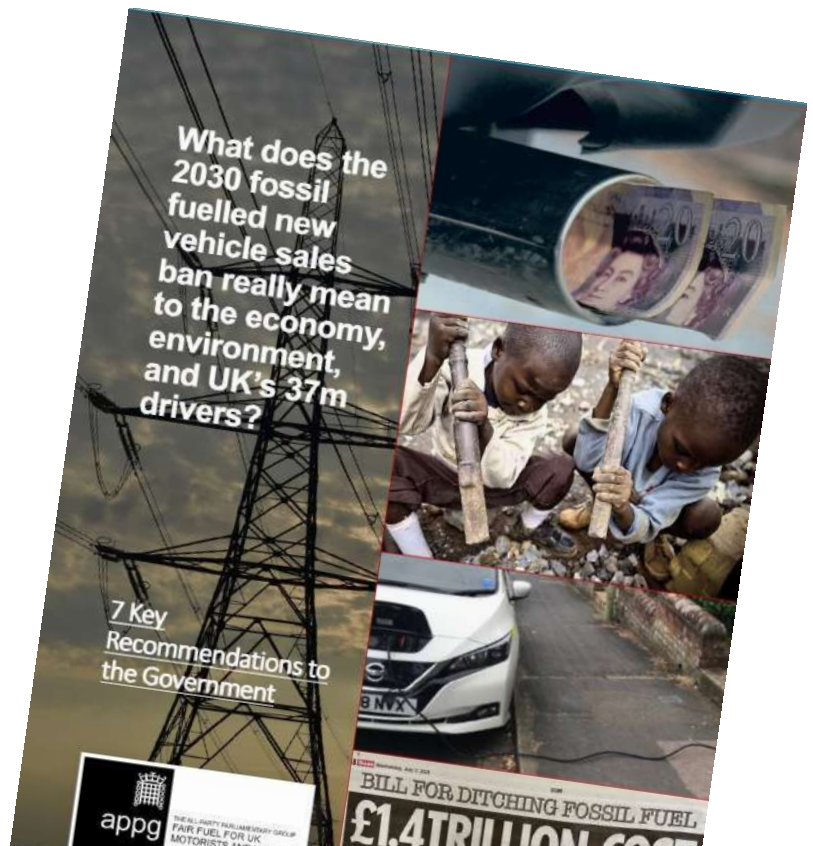
Follow The Alliance of British Drivers on Twitter: <http://twitter.com/TheABD>

Visit The Alliance of British Drivers website: <http://www.abd.org.uk/>



THE ALL-PARTY PARLIAMENTARY GROUP
FAIR FUEL FOR UK
MOTORISTS AND HAULIERS
Press Release

MPs condemn govt 2030 ban and EV push



1 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/>

FCM Book of the Month

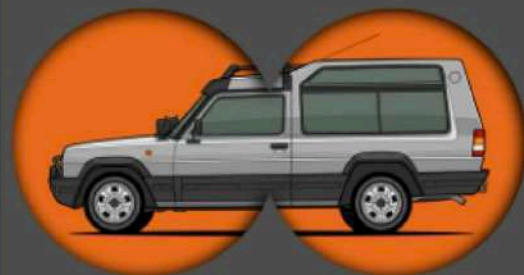
Here is our Book of the Month, maybe for the next few months and it is by the better half of the Bangers and Classics Podcast...

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



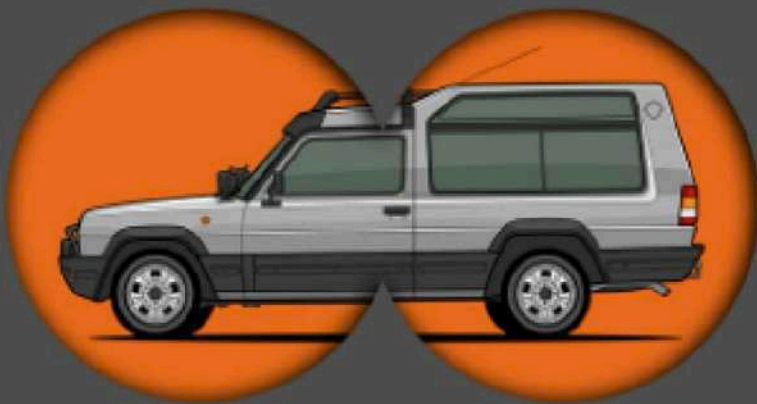
DAVID MILLOY
Illustrations by Russell Wallis

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

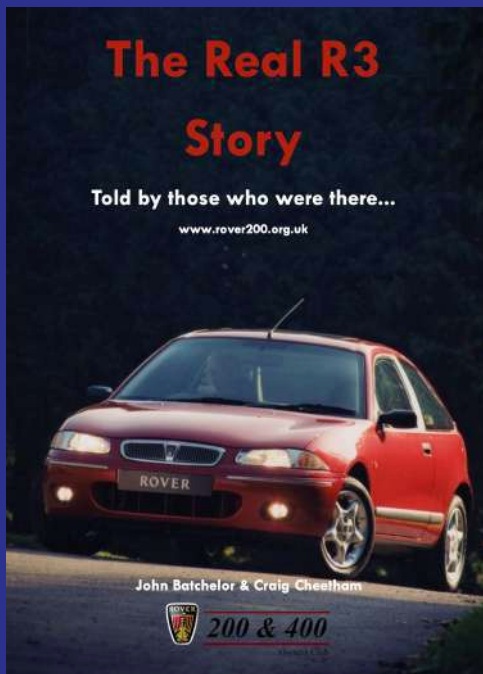
GREAT CARS
YOU (PROBABLY)
WON'T SEE
ON THE ROAD



DAVID MILLOY
Illustrations by Russell Wallis

FCM Book Club

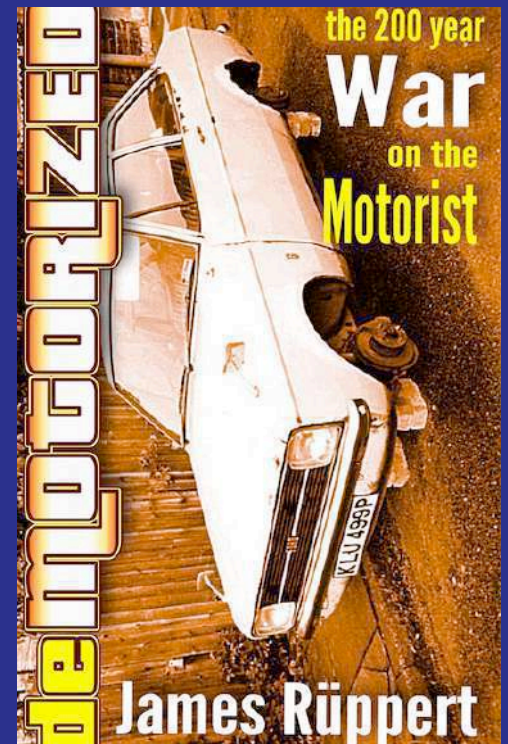
Here are books written by some of our contributors and friends. We would encourage you to go to our related www.bangernomics.com Site to buy books and things that supports what we do. Sticking up for the Motorist.



To 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>



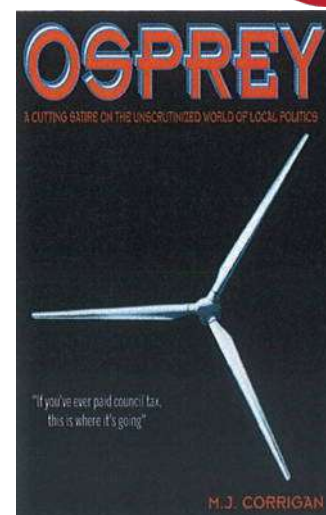
Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van, 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 Rüppert is best known for writing Bangernomics, Demotorized and telling the fine readers of Autocar which used cars to buy every week.



This 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

Despite 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 - 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 quiz 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.

The Ultimate
Unofficial F1
Quiz Book

by David Milloy



Illustrated by Marcus T Ward

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James Ruppert

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the 200 Year
War
on the
Motorist



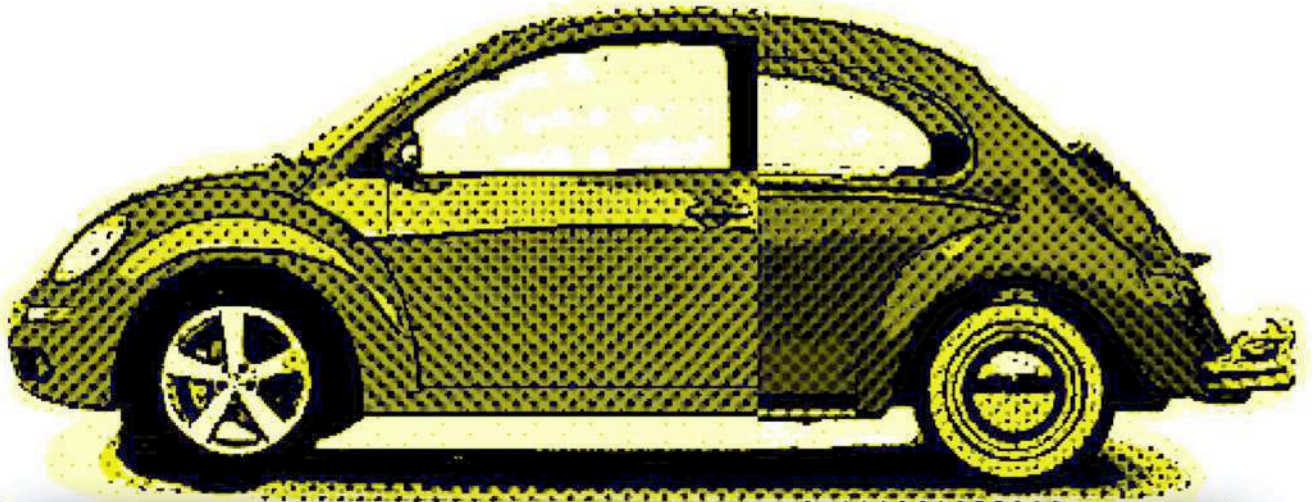
**Antiques & Classics
PODCAST with Ruppert + Milloy**

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Podcast Alert



Bangers & Classics ***PODCAST with Ruppert + Milloy***

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.

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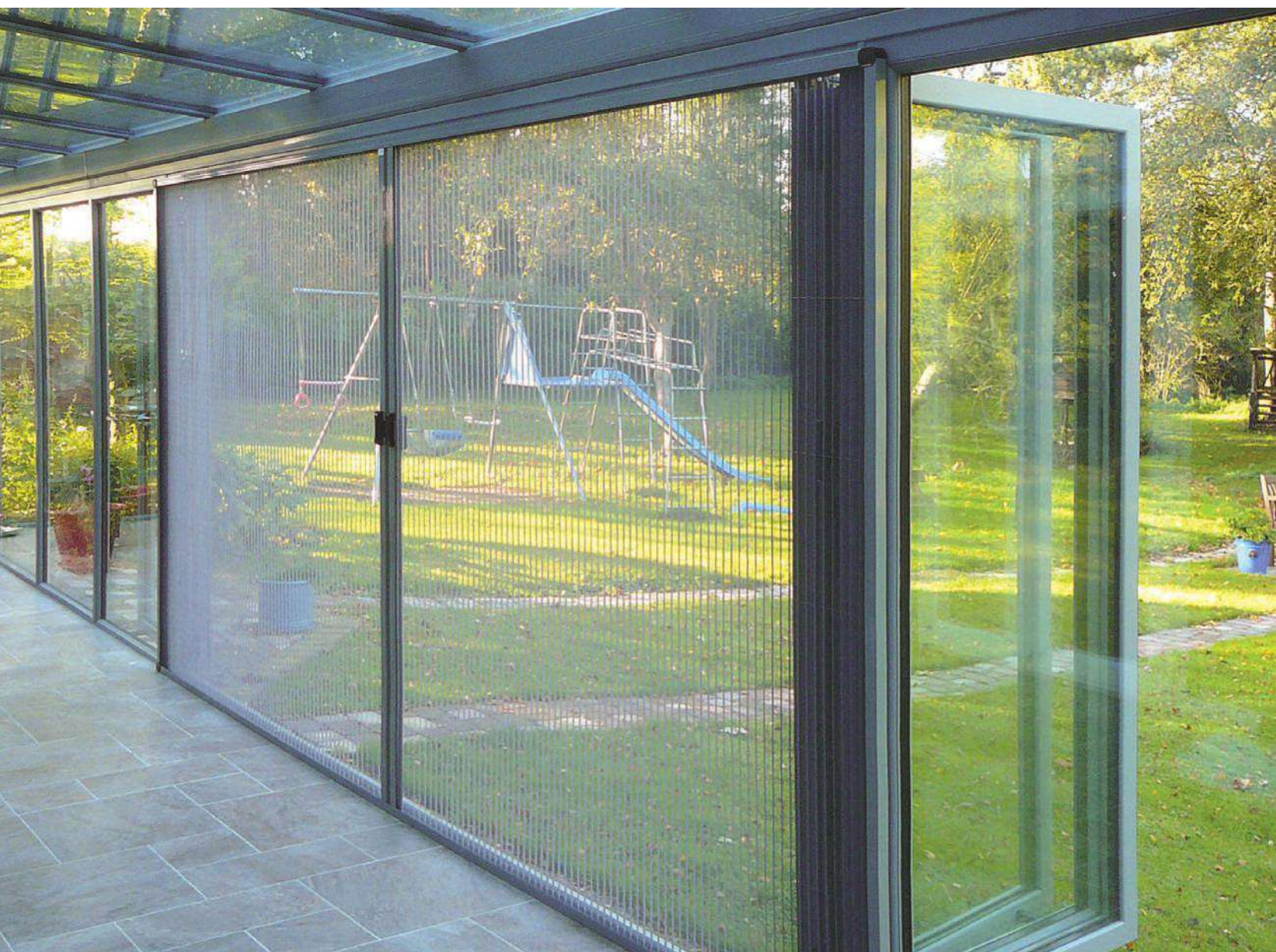


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