

**free
car
mag**



**dear
2022**



more fun cars please..

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





THEY DRIVE



PUT ON YOUR FCM GLASSES



Freeitorial

Happy New Year fellow car drivers. Who knows how long we can say that. A glimpse into Government thinking courtesy of a junior minister shows us where we are heading. The thing is, it's still possible to make exciting cars as we prove in this issue. And they are certainly not Electricity ones. The time is now to make a nuisance of yourself. Otherwise it's the bus. See you next time.

Free Car Mag are all tooled up for 2022...



toad on the Road

He's a hi-viz wearing amphibian with the 200 year War on the Motorist a motor and a croak...

BY JAMES RUPPERT

22

CARS ARE SO LAST CENTURY...

FREEDOM OF MOVEMENT, IS THAT STILL A THING IN BRITISHLANDSHIRE?

WE WILL XTERMINATE ALL YOUR KARS

ONLY BANGERNOMICS... UNLESS WE FIGHT BACK NOW

BANGERNOMICS Will save the world

www.freecarmag.com



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FUELLED BY FUN

Driving



Continental Drift





Called 'Continental Drift' and filmed at an abandoned air base on the Italian island of Sicily, the film shows the scope of performance of Bentley's pinnacle GT, including incredibly precise drifting through dramatic locations.

The dynamic-focused chassis and rear-biased torque split of the GT Speed – which under most conditions will send the majority of the W12 engine's 659 PS of power to the rear wheels – has made this new kind of film possible for Bentley.

Improved cornering dynamics and the extra grip provided by a suite of new systems (including eLSD, all-wheel steering and new ESC) allow the car to tackle any corner with an increased level of precision and confidence. In turn, the car is able to extract the maximum performance from the available traction to deliver stunning acceleration and composure from the apex – either with perfectly balanced grip or in a deliberate, controllable slide.

With the powertrain delivering 900 Nm of torque, the GT Speed is a Bentley that can be driven on the limit with incredible ease and confidence. The film was shot over the course of a day during the recent Global Media Drive for the GT Speed on Sicily. For this event, Bentley converted the abandoned NATO base previously known as Comiso Air Station into a gymkhana-style track. Originally built in 1936, Comiso was rebuilt in the 1980s as the home to 112 Ground Launched Cruise Missiles, each with a nuclear warhead, and was the largest NATO air base in southern Europe. Abandoned almost 30 years ago and having been slowly reclaimed by nature since, Comiso proved to be the ideal place to create a safe yet challenging environment to demonstrate the performance credentials of the GT Speed.

Watch it here: <https://youtu.be/ThEIEBSy5YY>



2022 Supercar

McLaren 720S Explained





Free Car Mag were lucky enough to drive the 720S and it was rather fabulous. Actually it could not have been easier to handle. Dead easy to see everything around you and one of the most responsive cars on sale today. It has hydraulic steering and that makes for a very involving experience.

According to McLaren "The new 720S will be absolutely true to McLaren's pioneering spirit in being a revolutionary leap forwards, both for our brand and the supercar segment."

It accelerates from 0-60mph in an incredible 2.8 seconds when provoked. And can cover a quarter of a mile in 10.4 seconds. From a standing start.

The McLaren 720S is born of the McLaren design philosophy: everything for a reason. The powerful simplicity and integrity of this ethos shapes

stunning cars. Through an intense, evolutionary process. The radical shape of the 720S is inspired by the teardrop. Nature's perfect aerodynamic form. It takes this shape because it helps to deliver superlative performance. And aerodynamic efficiency. Every design detail is the same. Created to improve performance. Sharpen handling. Intensify engagement. Enhance comfort. Beautifully.

Driver focus is absolute. Key controls like the Active Dynamics Panel are at your fingertips. Priority is given to the essentials on a clean, minimal dashboard. An innovative Folding Driver Display shows only vital information. And folds away for maximum visibility in Slim Display Mode.



2022 Supercar

720S





This is a futuristic place. But everyday usability has not been sacrificed. There is thoughtful storage space. There are practical details throughout. And everywhere, there is a deep, ingrained sense of quality.

Fine leather is tactile and durable. Stitching patterns are unique to the 720S. Machined aluminium greets you at numerous touch points. Mood lighting creates a luxurious ambience. Subtly illuminating the exquisite craftsmanship

The Stats that Matter

How Fast Mister?

Maximum Speed 341kph (212mph)
0-100kpm (62mph) 2.9s
0-200kph (124mph) 7.8s

Does Size Matter?

Maximum Power 720PS (710bhp)
Maximum Torque 770Nm (568lbft)
Engine Capacity 3,994cc
Type V8, 4.0L

Technically Speaking

Technology Twin Electrically-Actuated Twin Scroll Turbochargers, Dry Sump

Stopping

00-0kph (62-0mph) 30m (98ft)
200-0kph (124-0mph) 118m (387ft)

On the Scales

Dry Weight (Lightest) 1,283kg (2,828lbs)
DIN Kerb Weight 1,419kg (3,128lbs)



2022 Supercar



720S





“The new 720S will be absolutely true to McLaren’s pioneering spirit in being a revolutionary leap forwards, both for our brand and the supercar segment.”



Sports Cars '22

Jenson Play Special





The Radford Lotus Type 62-2 completes pre-production testing

The dynamic track test of the prototype John Player Special model was conducted by Jenson Button at the home of Lotus, on the test track facility at its global sportscar headquarters in Hethel, UK.

Jenson Button: “To finally drive the type 62-2 for the first time was obviously a very special moment, the cockpit already feels like home! The car felt great, well balanced in high and low-speed corners and ran faultlessly all day which is the perfect base for the months of setup tweaking that will follow for me. We want to ensure that this car is a pure driver’s car that pays both due respects to the DNA of Lotus but also delivers the luxury of a Radford.” “I like minis very much and I went to a mini Cooper which was pretty cool. It was very fast and bright orange to start off with. I was doing a film called ‘At the Earth’s Core’ and the lighting was pink, so at the end of the film I thought, I know what I am going to do I’m going to have this car painted. It was a wonderful dark magenta colour and I went all very Hollywood and had big tyres put on it and dark windows fitted. It was quite flash at the time and I was also stopped by the police in that mini. I was pulled over because I was speeding. They let me off because I was still in the film costume.”

Jenson’s role as test driver plays a crucial part in the final stage of development, having been involved from the outset in the design, development and engineering of the Lotus Radford Type 62-2. Jenson’s feedback and expertise ensures the Type 62-2 will offer the superlative, engaging yet refined driving experience expected from an analogue sports car by its exacting global clientele, who have already begun to commission

their completely bespoke production slots for each of the ultra-limited 62 examples to be built. First customer deliveries will commence from Q2 2022. On-track during testing, the Type 62-2 John Player Special prototype delivered an electronically limited top speed of 186mph and a 0-62mph acceleration speed of 2.9 seconds. 0-124mph was completed in 8.4 seconds. It will produce 600bhp from a supercharged 3.5-litre V6 and has a dry weight under 1,000kg. The mid-engined two-seater coupe is based on Lotus technology that has been reengineered throughout including upgraded pistons, con-rods and camshafts, adjustable coil spring suspension driven through a 6-speed manual transmission. The carbon fibre body panels and interior sit on an ultra-lightweight aluminium chassis, in keeping with the Lotus philosophy of “Simplify and add lightness”.

Clive Chapman, Managing Director of Classic Team Lotus and son of Lotus founder Colin Chapman was present at the test session and was one of the first to see the Type 62-2 John Player Special take to the track. He said: “Seeing this modern Radford Lotus Type 62-2 in action on the Hethel track today has been really very special. The way it has taken the spirit and legacy of the original Type 62, combined it with the iconic JPS livery, and revived it for the modern day sportscar enthusiast is an admirable achievement.”

Upon completion of delivery, all of the Radford Type 62-2 owners will be invited to attend an exclusive one-day track event to get behind the wheel alongside Jenson Button, who will demonstrate how drivers can get the most out of their Radford on the racetrack. To register interest, visit: <https://radford.co/>”

Group B Style

Panda perfect





M-Sport reveals its latest project: Panda by M-Sport. A Fiat Panda 4x4, with a twist. M-Sport is by no means a stranger to building high-performance machinery with a proven and successful track record, the Ford Fiesta WRC and Bentley Continental GT3 to name but a few recent examples. The Panda 4x4 project presented an altogether different challenge though; a bespoke vehicle build where the only rulebook to adhere to was the client's brief. The brief in this case was remarkably simple: to make a Panda fit for rallying that is truly a one-of-a-kind production.

The Panda by M-Sport started life as a standard road-going Fiat Panda. Following months of painstaking design and craftsmanship, it left Dovenby Hall as a fully-fledged, fire-breathing competition car ready to take on special stages in gravel or tarmac trim.

Using their knowledge and expertise, the engineering team that worked on the Panda took the underpinnings of a Fiesta R5 Mk1 as their starting point, the most successful customer competition car ever produced by M-Sport. Since launching in 2013, M-Sport have produced 294 R5 Mk1s which have delivered a combined total of 953 rally victories to

date (and still counting...) The original shell of the Fiat Panda was carefully widened by 360mm to allow it to fit the Fiesta chassis; this provides a more stable platform for cornering performance. To not overstretch the original shape of the Panda, aggressively styled wheel arches were sculpted and fitted, with the added effect of giving the car that subtle Group B-esque look.

Powering the Panda by M-Sport is a 1.6-litre Ford EcoBoost engine, producing just under 300 bhp and 450Nm torque through a five-speed sequential Sadev transmission, mated to bespoke front and rear differential units.

The Panda by M-Sport seamlessly combines the old and the new in one purpose-built package. The interior features a dashboard inspired by the same basic one found in early Fiat Panda models, with added six-point harnesses and an FIA homologated roll-cage surrounding the driver and co-driver. Like all modern day rally cars, the rear seat bench was removed to make way for spare wheel storage, while the rear-hatch now features a carefully hand-embossed 'PANDA 4x4' badge, in homage to the original model. Style and safety all-in-one.

Group B Style





The '70s Supercar

1971 reborn



Amazing Restoration of an LP500



First seen at 2021's special edition of the renowned Concorso d'Eleganza at Villa d'Este, on Lake Como, an extraordinary reconstruction of the first Lamborghini Countach: the LP 500 stunned visitors.

The legendary model that started the iconic Countach line debuted in 1971 and then disappeared in 1974, when it was "sacrificed" in the process of crash testing. Now, on the 50th anniversary of its debut, the LP 500 comes back to life in a meticulous reconstruction by Polo Storico Automobili Lamborghini, which since its creation in 2015 has been in charge of preserving the historic identity of the brand.

The process of reconstruction of the Countach LP 500 took more than 25,000 hours of hard, passionate work. The model will participate in the Concorso d'Eleganza Villa d'Este, in the Concept category. Attendees will be able to admire this legendary vehicle for the first time in 50 years.

"The Countach reinvented the game for high-performance vehicles," says Stephan Winkelmann, Chairman and CEO of Automobili Lamborghini. "It became an icon of style language which inspires modern Lamborghini vehicles to this day. To bring the reconstruction of the very first Countach to the Concorso d'Eleganza is an extraordinary feat."

As part of the collaboration with Automobili Lamborghini, Pirelli made available its Vizzola Ticino circuit where Polo Storico, after the 25,000 hours of work required for the reconstruction, had the opportunity to test the LP 500 before its official presentation at Villa d'Este: similar to the testing done on the road to validate restoration work on Lamborghini classic cars before they are returned to their owners. The track location was also chosen to officially present the car to the collector, allowing him to experience the emotion of a few laps around the circuit.

Giuliano Cassataro, Head of Service and Polo Storico, commented, "The tests and the shakedown on the track confirmed that the Countach LP 500, as well as being beautiful, is also functional, and the larger size of its tyres compared to those of the standard LP 400 (40 millimeters more at the front and 50 at the rear) gives the car an attractive and well-proportioned aesthetic, which makes it still very modern even half a century on from its original debut. We felt it was important to celebrate it together with the customer, and also to share the excitement of seeing it in motion with the suppliers who invested so many hours of work in its creation".

The '70s Supercar





Know Your Enemy No 1



Trudy Harrison MP



Owning a car is outdated '20th-century thinking' and we must move to 'shared mobility' to cut carbon emissions, transport minister says. Owning a car could become a fad of the past, a government minister claimed this week.

Junior Transport Minister Trudy Harrison, a virtual audience at shared transport charity CoMoUK what the country needed was a move away from '20th-century thinking centred around private vehicle ownership and towards greater flexibility, with personal

choice and low carbon shared transport'.

Apparently owning a car was outdated '20th-century thinking' and the country should move to 'shared mobility' to cut carbon emissions.

See the conference here: <https://www.freecarmag.com/cars-are-so-20th-century-says-government-minister>

Conclusion: Junior Minister, but close to PM Johnson. Has all the correct 'sustainable' credentials. So 66% for now...

and Department for Education. In December 2019, Trudy was appointed as Parliamentary Private Secretary to the Prime Minister.

Career outside politics

Trudy worked at Sellafield for 5 years as a technical clerk before setting up and running a childcare business. Following a career break, Trudy was employed by Copeland Borough Council, first as a Locality Officer and then as Community Regeneration Officer. Trudy left Copeland Borough Council in 2013 to work as a Programme Manager for investors specialising in renewable energy and sustainable community projects.

Education

Trudy was educated at the Wyndham School in Egremont. She holds a foundation degree in Sustainable Communities from the University of Salford.

Why Society Needs Cars...



Cars are good for your health!

Driving is an absolute necessity for millions – and, for many of those millions, also a pleasurable one. But it suits government, councils and anti-personal mobility groups to portray driving as essentially selfish. Then drivers can be demonised, treated with contempt, and exploited for revenue purposes. Therefore, we are constantly bombarded with alleged negatives of car ownership and use. Despite all this ‘bad’ press, over thirty million people have still chosen to own cars.....

Public transport, when it exists, is good for going directly from ‘A’ to ‘B’, but not so good when most journeys mean going from ‘A’ to ‘E’, meaning via ‘B’, ‘C’ and ‘D’. This typically involves changes of transport modes, dictated by timetables of various companies running the different systems (rail or bus or both) and trying to tie-up all the connections. Whereas a car will take you, your family and luggage, door to door in comfort.

Even those living in cities with excellent public transport, still need to journey to places that have little or non-existent public transport.

In the DfT document “Towards a Sustainable Transport System” it stated when comparing public transport in town and rural areas “The disadvantage of not having access to a car is greater in rural areas than urban ones, but public transport provision can both require high subsidy and be inefficient in climate change terms because of low passenger numbers per bus or train”.

Those extremist groups that oppose personal mobility say it is the destroyer of communities and roads must be ‘reclaimed’ – yet it is still the number one transport system by far. Not because it is being forced upon people by these self-styled mobility commissars, but because people have willingly chosen it, as being most suitable for their needs.

So for a change, let’s look at the positive contributions of the most personally-liberating invention of the 20th and 21st centuries.

READ THE FULL ARTICLE AT: <https://www.abd.org.uk/why-society-needs-cars/>

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/>



Rip Off Pump Prices continue...



MPs support call for PumpWatch to protect drivers
Filling up the average family car is now costing over £16 more than 2020's festive season.

Fuel prices are 30p per litre more than last Christmas, yet wholesale costs of petrol and diesel are up just 18p.

Shockingly 18m Drivers on the road this Christmas will be fleeced by shy on £2bn, the wholesale falls in petrol and diesel they have failed to pass onto UK's 37m drivers.

Even allowing for market increases in margins and distribution costs, the world's highest taxed drivers are paying up to 10 pence more than is honest.

Everyone knows this is a perennial problem, except the Treasury. FairFuelUK, and the APPG for Fair Fuel for Motorists and Hauliers calls for the long asked for 'PumpWatch' to be implemented. An Independent Pump Price Monitoring Body to protect Consumers. 9 out of 10 FairFuelUK's 1.7m supporters want such an impartial body created, just like our consumer watchdogs Ofgem, Ofcom and Ofwat, to protect drivers every time they fill up, as and when oil prices vary.

Quotes from MPs and FairFuelUK

"Sadly, the Government's efforts to work with the fuel industry so that pump prices are competitive, and market driven, ensuring consumers benefit from lower prices, is not working. The reality is that motorists are now paying £16 per tank more than last year and nearly £2bn of falls in the wholesale price have not been passed onto hard-pressed motorists at the pumps. This is bad for the economy, bad for inflation,

bad for business and bad for jobs. That's why we need to introduce an independent pump pricing watchdog." **Craig Mackinlay MP, Chair of the APPG for Fair Fuel for Motorists and Hauliers**

"Struggling families need a PumpWatch regulator asap. The rip off oil companies are feeding the cost of living crisis as they refuse to cut prices at the pumps even when the international oil price has fallen. If we can have an energy price cap, at least have a fair price at the pumps." **Robert Halfon MP, Vice Chair of the APPG for Fair Fuel for Motorists and Hauliers**

"The AA and the RAC have at last, woken up to the scandalous high pump prices generated unnecessarily by greedy wholesalers and fuel brokers. The perennial scandal that FairFuelUK has been campaigning against for the last decade. PumpWatch is now even more crucial to the Nation's positive economic growth, jobs, business investment, logistics, consumer spending and social mobility. This beleaguered Conservative Government needs it in place now, to help regain trust again and to avoid long-term voter repercussions. Boris you know this makes economic and political sense, it's time for you to throw away your anti-motorist plans and recognise the common sense in giving drivers a well-deserved break" **Howard Cox Founder of the FairFuelUK Campaign**

Data sourced from RAC Foundation and FairFuelUK supporters nationwide panel. **www.fairfuel.com**

Sign this...hands off your own car...

Petition

Do not implement proposed new offences for vehicle "tampering"

The Government's modernising vehicle standards proposal suggested new offences for tampering with a system, part or component of a vehicle intended or adapted to be used on a road. This could have a hugely detrimental impact on the UK motorsport and custom aftermarket industry.

[More details](#)

[Sign this petition](#)

50,458 signatures

[Show on a map](#)

100,000

Government will respond

Government responds to all petitions that get more than 10,000 signatures

Waiting for 1 day for a government response

At 100,000 signatures...

At 100,000 signatures, this petition will be considered for debate in Parliament

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Created by

Gareth James

Deadline

17 May 2022

All petitions run for 6 months

[Get petition data \(json format\)](#)

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61%

OF BRITS POLLED, WHO EXPRESSED A PREFERENCE, ARE AGAINST ECO LOCKDOWNS TO MEET NET ZERO TARGETS

YOUGOV - 2ND NOVEMBER 2021

CAR26
CLIMATE . ANALYSIS . REASON

61% of Brits polled by a YouGov/CAR26.Org survey, who expressed a preference, are opposed to having 'Eco-Lockdowns' in order for the UK to meet its Net Zero Carbon targets in the future.

YouGov/CAR26.Org asked: 'To what extent would you support or oppose having 'Eco-lockdowns' (lockdowns for environmental reasons) in the future for the UK to meet its Net Zero Carbon targets.'

From a sample of 1,648 adults surveyed between 22nd and 24th October 2021 weighted for demographics, then broken down by political allegiance, EU referendum voting, gender, age, social grade and region, 25% did not know whether or not they would support Eco-Lockdowns to meet Net Zero Carbon targets.

Only 28% supported Eco-Lockdowns. This was made up of 11% Strongly supporting eco-lockdowns and 17% tending to support.

Meanwhile, 46% opposed eco-lockdowns. 28% of which strongly opposed and 18% tended to oppose them.

This follows a YouGov/CAR26.Org survey published on Tues, 26th Oct 2021 revealing that 58% of Brits polled, that expressed a preference, also want a Carbon Net-Zero referendum.

CAR26.Org launched Tues, 26th Oct 2021 in advance of the COP26 United Nations Climate Change Conference, which commences on the 31st October 2021 from Glasgow.

According to CAR26.Org director, Lois Perry: "There is a very real fear amongst many that eco-Lockdowns will be the next excuse that's used to curtail our movement and freedoms, the use of our vehicles and liberties in general."

"We cannot allow any more infringements on our way of life while the science is allowed to be debated."

"There is censorship and a referendum has not been held on the carbon Net Zero policies that are being implemented on our behalf."

Miss Perry continues: "In an electric-only world without enough 'clean' power, what happens? Rationing. We'll all be driving iPads the State can switch off at will."

All figures, unless otherwise stated, are from YouGov Plc. Total sample size was 1,648 adults. Fieldwork was undertaken between 22nd – 24th October 2021. The survey was carried out online. The figures have been weighted and are representative of all GB adults (aged 18+).

You'll drive nothing...



...and be happy

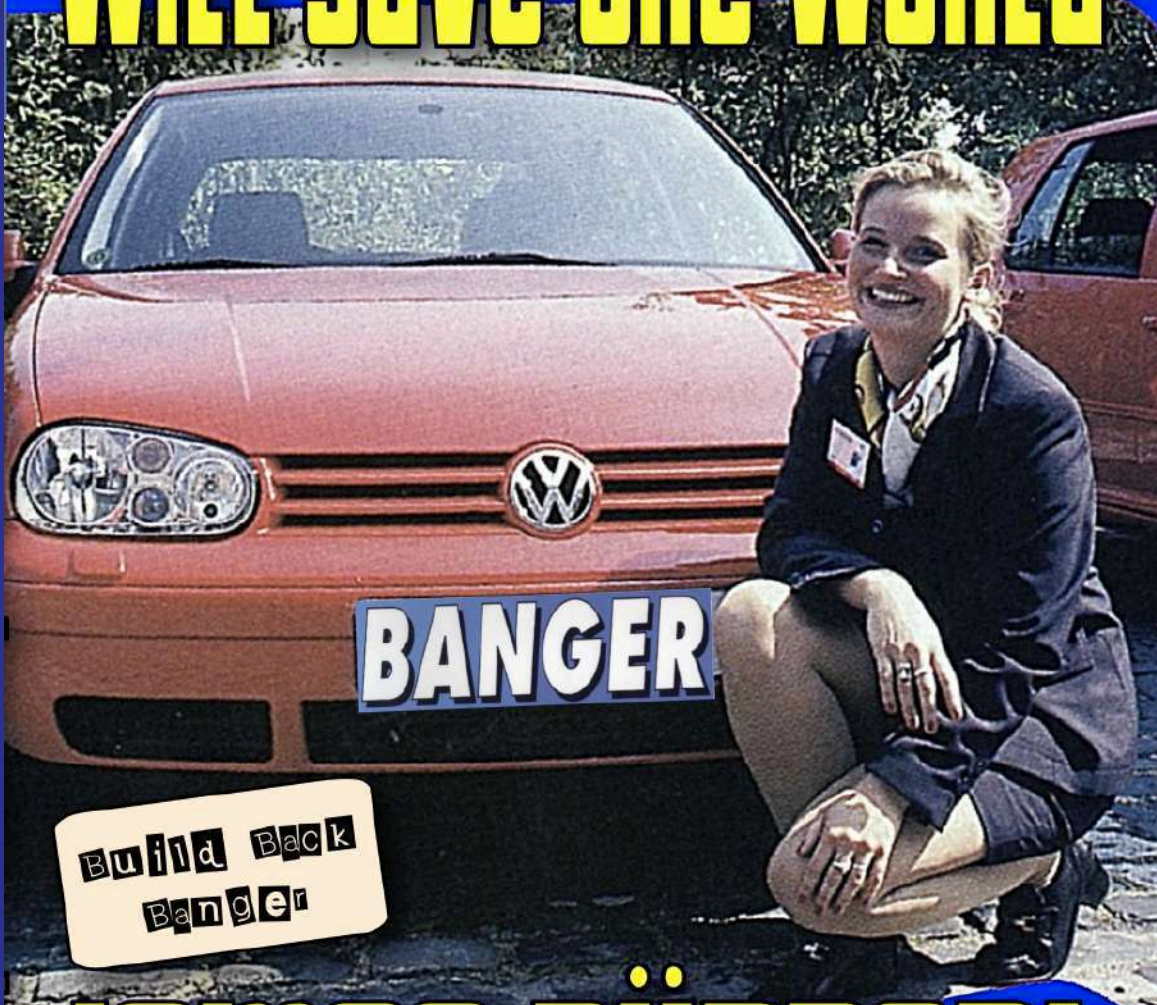
'The Circular Cars Initiative (CCI) is a private/public sector collaboration focused on leveraging new technologies and business models to align the automotive industry with a 1.5C climate scenario.'

'Inefficient utilization of cars is also a problem. Privately-owned vehicles are only in use about 5% of the time, and even then, they tend to operate at low passenger capacity'

The World Economic Forum want more complicated unaffordable cars and would prefer it if you didn't drive so much and shared a bus.

BANGERNOMICS

Will save the world

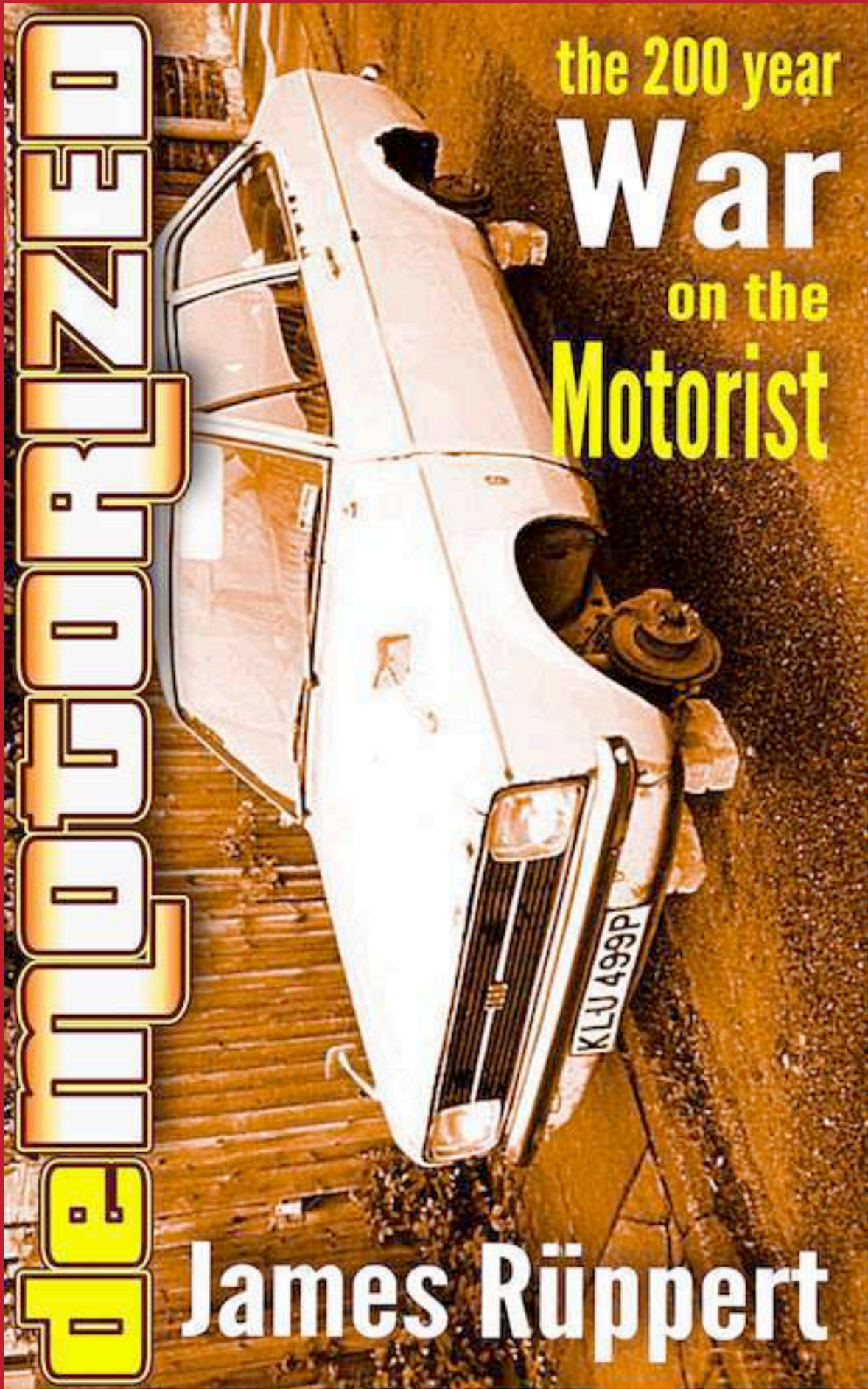


Build Back
Banger

JAMES RÜPPERT

In 2030 you will
own a Banger and
be very happy...

FRESIGHT
PUBLICATIONS



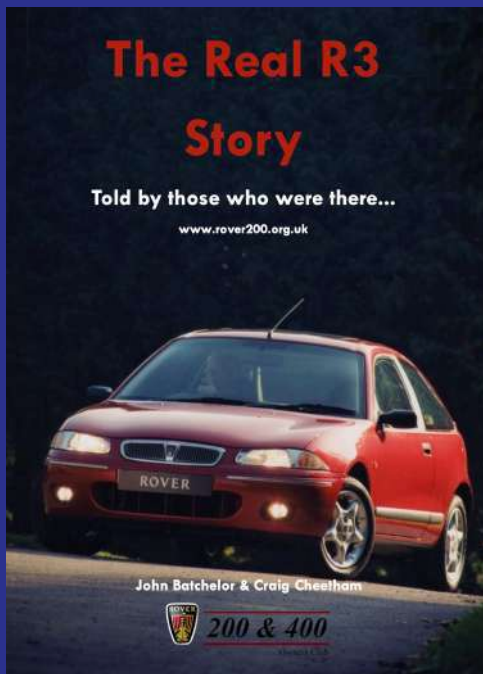
THE MOTORIZED

the 200 year
War
on the
Motorist

James Rüppert

FCM Book Club

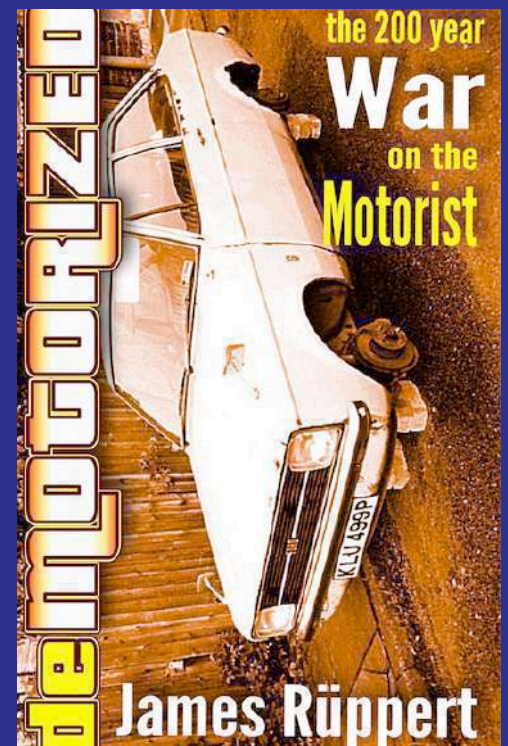
Here are books written by some of our contributors and friends. We would encourage you to go to our related www.bangernomics.com Site to buy books and things that supports what we do. Sticking up for the Motorist.



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>



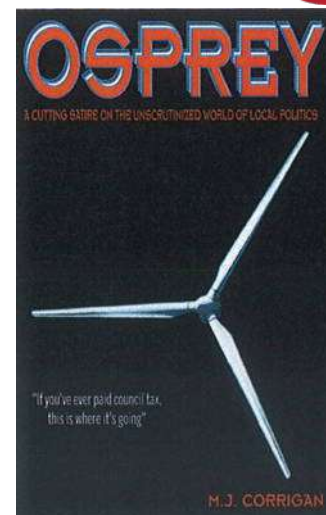
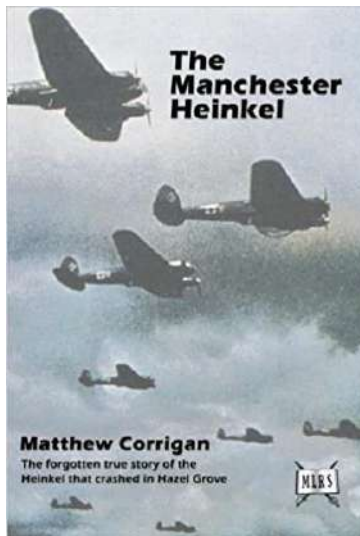
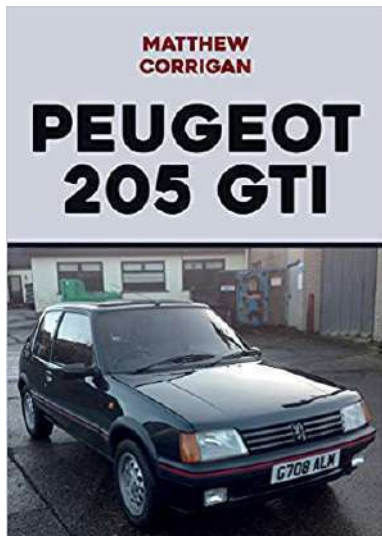
Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van, 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

FCM Book Club 2

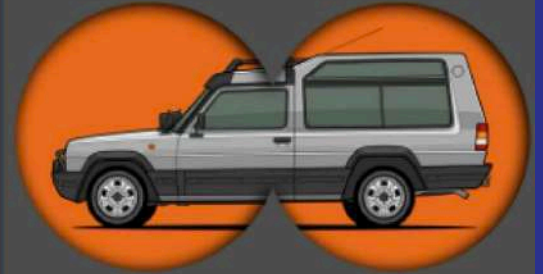
More Books by the better half of the Bangers and Classics Podcast...

David Milloy. A proportion goes to charity which proves what a jolly good egg he is. Do some good and buy some great books.

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.

THE ULTIMATE CLASSIC CAR QUIZ BOOK

2



The questions, the answers, the stories...

David Milloy

If you loved the Ultimate Classic Car Quiz Book then you will adore Number 2 which is more of the same but with different questions and answers. Buy it. Space left for upcoming Milloy Books...

the 200 Year
WAT
on the
Motorist



James Ruppert



The Ultimate
Unofficial F1
Quiz Book

by David Milloy



Illustrated by Marcus F. Ward

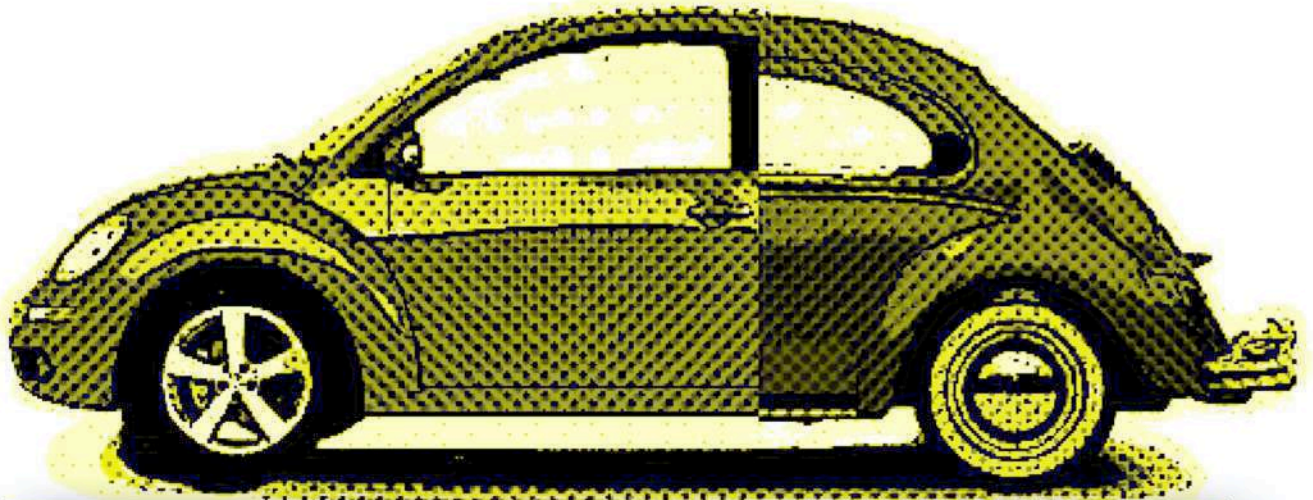
Outrageous & Classic Podcasts with Ruppert + Milloy

A492 YHG

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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.

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

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FCM 104

More of the same. That's cars and more cars and the odd moan about the state of the motoring world. We are very light on details I'm afraid., But the 'Know your Enemy' is going down well, so any suggestions you have, please get in touch. See you next time...

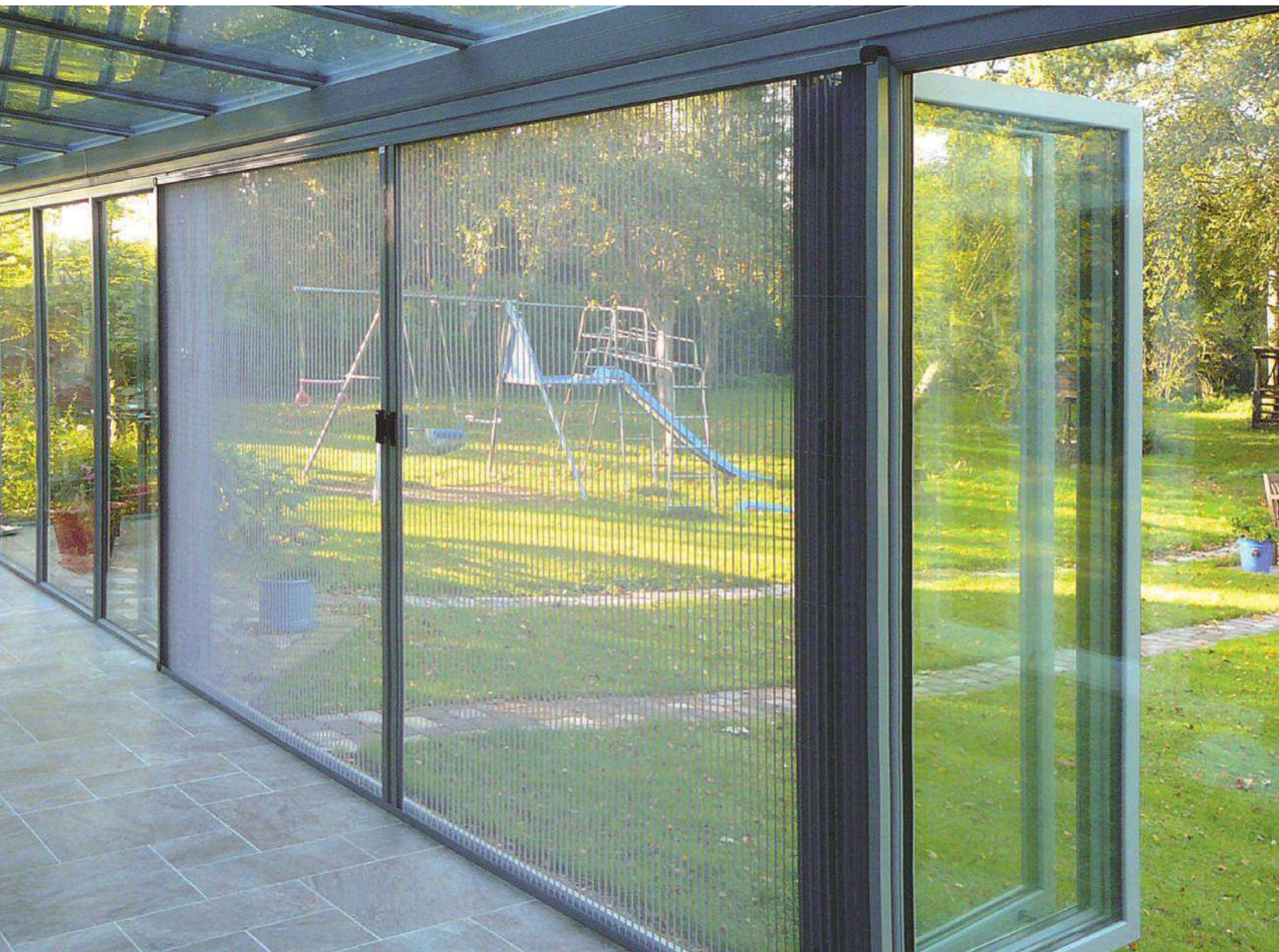


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