

free  
truck  
mag



Keep your old

**Banger**



2030 is not far away...

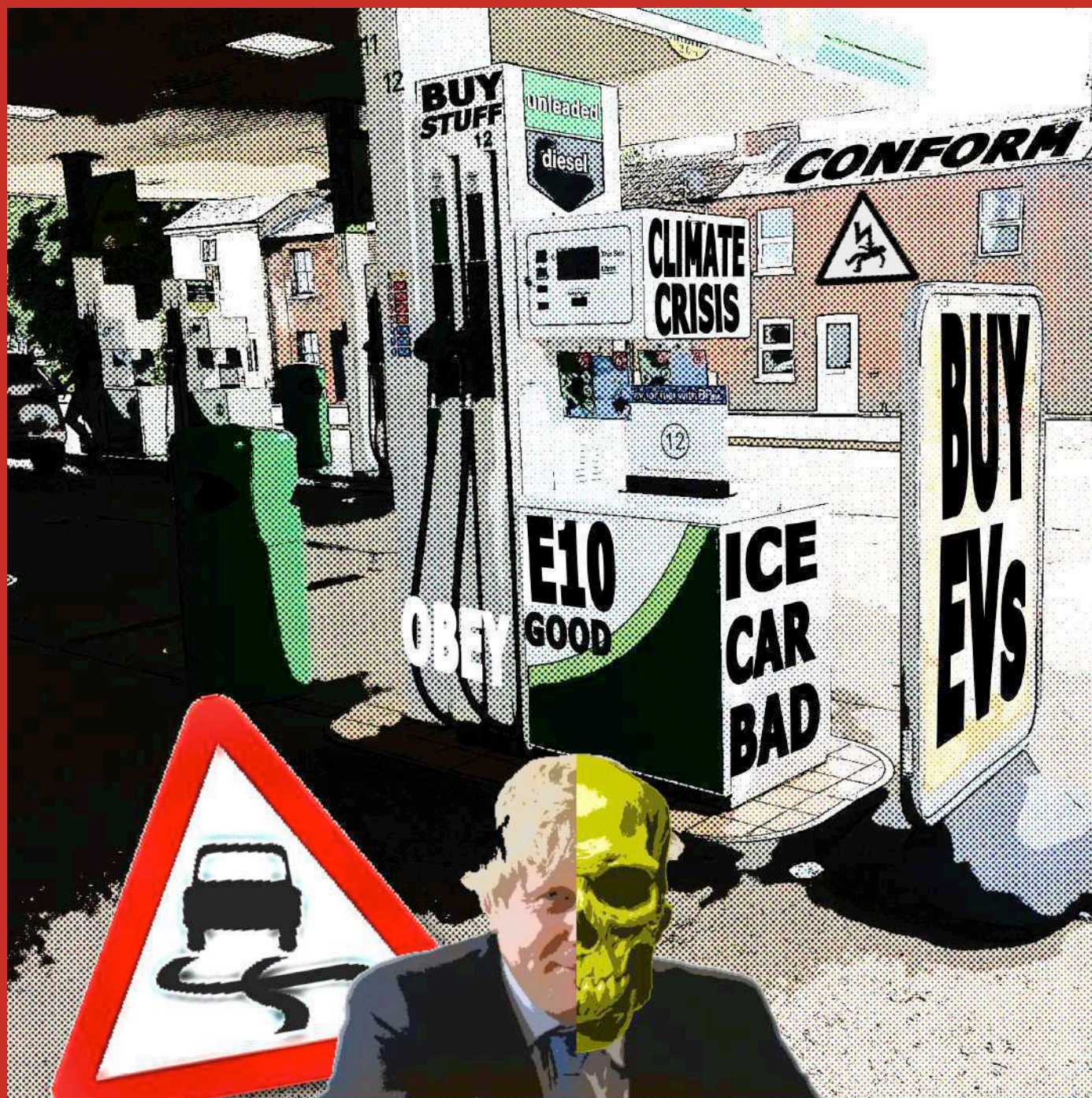
DE VALEUR.  
reot.



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







# THEY DRIVE



**PUT ON YOUR FCM GLASSES**



NUMBER 105 / 2022



# Free

The world is changing fast. Truckers in Canada stood up for themselves, which was great. Except that the Canadian 'dictatorship' didn't agree. Meanwhile, American trucks are on the move. Try living a modern life without truckers, it is impossible. Meanwhile Vigilantes' Wagoneer is our new favourite vehicle, or truck which gives us hope for the future. See you next time....



Free Car Mag on a winter outing somewhere east of the office.



## James Ruppert

EDITOR james@freecarmag.com

Cover Credits: Twitter • Peugeot • Vigilante

### THE TEAM

**Editor** James Ruppert  
**Publisher** Dee Ruppert  
**Sub Editor** Marion King  
**Product Tester** Livy Ruppert  
**Photographer** David Milloy  
**Web Design** Chris Allen  
**Road Test Editor** Shahzad Sheikh  
**Reporter** Kiran Parmar  
**Tel** 0788 540 1977  
**Email** contact@freecarmag.com

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free  
car  
mag

The Only  
Pro Motorist  
Car Mag in the  
Universe





# McLaren 720S Spider

**A**t the top of this review let's state something that maybe obvious to you, the 720S, launched about four years ago, is pretty awesome. It marks the point at which McLaren got good at making this genre of automobile. Really good. And it still shows today. Though that wasn't necessarily obvious to me..

**R**ead the full review and watch the film presented by Shahzad Sheikh at [www.freecarmag.com](http://www.freecarmag.com)





# BMW M4 Competition

**T**his could easily be a very short review indeed. And this is because the BMW M4 Competition Convertible M xDrive could arguably be a perfect car for most people. And I can end this discourse right here. But let's expound a little. Before we break it down, let's just clarify that the M3 (which we traditionally knew as the most desirable Beemer in the 3 Series segment) is

the four-door version and the M4 is the two-door.

**Read the full review and watch the film presented by Shahzad Sheikh at [www.freecarmag.com](http://www.freecarmag.com)**







**P**ossibly the finest original Rover P6, no less than three 50's MG drop-tops and one of the last Porsche '993' 911 models, are all ready to cross the block at Manor Park Classics' first physical sale of '22, to be held at its purpose-built HQ on **Saturday, March 12<sup>th</sup>**. And that Rover P6? It's a 1973 2200 TC manual in Mexico Brown with a recorded – and thought to be genuine – 42,299 miles showing. We'd be surprised if there was a better example of this model on the market today. An original UK car, the P6 comes with an array of receipts dating back to 1981 and a BMIHT certificate. And with an estimate of just £7-9,000, quality classics in this condition are hard to find.







# Auction Action

## Review

**A** firm '70's favourite, the Cortina Mk. 3 was once ubiquitous but is now a rarity, especially in the kind of condition that MPC's 1976 1600 XL is presented. This particular time-warp car has what's possibly a genuine 49,000 recorded miles, as well as MOTs going as far back as 1990. In Carnival

Red, with lovely white-on-black number plates, this Cortina's sure to find a new home at its £6-8,000 estimate. The 1958 Volvo was imported to the UK from Sweden in 1998, from when it has a full record of all MOTs <https://auctions.manorparkclassics.com/upcoming-auctions/>





The Future is...

# Bangereality...



VOTRE VIEILLE VOITURE A BEAUCOUP DE VALEUR

No price, no picture of the installation and the range is in kilometres. It's not too late for BMW to reconsider this idiotic, virtue signalling mini classic.

Free Car Mag deconstructs what the Germans said...





**VOTRE VIEILLE VOITURE A BEAUCOUP DE VALEUR.**  
Jusqu'à 4200€ de reprise pour l'achat d'une Peugeot.



**Y**our old car has a high value. that's the translation for this series of adverts that date from 2006.

It was of course a terrible scrappage scheme which encouraged owners to chop their perfectly good old motors for brand new ones.

Great news for Peugeot, but terrible for the environment and true car enthusiasts like us. You can tell it is some artistic types at a design agency who have put these images together,

Wonderfully sexist of course, but although they know what a catwalk model looks like they have absolutely no idea what an old used car looks like. Clearly they have used an angle grinder, smashed windows and generally made a hash of making an old Peugeot, they removed the Pug badges, look used.

As we know, old cars are often cherished, well used, maybe a bit dirty, but rarely do they

look like what's represented in these adverts. Never mind, the point is that leading up to 2030, car manufacturers are going into overdrive to make us give up our old cars. The thing is they won't look like this and will have years of useful life left in them.

What we must do is hold on to our old cars which work. Failing that buy rebuilt characterful petrol engined vehicles like the wonderful Wagoneer from Vigilante on the following pages. Not only that go back in time and buy a practical and useful Porsche 924. Read all about those in Kiran Parmar's feature.

The Free Car Mag message is, don't give up on your old motor just yet, or maybe ever. Don't get caught or forced down the dead end Electricity Car Street.

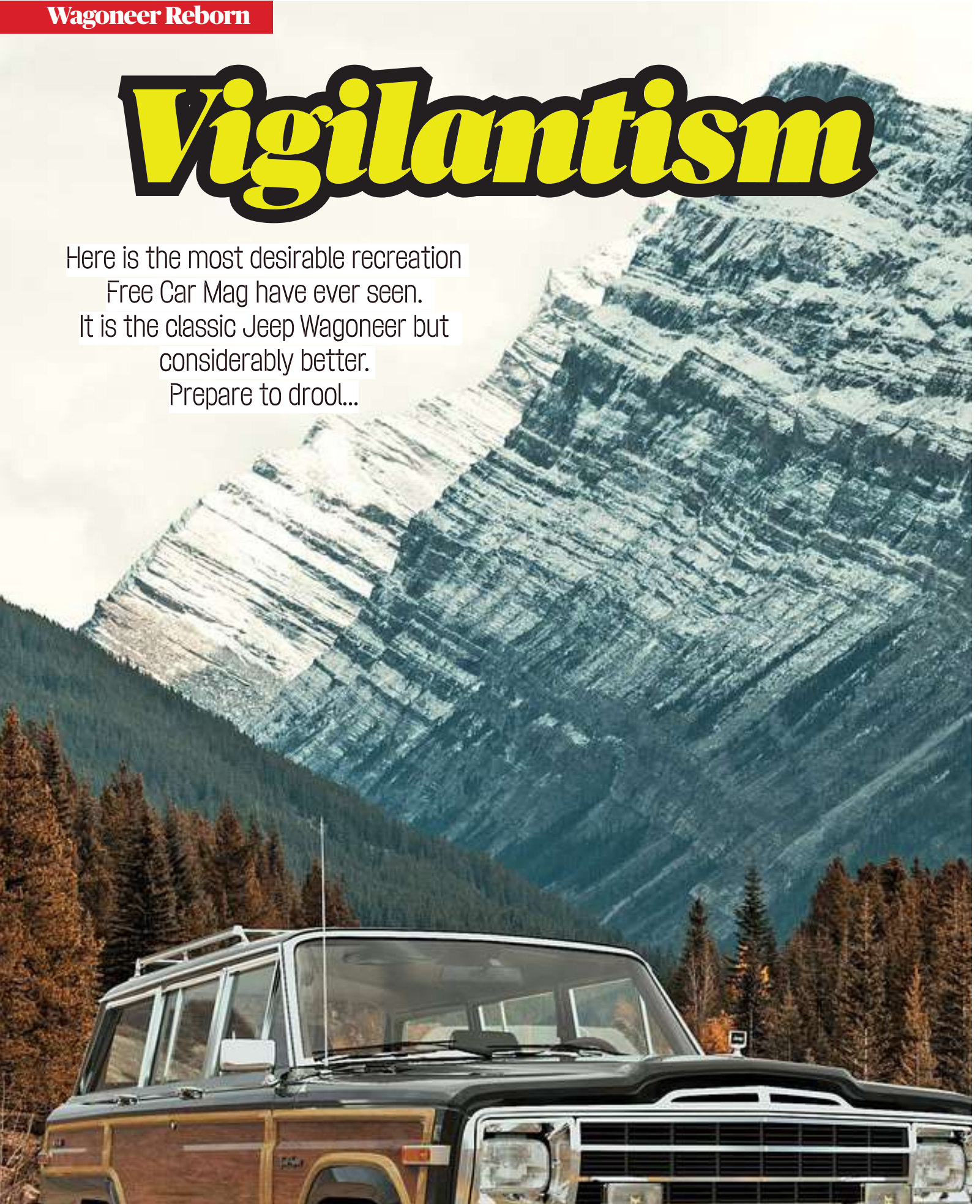
Keep your old cars readers. You know it makes sense.



Wagoneer Reborn

# ***Vigilantism***

Here is the most desirable recreation  
Free Car Mag have ever seen.  
It is the classic Jeep Wagoneer but  
considerably better.  
Prepare to drool...







The completely restored and rebuilt classic Jeep Grand Wagoneer marks the rebirth of a legend, enhancing its capabilities with a powerful engine on a custom-built chassis.

VIGILANTE offers its customers the choice to select one out of three HEMI engines based on their performance needs. The powertrains range from 485 hp to 1000 hp. Moreover, EIBACH coil springs are added, with Fox 2.0 dampers to absorb any impacts. The new suspension replaces the standard leaf spring setup in the old Jeep Grand Wagoneer.

It is not possible to effectively stop a giant Grand Wagoneer using the Jeep's old brakes. That is why VIGILANTE fits the SUV with brand-new BAER 6-piston calipers to aid with braking performance.

What's more, the chassis is powder-coated and reinforced to withstand the immense amount of horsepower and torque produced by the modern HEMI engine.

Vigilante is a one-stop solution for all Jeep restoration needs. Not only do they beautify the exterior and interior, they also rebuild the entire chassis, so it can withstand the forces of modern powertrains. It takes meticulous research and hours of hard work to install a contemporary engine into a classic vehicle, but they take pride in being experts in such work.

The VIGILANTE engineers and designers use modern simulation software programs to design the perfect mix between vintage soul and modern performance for their restored SUVs.

Sadly the chances of Free Car Mag getting to drive a Wagoneer are fairly slim, but that does not stop us dreaming. It is the perfect vehicle for us. We like 4 x 4s, the proper ones and this one is dead proper.

We recommend that you hop over to their brilliant website which has loads of detail information and videos so that you can see the incredible build quality. The asking price is steep at over \$250K, but what the customer gets is a superbly finished piece of automotive art that will do the shopping, get you to work and go very off road when required.

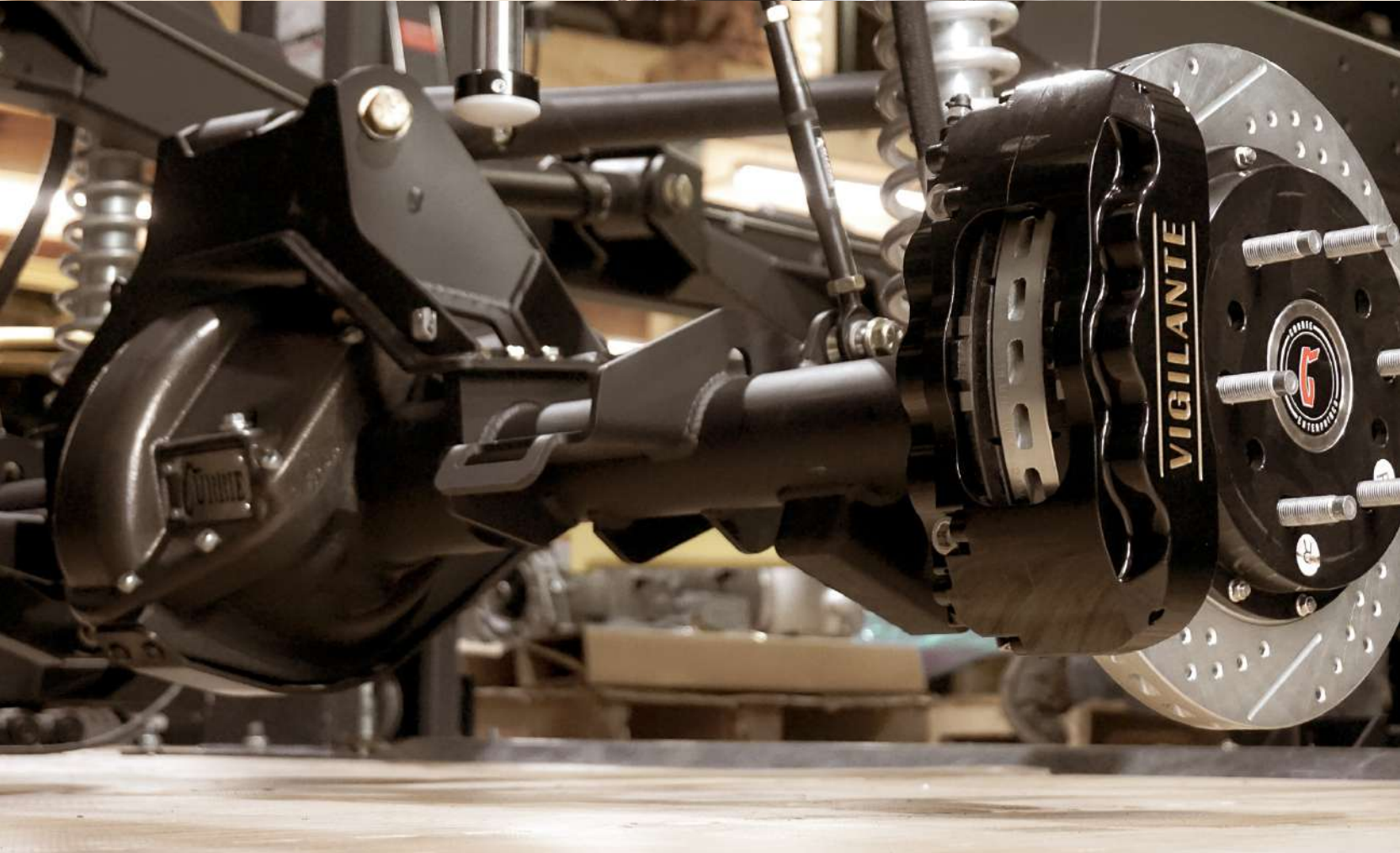
<https://www.vigilante4x4.com/>













Singer



**Turbo**



Pictures:Singer





Singer, the California-based, luxury specialist, presents the Porsche 911 reimagined by Singer - Turbo Study. The Turbo Study is a response to requests from owners for restoration services that incorporate turbocharging. More than 70 owners have reserved bespoke restorations enabled by the study.

According to *Rob Dickinson, Founder and Executive Chairman, Singer Group Inc.* "My first ever ride in a Porsche 911 as an 11-year-old in 1976 left me dry-mouthed and speechless - it was a black 930 Turbo with red tartan seats. Forty-five years on from that life-changing moment I'm excited to present the results of our study that aims to capture the awesome thrill of Porsche's first 'supercar' while reimagining its performance and refinement and collaborating with owners to take both to new heights. I believe it's a fitting tribute to a car that changed my life and many others."

As with all Singer's restoration services in collaboration with owners of the Porsche 911, the Turbo Study takes the Type 964 generation of air-cooled cars as its starting point. The study features a new evolution of the "Mezger" air-cooled flat-six. Now in 3.8L form, the engine features twin turbochargers with electric wastegate. Bespoke air to water intercoolers are mounted inside the intake plenums. The 'shark fin' on the rear fender is reimagined as an intake and supplies cold air to the engine bay to optimize combustion and cooling performance. In response to owners' preferences, the study enables power outputs starting at 450 HP.

A bespoke carbon fibre body maintains the careful balancing of iconic DNA with cutting-edge engineering

and material science. While inspired by the turbo cars of the mid-70s, the bodywork is reimagined to optimize aesthetic and functional performance. As always, the use of carbon fibre allows reduced mass and enhanced stiffness, further sharpening dynamic responses in the manner that Singer's clients have come to expect and enjoy.

The results of the Turbo Study also reflect Singer's habitual focus on constant optimization and technical development. The study draws on all-wheel-drive experience that has been developed in-house since the first AWD Classic Study restoration, undertaken in 2014. In recent years this experience has been brought together with research into turbocharging and high-performance ride and damping expertise.

Accordingly, in response to owners' requests, both rear-wheel-drive and all-wheel-drive restorations may be enabled by the Turbo Study. An owner may decide to specify the AWD configuration to enhance sure-footed deployment of power and torque in all seasons and surface conditions. The RWD configuration allows owners to pursue an alternative sporting focus, if preferred. In both cases, an optimized six-speed manual transmission underlines the driver engagement that Singer is renowned for.

The use of forced induction enables power outputs starting at 450 HP. Refinement is enhanced, with reduced noise levels and the ability to opt for more compliant damping and suspension performance. This allows owners to focus on long-range, high-speed touring capability if desired. The availability of turbocharged



Singer



Pictures:Singer





torque allows for effortless speed-matching from alpine pass to autobahn, together with deep reserves of overtaking ability.

If a more overtly sporting focus is preferred, a sports exhaust system and suitable damping characteristics can be tailored as required. The collaboration between Singer and owner enables all points in between, from refined grand touring to sports focus, to be accommodated. Immensely powerful, turbo-specific, brakes, ABS, and traction control sit in reserve for the moment they are needed. Carbon-ceramic discs are available if desired by the owner.

Inside, the results of the Turbo Study enable owners to respond to the demands of all-season touring if they wish. Heated, electrically adjustable seats and cruise control are available for comfort during cold-climate driving and for convenience on high-speed road networks. Prices for restorations enabled by the Turbo Study are dependent on the specification requested by the car's owner. As always, clients are able to engage the special wishes department to discuss their personal requirements for further bespoke engineering, in collaboration with Singer.

According to Mazen Fawaz, Chief Executive Officer, Singer Group Inc. "We've more than doubled sales of our services between 2020 and 2021. Our new, much larger, consolidated facility in Torrance, California enables us to expand the team, respond to demand and welcome owners in comfort. Meanwhile, in the UK, our team is carefully executing each of the restorations enabled by the Dynamics and Lightweighting Study. The response to the

Turbo Study from owners has been incredible and we look forward to working with each of them as their restorations progress."

For those keen to see and hear the results of the Turbo Study in person, the car will be running at Goodwood Festival of Speed in the UK from 23-26 June, 2022. It will then travel to the Monterey Peninsula in Northern California for Car Week in August 2022. Singer's automotive services now encompass both normally aspirated and turbocharged sports cars for the road. The results of the **Classic Study** allow owners to pursue their personal vision for optimized, air-cooled 911 coupes and Targas. The results of the **Dynamics and Lightweighting Study**, allow owners to explore the ultra-high-performance capabilities of their air-cooled 911, incorporating technology born from the world of Formula 1. The results of the **Turbo Study** extend Singer's services on behalf of owners into the world of turbocharging. Over the coming years, the definitive collection of iconic design will continue to grow.





**Porsche 924**

**924**

Le changement n'exclut pas la continuité.

La nouvelle Porsche 924 rompt avec la ligne et la conception maison, mais qualité, performances et raffinement sont toujours signés Porsche.



# Proper Porker



4 places (2 + 2) - Moteur 4 cylindres en ligne, arbre à came en tête, injection, 11 CV 1984 cm<sup>3</sup>, 125 CV DIN, compression 9,3-1, refroidi par eau. Transmission sur roues arrière, moteur à l'avant, boîte et pont formant un bloc à l'arrière (système "transaxle" donnant une répartition de poids idéale : 48 % AV et 52 % AR). Freins assistés. Accélération de 0 à 100 km/h en 10,5 secondes, vitesse maximale 200 km/h. Consommation conventionnelle : 6,5 l aux 100 km à 90 km/h, en vitesse stabilisée - 8,4 l aux 100 km à 120 km/h, en vitesse stabilisée - 11,7 l aux 100 km sur l'essai-type urbain.

**PORSCHE 924 ■ 911 ■ carrera ■ turbo**

1 an de garantie kilométrage illimité.

Carrosserie 6 ans de garantie anti-corrosion.

Préconisation exclusive





Nothing compares.  
Autocar tried, in their Autotest.\* But found it  
necessary to choose more expensive cars as their  
benchmark.

At 142 mph, the 924 Turbo was faster than the Porsche 911 SC, BMW 635 CSi and Lotus Esprit 523.

0-60 mph in 6.9 seconds made it quicker than an Aston Martin V8, the Lotus or BMW.

Returning 198 mpg, it proved to be more economical than the Porsche 911 SC, BMW and Aston Martin. Only once did we come way behind.

In price:  
£13,630.

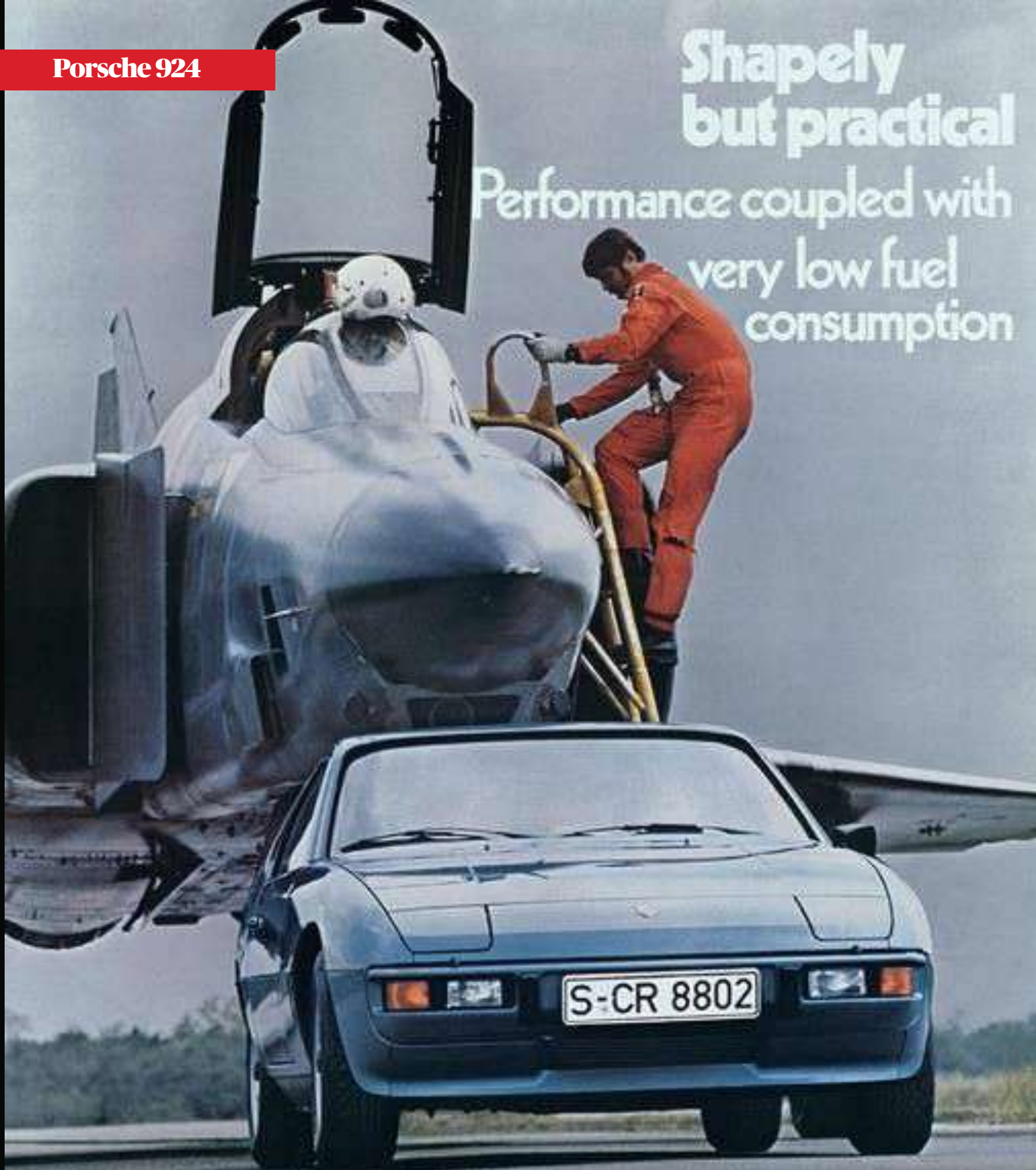
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miss to this day. It had a front mounted water-cooled Audi 2.0 litre, Straight-4 engine with a redesigned Porsche cylinder head, a first for a Porsche. The large, curved rear window provided plenty of light in the cabin and lifted for access to the generous luggage compartment. It had a top speed of 125 mph and would do 0-60 mph in 9.5 seconds. With power being sent to the rear wheels, the engine in the front and the gearbox in the back, it enjoyed 48:52 weight distribution which, as all good petrol heads know, gives you excellent handling, balance and a true sports car feel. While the 123 bhp performance was modest to begin with, the attraction of an entry-level Porsche was strong, and it was an instant success. The 924 developed quickly, the four-speed gearbox was soon upgraded with a five-speed dog-leg unit and an optional three-speed automatic was made available. In 1977 we were treated to a special edition 'Martini Championship Edition.' In 1979, Porsche debuted the '924 Turbo', which used a KKK turbocharger to boost the 2.0 litre output to 168 bhp, and distinguished it visually with a slotted nose, NACA duct in the bonnet and unique alloy wheels, the standard 924's drum rear brakes made way for discs for better stopping power. 1980 was a special year for the 924, Porsche built the '924 GTP' race car and three of them were sent to race at the Le Mans 24-hour race in France. Three teams raced the '924



Porsche 924

Shapely  
but practical  
Performance coupled with  
very low fuel  
consumption



PORSCHE

Dr. Ing h. c. F. Porsche AG, Stuttgart-Zuffenhausen - Porsche in Germany - Oktober 1978 - Erlaubt: Weltweit für alle Länder



The Porsche 924.  
With a top speed of 125 mph, and acceleration to match, the 924 returns over 25 mpg, under normal driving conditions. And, when driven at a constant 56 mph you get 42 mpg! More than the Fiat Strada (85C).  
Service intervals are only once every 12,000 miles or annually. With overall servicing costs less per mile than those of a Mini!  
Yet while saving you money, we do the price suggests, spare no expense when building your car:  
We weld both screwdown join and flange all components by hand.  
Fit the same seats, fuel injection and five speed gear pattern as in the latest Porsche 911C.  
We use the same transaxle layout, with front mounted engine and transmission in the chassis in our £22,000 Porsche 924.  
We build the car with double sided galvanized steel sheeting and give a 11 year Longlife warranty against corrosion.  
All of which means your Porsche 924 keeps its value come resale.  
In short, with the 924 we give you your money's worth.  
At £5104 p/w.



# Porsche 924 Turbo

Consumer Orientation  
No. 9 in a Series  
Subject: The Race Track  
as Proving Ground

Virage D'Amboise  
Virage Porsche  
Maison Blanche  
Virage Ford  
16 Mile Starting Line  
Virage Du Tertre Rouge  
Courbe Des Hunaudières  
Virage De Mulcenne

Three 924 Turbo Carrera racers began Le Mans this year with 62 other entrants. After 24 tueling hours, more than 3,600 miles, and 8,500 gear shifts, all three 924 Turbos finished. In fact, one finished sixth overall.

At Porsche, our goal is to put the best engineering into our cars. But for every problem, there are a number of solutions. And the merits of each one can be debated endlessly. So for us, the ultimate test is racing. Because on the track, under the stresses, surprises, and realities of competition, the best solution will win. Using the race track as a proving ground is expensive, and often frustrating. But we believe the rewards are well worth it. What we learn from racing is a wealth of ideas that we can use to make our cars better.

The 917 Turbo Can-Am champion made turbocharging practical for road racers with its unique bypass valve system—standard equipment on the 924 Turbo street car. Test drive the 924 Turbo. For your nearest dealer, call toll-free: (800) 447-4700. In Illinois, (600) 322-4400.

PORSCHE AUDI



Sold Out Supercar

# T Time



Gordon Murray's T33 is the last real supercar





**G**ordon Murray Automotive has unveiled the exciting all-new T.33. It is the second newly developed model from GMA and joins the T.50 and T.50s Niki Lauda in the line-up. The two-seat, mid-engined T.33 has been conceived, designed, and engineered without compromise to offer the ultimate blend of performance, comfort, on-road driving experience and everyday usability.

The T.33 will be powered by a specially reconfigured version of the T.50 3.9-litre V12, co-designed with Cosworth, and already regarded as the finest-ever twelve-cylinder road car engine. The beautifully proportioned, aerodynamically efficient, timeless design of the T.33 will be built around a newly developed carbon and aluminium superlight architecture. Its overall targeted weight is less than 1100kg.

Professor Gordon Murray CBE: "With the T.33, our second all-new car, we gave ourselves a very clear brief: to create another timeless design. It has been designed and engineered to the same exacting standards as our T.50, with the same emphasis on driver focus, performance, lightweight and superlative, pure design, but the outcome is a very different motor car. This is a car where comfort, effortless performance and day to day usability are even more front and centre in its character."

As with all current and future GMA cars, the T.33 adheres to the seven key principles of the brand.

**Driving perfection** The ambition and intent to deliver the very best driving experience.

**Exclusivity** GMA will never produce more than 100 of any one model or variant.

**Lightweight** At GMA lightweight design is much more than just an engineering goal, it is a state of mind. This approach delivers supercars with unmatched levels of efficiency and vehicle dynamics.

**Premium** GMA is a car company like no other. We produce hand-built British cars to the highest possible standards. It is where engineering innovation meets premium quality.

**Engineering art** Every single component is a bespoke design and a piece of engineering art, all adhering to the beauty of simplicity.

**A return to beauty** Our cars will always be timeless, balanced and perfectly proportioned – every part of our car has a purpose.

**A personalised customer journey** With only 100 examples of each model of each variant, when you join the GMA family, you are joining an unrivalled and unique experience. While other manufacturers can offer you a paddock club ticket, we provide an access all areas pit pass.



**Sold Out Supercar**







Professor Gordon Murray CBE: "Gordon Murray Automotive is a brand that is pushing the boundaries of automotive innovation. We are already developing a global reputation that we are unlike every other car manufacturer. We are not chasing trends. We are not chasing headline performance figures. We are not chasing sales. Nor will we ever be. Which is why now, and in the future, GMA vehicles will always abide by our seven core principles. Principles that represent the cornerstone of our brand, our world-leading vehicles and the legacy that we are creating."

**Design** The T.33 has been designed by Gordon Murray and his team with strict adherence to the company's guiding seven principles. Based upon an entirely new carbon/aluminium superlight architecture, the T.33's carbon fibre body represents a triumphant return to beauty. GMA spared neither time nor resources to pursue a perfectly proportioned, balanced beyond compare shape. Crafted through obsessive attention to detail, the T.33 exudes a spirit of purity and an aura of utterly timeless beauty. The T.33 represents the highest expression of automotive art that quite simply, no other company, no other car designer could have created. Each owner will be welcome to collaborate with the GMA design team to personalise their T.33 through their choice of colours and liveries, thus ensuring that no two cars will be alike.

Professor Gordon Murray CBE: "The beauty of simplicity is the key to the design of every GMA model, and the new T.33 is no exception. As with the T.50 and T.50s, each component and every curve and radius is a bespoke design on the T.33 and is there because it has a function to perform. Our slavish adherence to the concept of engineering art extends far beneath the surface of the T.33's body. Every part, no matter how small and no matter that the owner may never see it, is designed to the same exacting standards as the body."

**Engine and transmission** The T.33's new GMA.2 V12 engine is based upon the exceptional building blocks of the greatest road-going V12 the world has ever seen. The 3.9-litre V12 that powers the GMA T.50 road car has been significantly re-configured to deliver performance that is even more accessible than the extreme T.50 V12.

Once again, GMA has turned to its Technical Partner, Cosworth, leveraging a relationship that has stood the test of decades and predates Gordon Murray's first Grand Prix victory with Cosworth in 1974 at Kyalami with Carlos Reutemann in a Brabham BT44. The world-leading engine company's 60 plus years of experience has been mustered to meet GMA's brief.

Derived from the all-aluminium Cosworth GMA V12 and denoted by bespoke T.33 yellow cam covers, the beautifully crafted GMA.2 further embodies GMA's guiding principles, including Exclusivity, Lightweight, Engineering Art and, of course, Driving Perfection. Every element of the engine has been reassessed, with numerous components and systems re-designed and re-engineered to ensure optimum compatibility with the new T.33's driving characteristics.

Weighing a mere 178kg, the 3.9-litre V12 revs to 11,100rpm and produces 615PS @ 10,500rpm and 451Nm @ 9,000rpm. Incredible ultra-rapid engine response combined with 75 per cent torque delivery at just 2,500rpm and an incredible 90% of maximum torque available from 4,500rpm to 10,500rpm, and a power to weight ratio of 564PS per tonne results in superlative performance.

While GMA and Cosworth chose to retain the V12 cylinder heads, albeit in modified form, completely new camshafts, variable valve timing, and engine mapping have been introduced to ensure perfection in response and power delivery. Along with a new ram induction intake system, a new exhaust system has been developed, which delivers a spine-tingling GMA signature sound unmatched by any other car on the road today. The engine mountings, water cooling, and oil cooling systems are also entirely new and were developed specifically for the GMA.2 V12.

World-renowned British transmission experts Xtrac have created a totally bespoke six-speed transmission of exceptional quality for the T.33, which will be offered to customers with a manual gearchange or an Instantaneous Gearchange System (IGS) paddle shift actuation. The transmission is combined with a low inertia clutch and a Limited-Slip Differential (LSD).



**Sold Out Supercar**







ProfThe T.33 is truly a global car which will be homologated worldwide including full federal homologation. With just 100 examples being hand built by Gordon Murray Automotive at the company's new global headquarters in Windlesham, Surrey, every single part of the car is bespoke, and each car can be personalised to meet the owner's specific requirements.

The specification process includes GMA's unique ergonomic seating buck where each car is tailored to the owner. Beyond this, GMA's Special Vehicle (SV) department can deliver a unique T.33 supercar to a specification that is only limited by the owner's imagination.

Customers can choose between right-hand or left-hand drive and manual or IGS paddle shift transmissions. They can collaborate with the GMA design team to configure their own bespoke

ergonomic and interior specification and choice of body colour. A broad range of options, including an SVS sports pack, further expand the potential for personalisation.

The attention to detail in GMA's unique customer journey goes beyond the personalisation and delivery process. GMA supercar ownership is an invitation to join the Gordon Murray Automotive family. The company's ultra-experienced after sales team is set-up to support owners globally wherever they choose to drive their cars.

GMA cars are designed with sensible servicing costs in mind, through a global network of service centres and authorised workshops.

Professor Gordon Murray CBE: "I am extremely proud of our team who have relentlessly applied our core principles to deliver this amazing motor car."



Know Your Enemy No 3

WORLD  
ECONOMIC  
FORUM

# World Economic Forum

You'll own **nothing**.  
And you'll **be happy**

Based on the input of members of the World Economic Forum's  
Global Future Councils

WORLD  
ECONOMIC  
FORUM

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☰ Digital Transformation > The driverless car revolution 🏠

The driverless car  
revolution

Share



Autonomous vehicles will reinvent personal transportation and have a transformative impact on the automotive industry.

"YOU'LL  
OWN  
**NOTHING**  
AND BE  
**HAPPY**"





# You'll drive nothing...

free  
car  
mag



# ...and be happy



Klaus Schwab founded the WEF in 1971. Members and stakeholders of the WEF include world government leaders, corporate leaders, nongovernmental organizations (NGOs), journalists, activists, cultural leaders and artists, all of whom collaborate to push the WEF's technocratic, transhumanist missions forward. Here are the car companies who are all signed up to WEF's agenda. Guangzhou Automobile Group • Hero • Honda • Hyundai • Mahindra • Robert Bosch • Tata • Toyota • Uber • Volvo. In their own words:

'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 vehicles (Electricity Cars will always be placed out of financial and switchoffable) and would prefer it if you didn't drive so much and shared a bus, or maybe used one of those stupid electric scooters. They certainly don't want you owning a car that you have control over. Be very aware of their influence and the end to the sale of petrol and diesel cars in 2030 is just what the WEF ordered.



# ABD Alliance of British Drivers Driving Sense

## Highway Code Response



In late July 2021 the Government launched a consultation into a review of the Highway Code. The claimed purpose of the review was “to improve road safety for pedestrians, cyclists and horse riders”. While that may be a laudable aim, some of the measures proposed to achieve it could have serious consequences for drivers. The ABD has responded to the consultation and the main points are described below.

The major proposal is the creation of a ‘hierarchy’ of road users, based on their perceived vulnerability to injury. This puts pedestrians at the top, followed by cyclists, motorcyclists, horse riders, car drivers, van drivers, with bus and lorry drivers last. Those at the lower end are presumed to have the greatest responsibility to take care and reduce the danger they pose to those more vulnerable. The ABD objected to the proposed hierarchy as follows:

“The proposed hierarchy of road users is likely to create or exacerbate resentment and ill feeling between different classes of road user, and may lead to irresponsible attitudes by cyclists and pedestrians. All road users have a responsibility towards all other users and should treat one another with respect and tolerance.”

Specific proposals to assist pedestrians include a rule change stating that other road users should give way to pedestrians crossing or waiting to cross a road into which or from which they are turning. The ABD’s response to that was:

“This could cause confusion and possible accidents, especially if a driver is forced to stop part way through a turn from a main road into a side road and a following driver does not realise what is happening.”

Another, astonishing proposal is that pedestrians “may use any part of the road and use cycle tracks as well as the pavement unless there are signs prohibiting pedestrians.” The ABD responded:

“This is a recipe for anarchy and accidents. It is unworkable. Greater clarification is needed as it appears to give pedestrians total control over the entire road network.”

Other issues to which the ABD has responded include our proposal that where cycle routes and other facilities are provided it should be mandatory to use them (not just advised). This would not only enhance cyclists’ safety, but would reduce unnecessary obstruction and delay to other traffic. The ABD has also suggested that the fitting of bells to bicycles should be mandatory and not just recommended.

The other major proposal in the consultation is that drivers should use the ‘Dutch Reach’ method when opening a car door from the inside. This involves using your hand furthest from the door to open it, thus reducing the risk of hitting a passing pedestrian or cyclist. Our response was that, since it is mandatory to ensure that you do not hit anyone when opening a door, describing how a door should be opened is unnecessarily prescriptive. At the most, the new rule should be just to ‘consider’ using the Dutch Reach.

We can only hope that sanity will prevail when the changes are finalised, but past experience is not encouraging!

**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/>





# Benefits of the Fuel Duty Freeze



FairFuelUK commissioned (with the Road Haulage Association) the Independent Economic Think Tank, CEBR to ascertain what the Fuel Duty Freeze since the beginning of 2011 has done for the economy. Their summary is shown here:

1. Had the freeze not occurred, the fuel duty escalator's impact on CPI would have reached 6.7%. It is now 1.6%!

2. Had the fuel duty escalator continued as planned from 2011 onwards, fuel duty today would be 83.33p per litre rather than 57.95p per litre, 43.8% higher.

3. The CEBR estimates that this would translate in overall fuel prices being 24.0% higher, circa £1.70 to £1.80 per litre. Combining this with their statistical analysis between fuel prices and various general price indices, they find that this would translate into the following:

- \* 6.66% higher consumer prices

- \* 5.22% higher output producer prices
- \* 20.33% higher input producer prices
- \* 5.14% higher prices for road freight

4. The yearly impact of higher inflation across all of this, would have eventually reached £14.5 billion per year, in funding all UK's outstanding government debt. That's over £116bn in cumulative debt funding costs over 8 years.

5. The CEBR estimate that household expenditure is £24.2 billion higher per year due to fuel duty being frozen. This equates to approximately 1.21% of total GDP.

The CEBR Report can be read and downloaded at  
<https://www.fairfueluk.com/BUDGET2018/fuelduty.html>

**“www.fairfuel.com**



# Free Car Mag campaigns for freedom

## ***BANGERTORIAL***



## ***We are all Canadian Truckers...***

<https://www.freecarmag.com/free-truck-mag-in-tribute-to-canada>



# 61%

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

YOUNGOV - 2ND NOVEMBER 2021

**CAR26**  
CLIMATE . ANALYSIS . REASON

CAR26 were formed just prior to COP26 to kick start a debate about the government's Carbon Net-Zero policies.

"IPCC Scientists who were in disagreement that Carbon is causing the earth to burn up were all Cancelled. TV talk shows would have no one on who might be considered a Climate change denier," according to CAR26 director Lois Perry.

"What we needed was a robust debate, and what better place to do that in a fun and provocative way than the CAR26 forum".

Over 60,000 social media views of the event which took place at 7pm on Wednesday 12th January 2022 show that there is a considerable number of people waking up to the view that there is another side to the Climate Change story, according to CAR26.

Legendary TalkRADIO host Mike Graham summed up particularly well by saying "Climate Change is a Con."

Maajid Nawaz, the activist, broadcaster and visionary warned about how Britain is becoming reliant on adversarial powers like the Russian over Ukraine because of it's Net Zero policies. Our hands are tied in terms of being able to sanction Russia when we're so reliant on them for cheap fossil fuel energy.

Researcher Rog Tallbloke questioned the lie that '97% of scientists agree about carbon dioxide causing a crisis of global warming'. As well as the numbers having been

manipulated, he says "it's the old case of if you torture the data enough it will confess even to crimes it didn't commit. Instead of evidence based policy we have got policy based evidence."

Howard C Cox, CEO of Fair Fuel UK, who represents 37 million UK drivers said he is appalled that drivers are being forced into electric cars. "It's all about Emotion Not Science," he says. Cox believes that consumers should have a choice between electric, petrol or diesel cars.

Lance Forman, the former Brexit Party MEP and 'Salmon King' shared his experience about how Small to Medium sized businesses are being used to carry the load of energy price hikes because the government can't sting domestic users due to price caps.

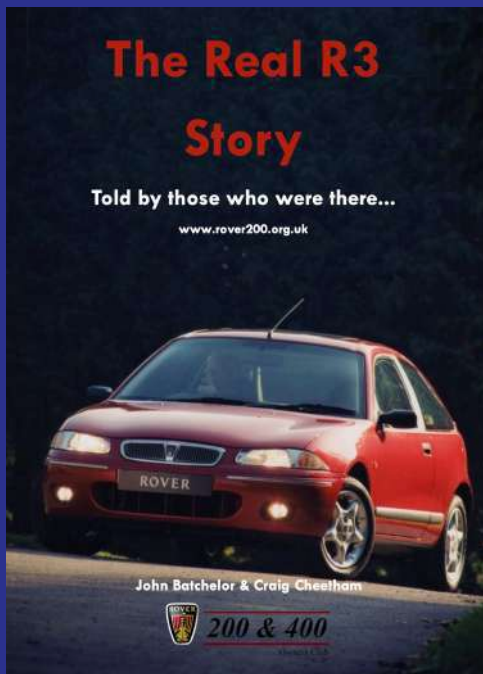
"The car has well and truly started in terms of there now being an actual debate about Carbon Net-Zero nonsense," says CAR26 director Lois Perry.





## FCM Book Club

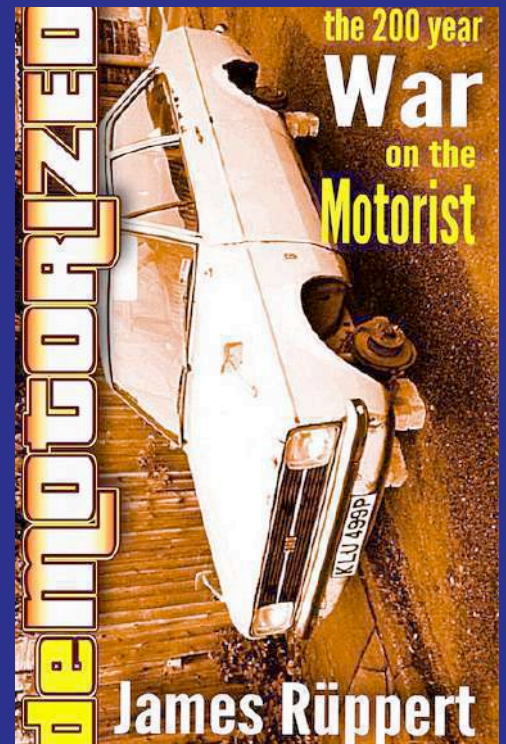
Here are books written by some of our contributors and friends. We would encourage you to go to our related [www.bangernomics.com](http://www.bangernomics.com) Site to buy books and things that supports what we do. Sticking up for the Motorist.



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.

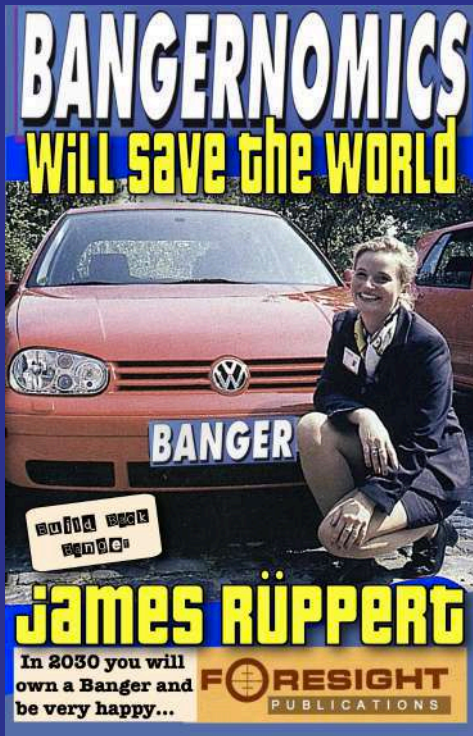


This is the not quite definitive history of how parking became an industry, governments overtaxed motorists, carmakers lied about how safe and environmentally friendly they were and tested their emissions on monkeys and humans. Also why robot cars are so dangerous and electric cars are not the answer. 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](http://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/>

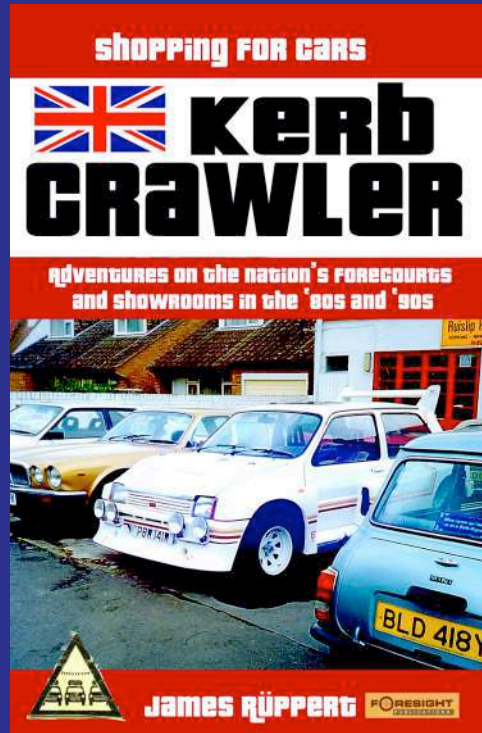




The world of motoring is in a desperate crisis. Demonised, despised and attacked from every wrong thinking government, local authority, pressure group and even car manufacturers themselves. Bangernomics is here to bring motoring back to the masses, saving time, money and automotive headaches. James Ruppert has been banging on about this to anyone who will listen since the 1980s and now squashes together the original Bangernomics, Bangernomics Bible and Bangernomics Diet into one easily digestible guide to buying and running an older cost efficient automobile. As our freedoms are being crushed and especially the right to travel it is more important than ever to have our own means of getting around in an independent, safe and truly affordable manner. As every right thinking intelligent motorist knows only **Bangernomics will save the World.**

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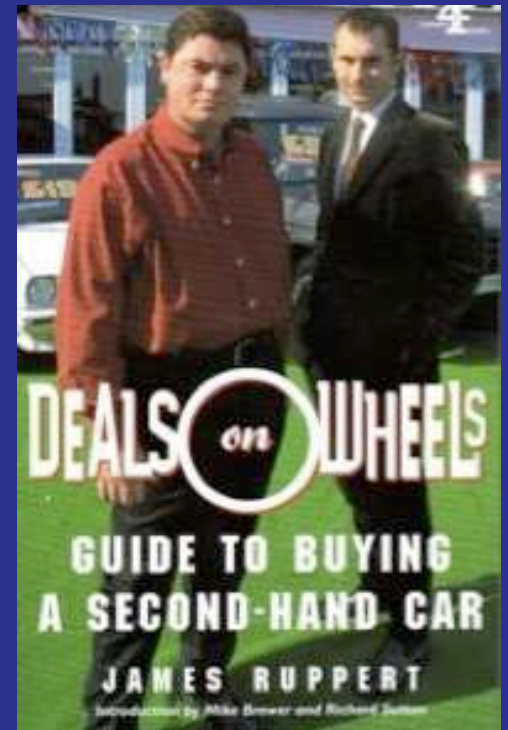
[www.bangernomics.com](http://www.bangernomics.com)



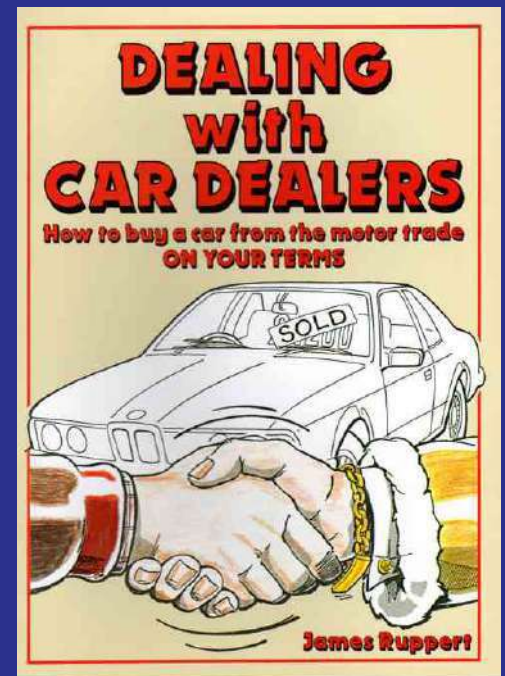
Shopping for cars can be a full time job, well it was for me anyway. In the pre Interweb age it meant actually going to look at cars for sale. It meant talking to the blokes selling the cars face to face. You learned loads lot doing it that way. With the benefit of hindsight and a time machine, some cars look cheap now, but they could well have been pretty expensive then. Find out how I got sued by one of the 'stars' of the Italian Job, was told off by the Deputy Prime Minister, found out what the worst car Sir Ian Botham ever owned was, and that time I lent my car to Bjork. Plus there are excursions around the UK that includes buying a car in Scotland and posting it to to Japan. Also looking for Bangers in Northern Ireland whilst trying to avoid the troubles. Then there is Princess Diana's Escort Ghia and the true origin of the word Bangernomics. There are Cop cars, Army surplus and even the true meaning of motoring life...

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[www.bangernomics.com](http://www.bangernomics.com)



There are more books incoming, but also some of the greatest hits from 20 years or more ago. These are printed books and there are limited numbers available.



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The rise and fall of the machine  
that made the modern world

# THE CAR

BRYAN  
APPLEYARD



'The car has totally changed our society. Bryan Appleyard  
is just the writer to get to the heart of this phenomenon.'

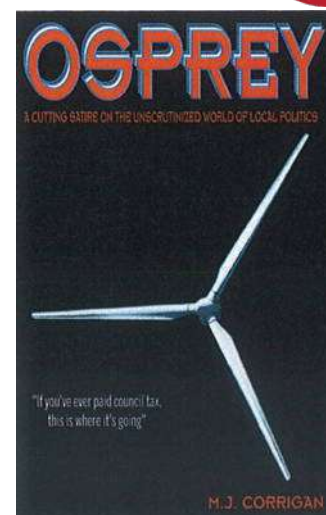
Melvyn Bragg

**T**HE CAR celebrates the immense drama and beauty of the car, of the genius embodied in the **Ford Model T**, of the glory of the brilliant-red **Mercedes Benz S-Class** made by workers for Nelson Mandela on his release from prison, of Kanye West's 'chopped' **Maybach**, of the salvation of the **Volkswagen Beetle** by Major Ivan Hirst, of Elvis Presley's **100 Cadillacs**, of the **Rolls-Royce Silver Ghost** and the **BMC Mini** and even of that harbinger of the end - the **Tesla Model S** and its creator Elon Musk.

As the age of the car as we know it comes to an end, with internal-combustion-engine, driver-controlled vehicles due to die in 2030 Bryan Appleyard's brilliantly insightful book tells the story of the rise and fall of the incredible machine that made the modern world what it is today. 'This book is a mosaic of stories and characters,' writes Brian Appleyard in his introduction to THE CAR, 'A strictly linear form would not be true to the multifarious history of the car with its connections to politics, economics and art as much as to engineering, industry and consumer society. Only by setting these themes side by side is it possible to understand the world the car made, because in this world everything touches everything else.'

**THE CAR: The Rise and Fall of the Machine That Made the Modern World** which is published by Weidenfeld & Nicolson on 17<sup>th</sup> March.





**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 ULTIMATE '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



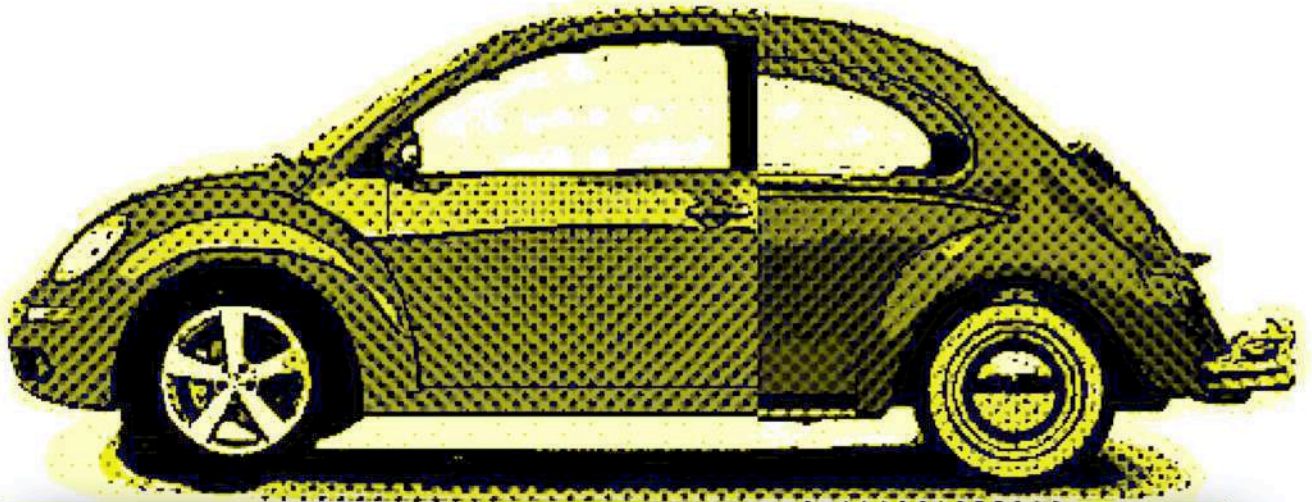
The questions, the answers, the stories...

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...



# 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.

[www.bangersandclassics.com](http://www.bangersandclassics.com)



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





Top Car Telly

# S.O.S. @100



# Coming soon...



## FCM 106

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, but no change there then, anything you think we should be covering get in touch, as we are now the only pro-motorist Mag in the Universe See you next time...



FREECARMAG.COM

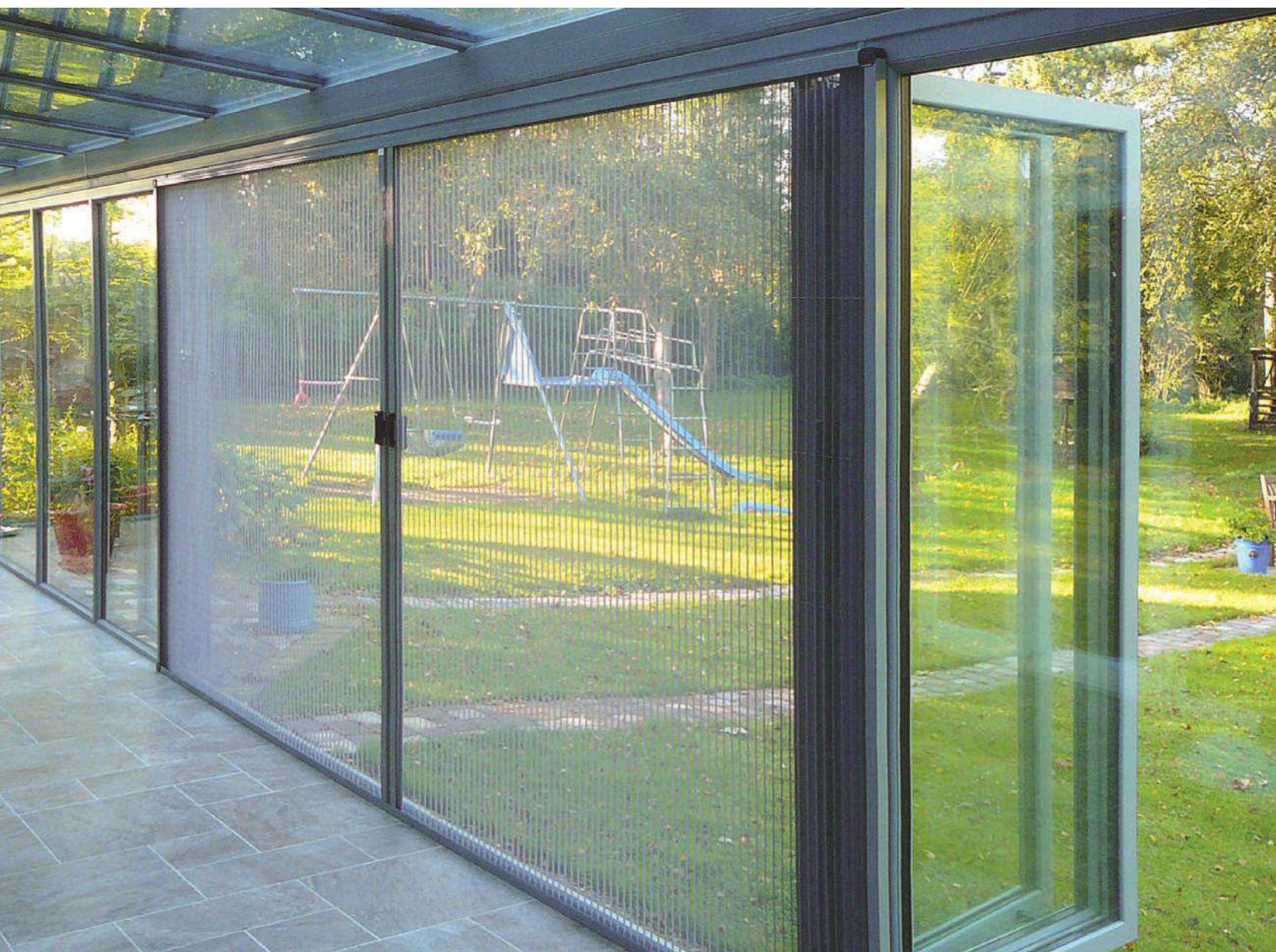


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30 pints of my usual."**



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SCREENS FOR DOORS AND WINDOWS FOR HOME  
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