

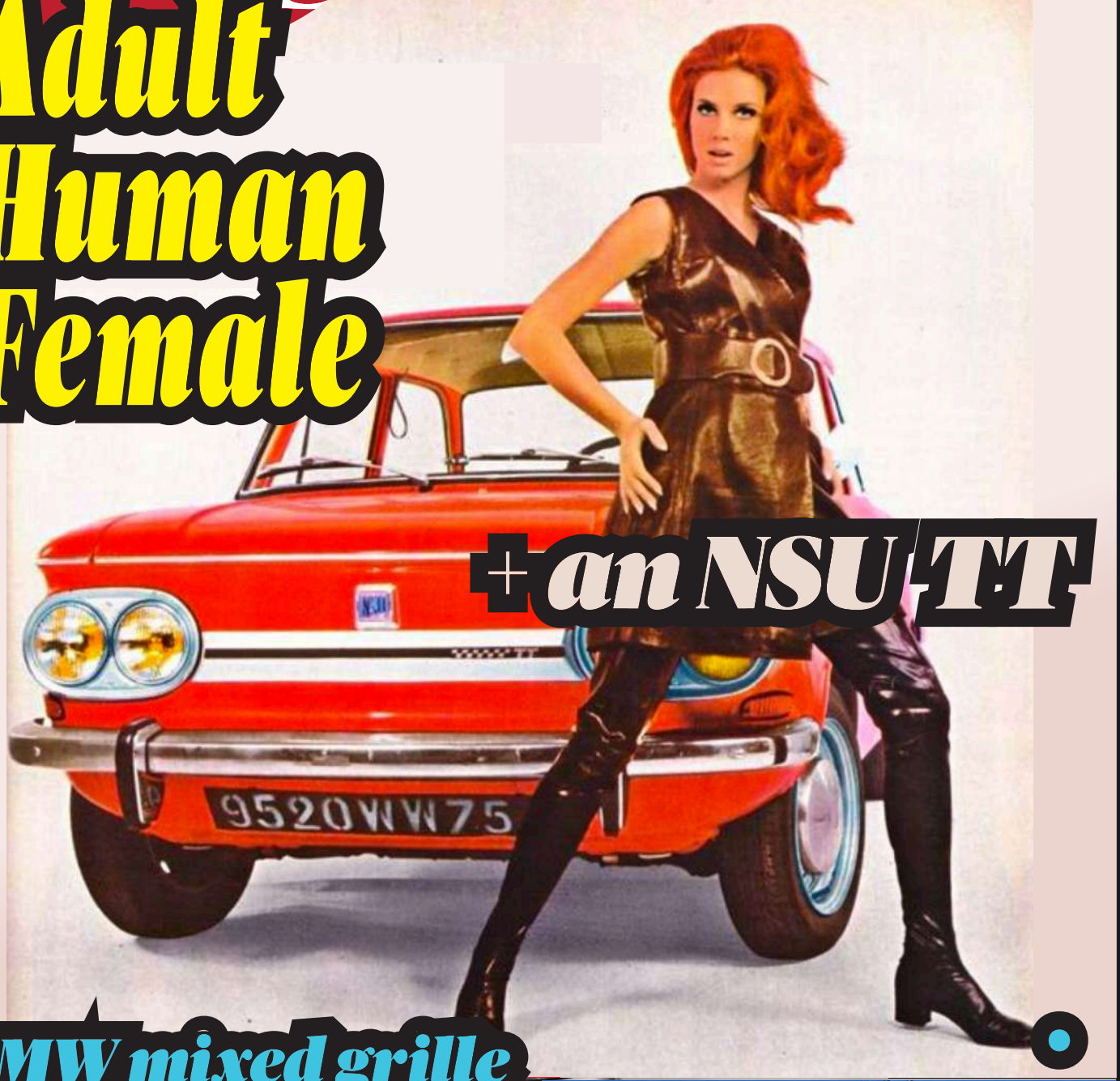
**free
car
mag**

Miami

VICE



**Adult
Human
Female**



+ an NSU TT

BMW mixed grille



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



Magnifique

Michèle Mouton was born in Grasse, France in 1951. Thirty years later she was the first woman to win a round of the World Rally Championship in an Audi Quattro at the 1981 San Remo Rally.

A friend entered the Tour de Corse and invited Michele to join him on a practice run. Not long after she competed in the Monte Carlo Rally in 1973 as a co-driver, then her father bought a Group Three Renault Alpine Berlinette.

In both 1974 and 1975, Michele became the French Rally Champion, in 1976 she won the Coupe des Dames competing in the Monte Carlo Rally. Then in 1977, with co-driver Francoise Conconi, Mouton was runner up in the European Rally Championship and contested the World Rally Championship from 1979 until 1986. After three seasons with Fiat France she moved to Audi in 1981.

She came within one round of winning the 1982 world title for Audi, in which she scored 97

points and came second to Walter Rohrl. Her career resulted in four WRC victories and she was regularly a top five finisher. She was also the first woman to win the famous Pike's Peak race in Colorado, USA, which she won in 1985.

In 1986, she moved to Peugeot and won the German Rally Championship as the first female driver to win a major championship. Soon after securing the title, Mouton retired from rallying along with those brilliant Group B supercars.





NUMBER 107 / 2022

Free torial

We are not confused at Free Car Mag. Quite a few adult human females work in the office. Not only that, we see through Net Zero, the climate crisis and the fallacy of plugging a vehicle into the mains and the stupidity of banning the sale of cars that work from 2030. Stick with us, we intend to be on the right side of history. See you next time...

Free Car Mag office equipment check.



toad on the road

He's a hi-viz wearing amphibian with a motor and a croak...

26

I'VE GLUED A TANKER TO MY HEAD TO SAVE HUMANITY...

SO NOW YOU CAN'T GET FUEL BECAUSE OF SWAMPY?

EXTERMINATE ALL DRIVERS!

DRIVERS ARE NOT BEING PROTECTED ONE MIGHT THINK THERE IS AN AGENDA...

the 200 year War on the Motorist

BY JAMES RUPPERT

deMOTORIZED James Ruppert

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The Only Pro Motorist Car Mag in the Universe

Audi E-Tron GT



This is the all-electric Audi E-Tron GT, which most will recognise for one or both of two main reasons. Firstly, it was Tony (Iron Man) Stark's ride in 2019's Avengers Endgame, and secondly, this is essentially Audi's version of the Porsche Taycan. It's entirely subjective whether you prefer the more swoopy clean look of the Porsche, or the sharp-suited detail lines of the futuristic E-Tron GT, although it wasn't quite the head-turner in Northwest London that

might have been expected. Despite being based on the same jointly-developed J1 platform, the Audi is also lightly longer but narrower than the Taycan.

Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com



2022 Mazda CX-5



Mazda launched a sensible, practical and comfortable high-riding family car in the Scottish Highlands some weeks ago. Stop. Just let that sink it. An SUV introduced in an area known for some of the best driving roads in the country – somewhere where typically you might think to launch a sports car as it would really be able to stretch its legs and demonstrate

its abilities. **Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com**



Low Mileage Motors



Manor Park is offering two increasingly rare Bentley models. A 1971 Bentley T1 has an estimate of £10-15,000, with more details to follow on our website. But rarer still is the 1951 Mk. V1 saloon, in need of recommissioning, but still running sweetly. With an estimate of £10-14,000, original Mk. V1s like this are becoming hard to find, with many converted to specials over the years. <https://auctions.manorparkclassics.com/auction/details/-the-may-2022-classic-car-auction/?au=8>



On 14th May



@Manor Park Classics

Review

A one-owner 1987 Austin Mini Mayfair, which has covered 13,000 miles and comes with its original book pack, MOTs back to 1993 and two sets of keys, looks appealing with an estimate of £6-8,000. And a 1982 Rover SD1 2000, with a mere 19,000 miles showing, is a rare find, with just 21 cars

now registered on UK roads. The Rover is highly original, down to its dealer plates, and it sports optional metallic paint and automatic transmission. This one-family car from new was recommissioned in 2014 and has recently been serviced. Estimate: £3,500-4,500. <https://auctions.manorparkclassics.com/auction/>



Storey Time

Three female riders selected to join Dame Sarah Storey at the ŠKODA DSI Cycling Academy





ŠKODA UK, in partnership with Britain's greatest ever Paralympian Dame Sarah Storey, has confirmed three new female riders to join the ŠKODA DSI Cycling Academy.

Alex Morrice (22) a university student studying Physics and Chemistry from Guildford, Surrey, Katie-Ann (19) a Sports Therapy and Rehabilitation student from Southend-On-Sea, Essex, and Maia Forde (23) a Mental Health and Wellbeing Practitioner from Tooting, London, join the Academy that provides ambitious female cyclists, aged between 18-24, with a chance to learn and develop a clear direction within the sport so that they can maximise their potential.

The riders were selected following a testing day at the end of last month. The tests at the Lee Valley Velodrome included a series of Wattbike challenges followed by laps of the outdoor closed circuit to assess bike handling skills and straight-line speed.

Dame Sarah Storey, Academy Principal, commented on the testing day at Lee Valley Velodrome: "I was so impressed with the level of all the riders taking part, their commitment, and the way they gelled together as a group. The tests were a six second peak power test, a three-minute maximal test then a 12-minute aerobic test, followed by two laps on the outdoor track. The riders all performed very well and gave absolutely everything - that there were so many riders slumped over their bikes at the end is testament to that!

"Congratulations to all the riders that took part in the testing day but ultimately three riders stood out for me

and I'm excited to be working closely with Maia, Alex and Katie-Ann this year through the Academy programme."

The 2022 ŠKODA DSI Cycling Academy programme, now in its fourth year, is designed to sit alongside each rider's existing club or team activity, providing the opportunity to experience the life of a professional rider with on and off bike experiences throughout the year.

Dame Sarah Storey's mentorship will include planning and bespoke advice on racing, training and career progression beyond the Academy. Additional social media and media training will be available alongside a sport psychology programme developed exclusively for the Academy.

The Academy ride experiences will take place during ŠKODA sponsored events that include the Women's Tour (June), Tour de France (July) and Tour of Britain (September). A further British Cycling experience day is scheduled for October.

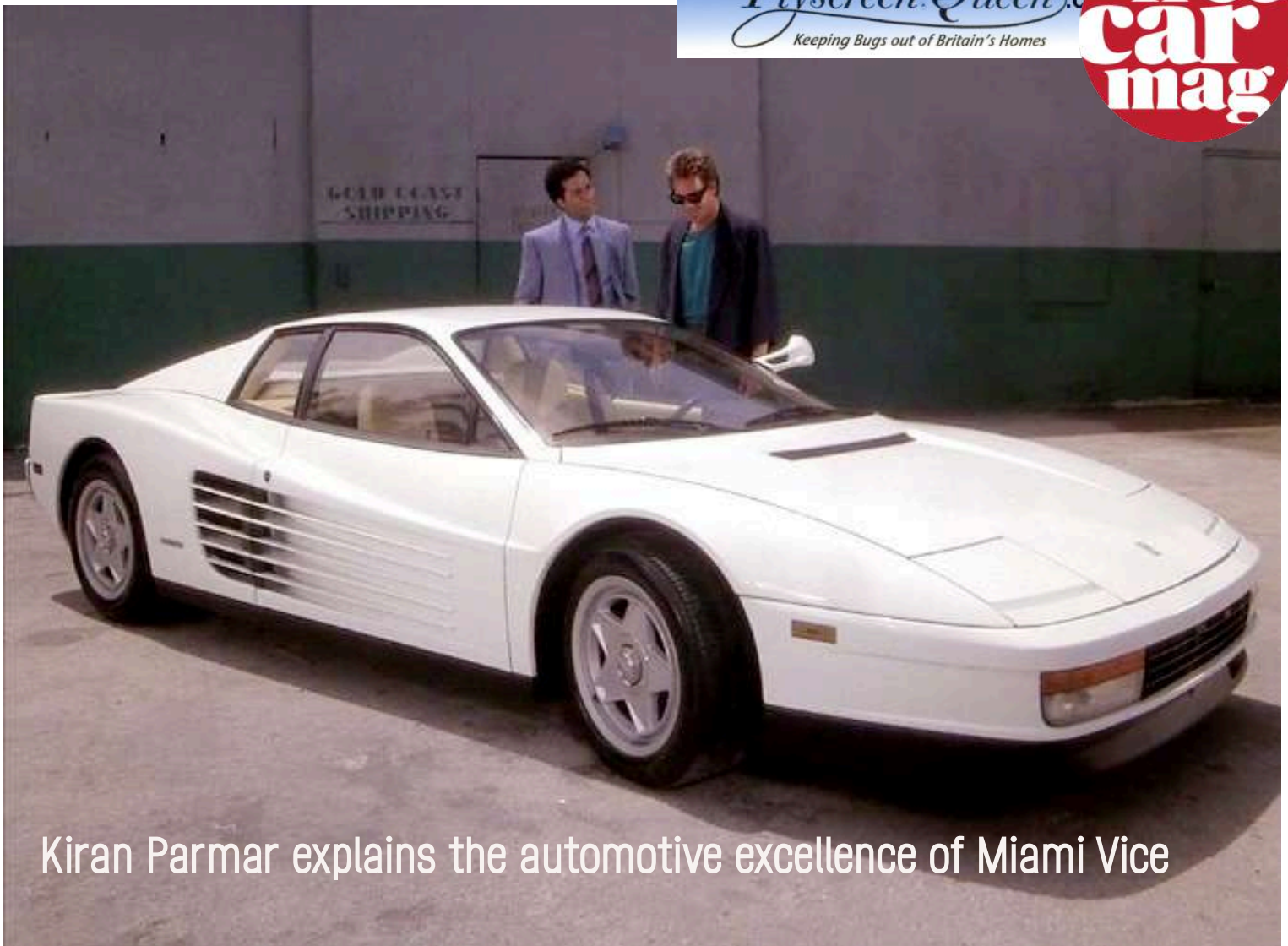
ŠKODA started life as a bicycle company in 1895 and the brand continues to honour its heritage. In tandem with its headline sponsorship of key events in the cycling calendar, ŠKODA is championing gender equality in the professional tour series.

For more information on the ŠKODA DSI Cycling Academy, please visit: www.skoda.co.uk/discover/cycling-academy

Cars on '80s TV

Miami Motors





Kiran Parmar explains the automotive excellence of Miami Vice

One of the coolest TV shows of the 1980's was undoubtedly the multiple award-winning NBC series Miami Vice which aired from 1984 to 1990, lasting five seasons. So this month, we at Free Car Mag are dusting off our linen jackets and donning our Rayban Wayfarer sunglasses as we go back to the 80's!

In case you have not heard of it, Miami Vice was a series about a team of Vice cops who worked mostly undercover to bust drug dealers and other unsavoury characters who operated under the law. Starring Don Johnson as Detective James Sonny Crockett, Philip Michael Thomas as Detective Ricardo Tubbs, and co-starring Sandra Santiago who played Detective Gina Calabrese, Olivia Brown as Detective Trudy Joplin, Michael Tolbott as Detective Stanley Switek, John Diehl as Detective Larry Zito, and Edward James Olmos as man of few words, Lieutenant Martin Castillo.

These cops utilized speed boats, sports cars, and stylish designer clothing which had been confiscated from the bad guys to blend in with the Miami lifestyle scene to investigate and bring down the criminals who were living the highlife in the sunshine state.

With thrilling day and night-time car chases and boat chases, action packed fight sequences and a soundtrack to match, each episode of Miami Vice had a blockbuster movie

feel about it. Jan Hammer composed and tailored instrumental music for each episode and artists such as Glen Frey, Phil Collins, Tina Turner, Shaka Khan, and Shena Easton, to name but a few, provided the pop music. Guest stars included the likes of Bruce Willis, Julia Roberts, Stanley Tucci, and Liam Neelson, along with numerous others.

However, some will argue that the many cars and boats which featured in Miami Vice were the main stars of the show or stars in their own rights.

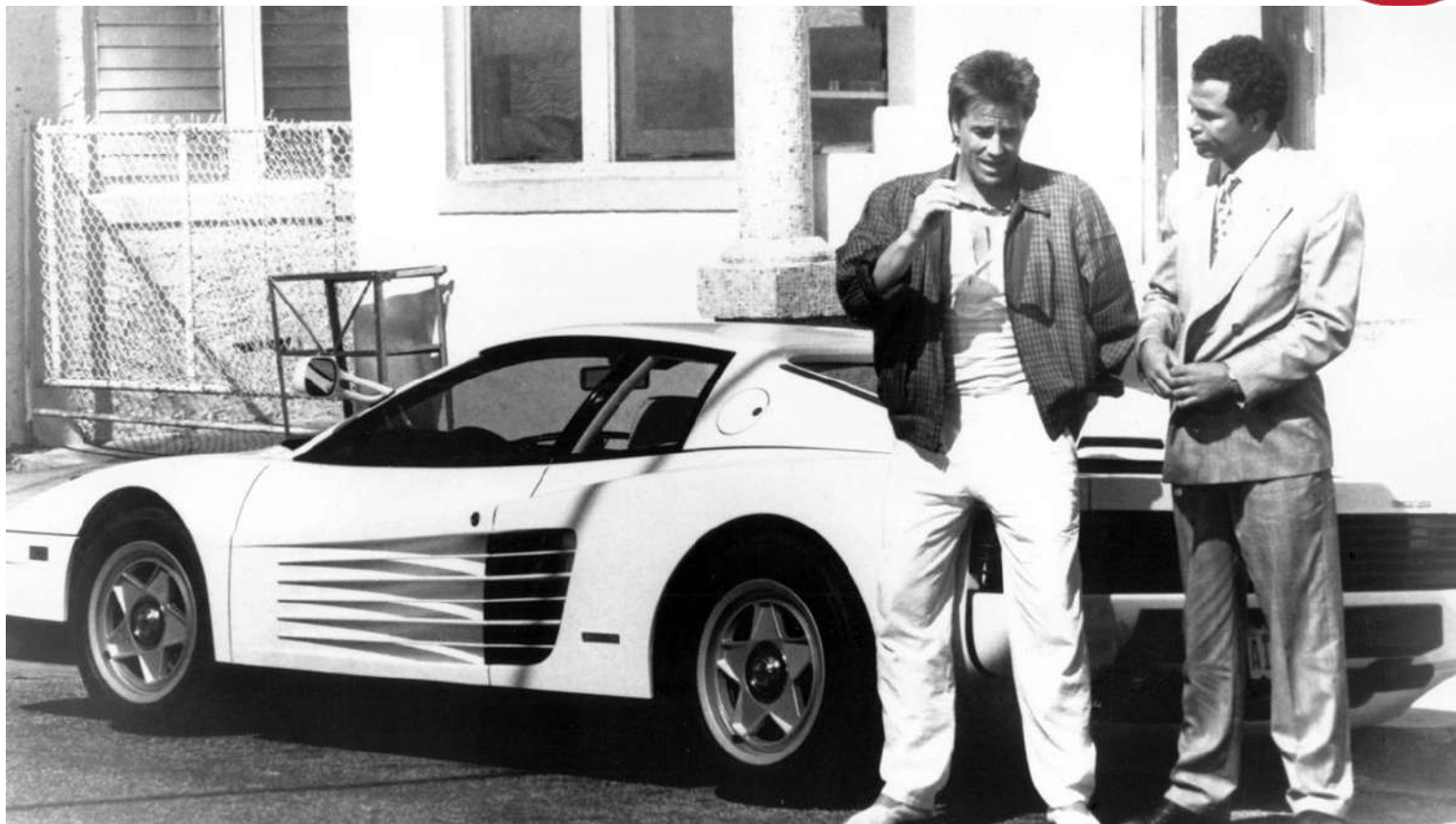
Detective Crockett drove a black 1972 Ferrari Daytona Spyder 365 GTS/4. However, as fans of Miami Vice are probably well aware, this car, or cars - as two were used, were in fact replicas as Ferrari North America initially refused to provide genuine cars for the show not knowing how popular the series would be.

To get around this problem, the production company employed specialty coachmaker 'McBurnie Coachcraft' to supply and fabricate two Chevrolet Corvette C3's which were stripped down to their chassis' and fitted with fibreglass body panels which resembled an early-1970s Ferrari Daytona Spyder. The replica Ferrari's featured tan and black leather interiors and convertible roofs which were fabricated by Scott Draizin/Headsup industries based in Ft Lauderdale. As you can imagine,

Cars on '80s TV

Miami Vice is the property of Michael Mann Productions · Universal Television. Distributors.





Ferrari were not too pleased with someone copying their design and making replicas of their cars so they filed a lawsuit demanding McBurnie and four other replica manufacturers to stop producing and selling Ferrari replicas. Miami Vice producers understandably wanted to avoid any legal troubles and accepted Ferrari's offer of two free 1986 Testarossas on the condition that the replicas be destroyed. Interestingly enough, neither of the replica Daytona's used in the first two seasons were actually 'blown up' as shown in the episode one of season three 'When Irish Eyes are Crying.' One of the replica cars is in a private collection and the other is on display at Volo Auto Museum in Illinois in the United States.

In Season three, episode one; 'Stone's War,' Crockett receives his new company car, a gleaming white 1986 Ferrari Testarossa, again with the story that this car would have been confiscated from a criminal drug dealer and given to the police department for Crockett to use as his cover.

Boasting 340 bhp and with a top speed of 180 mph, complete with 'new paint and new rubber.' Riccardo Tubbs joyfully adds 'Absolutely essential for any type of serious Police work!' in the iconic scene where the Testarossa was first introduced, and we get to hear the engine roar for the first time. Apparently, Ferrari North America provided two black Testarossa's, however the cars were repainted white as this was thought to make the car stand out far better during the night-time chase sequences which makes sense as most drug deals would take place under the cover of darkness. In 1986, a Testarossa would have set you back \$181,000, so for the high-risk stunt scenes where the genuine Ferrari could

have suffered potential damage, a mock up stunt car was used. A DeTomaso Pantera with a Testarossa body kit, built by Carl Roberts, was utilised for such roles.

During most of the series, Ricardo Tubbs who was from New York, drove a far more sedate and less agile 1964 Cadillac Coupe de Ville Convertible finished in light metallic blue. Although this car would have been pretty useless in a high-speed pursuit against the criminals, it really blended in well with the Miami art deco theme that existed during the filming of the show and at over ten feet long it defined the idea of 80's excess.

Detective Stanley Switec and his partner Detective Larry Zito were occasionally seen driving around in a turquoise 1961 Ford Thunderbird, however the sidekick duo were mostly seen in their rather comical 1979 Dodge 'Dodge Van' affectionately known as the 'Bug Van' carrying out surveillance duties on suspects they and the team were investigating.

Other exotic and interesting cars which featured in Miami Vice, often driven by the criminals, included a Lamborghini Countach and Jalpa, a Maserati Bi-Turbo, several Porsches including a 1966 '906' Carrera, a 1987 '930' 911 Turbo Cabriolet 'flat nose' along with several American muscle cars and Mercedes AMG cars complete with drug dealer alloy wheels!

So, if this article has rekindled your love for 1980's Miami then fire up your VHS player and watch Miami Vice. Also available on DVD, BluRay and streaming services.

Musical mini

Heavy Metal



David Brown Automotive and Marshall Amplification creates unique Mini Remastered variant to mark iconic audio brand's 60th anniversary



Each Mini Remastered Marshall Edition will be distinguished from core Mini Remastered examples by unique colour, materials and finishes, inspired by the styling of Marshall's iconic products, and will also be fitted with a number of unique touches that reflect the rich heritage of the iconic audio brand. Design elements evoke the iconic visual identity of the Marshall brand, whilst a comprehensive list of audio equipment is also installed – including a bespoke Marshall amplifier in the leather-lined boot – all paying homage to the Milton Keynes based company's reputation for sonic excellence.

Externally, Mini Remastered Marshall Edition is set apart by its bespoke colour scheme, unique to these limited run cars. The cars will be finished in an exclusive 'Marshall Black' paint, complemented by dark-chrome exterior brightwork, contributing to a sultry, rock and roll air. The darker features are offset by contrasting 'Marshall Gold' painted accents: a coachline to the roof, as well as a hand-painted coachline, pinstripes and Marshall logos to the side doors.

The use of the Marshall signature colours is continued around the car; 'Marshall Gold' brake callipers gleam behind the 'Classic' 12-inch wheels, capped off with Marshall 'M' logo centres, and wheel rims finished in the same gleaming gold - a colour long synonymous with the Marshall brand.

At the front of the car, a contemporary mesh grille designed to look like the front of Marshall's audio equipment is also finished in gold while hand-made, unique badges to the model have been developed, featuring 'Marshall Gold' enamelling.

Moving inside, the Mini Remastered Marshall Edition's exquisitely appointed interior again sports many unique features, specifically developed for this special edition. The themes of the exterior design continue, with gold finishes to the dashboard centre, switchgear, and control panel, as well as the handbrake grip, sculptural side door panel blades and gleaming door releases.

Mini Remastered Marshall Edition's pedals are also set apart from those on other Mini Remastered models. Finished in gold, they are specially engraved with 'skip track', 'pause' and 'play' motifs, another nod to the Marshall's rich musical heritage. The door cards are also unique to the limited run specials – with a specially-sourced fabric that pays homage to the speaker covers on Marshall's much-loved amplifiers.

The seats, immaculately finished as with all David Brown Automotive creations, are hand-trimmed in exquisite black leather of the highest quality, complemented by gold contrast stitching, while the back rests are adorned with embroidered Marshall logos, further elevating the special, limited run cars. Marshall



Edition's provenance is confirmed by a build plaque fixed to the inside of the glovebox.

As one might expect, audio upgrades are also central to the Marshall Edition Mini Remastered; the special edition is packed with unique features developed in partnership between David Brown Automotive and the engineers at Marshall. The result is befitting of a car that bears the name of such an iconic audio equipment brand.

To start with, Mini Remastered Marshall Edition features a meaningfully upgraded in-car sound system; with new dashtop-mounted tweeters, additional speakers in the doors, and upgraded equipment fitted to the rear parcel shelf, this is a classic Mini with a powerful, truly pure, modern audio setup, one that can envelop the occupants in rich sound. The glove box also features an induction charging point for Marshall's just-launched Motif A.N.C wireless headphones.

In addition to the cockpit's audio upgrades, the music-theme of Mini Remastered Marshall Edition really comes to life in the leather-lined luggage compartment. The space has been specially engineered to house a fully-integrated Marshall DSL1 Combo amplifier that slides out for access, linked up to an independent power supply for total versatility. The comprehensive audio package is rounded off by a powerful Marshall 'Emberton' portable Bluetooth speaker, also neatly

integrated into the boot.

Based on the highly popular Mini Remastered model, which reimagines the diminutive British motoring icon for the 21st century, Mini Remastered Marshall Edition will, as with all David Brown Automotive Mini Remastered iterations, be painstakingly hand-crafted, enhanced with a sumptuous interior and comprehensively remastered mechanicals featuring a 1,330cc A-series engine and a 5-speed manual gearbox, all from David Brown Automotive's state of the art facility in Silverstone, UK.

Marshall and David Brown Automotive will each donate a portion of the proceeds from each sale to the Music Venue Trust, a charity that supports independent concert venues throughout the UK, helping them withstand the damage caused by of the coronavirus pandemic, and emerge from the other side.

David Brown, CEO and Founder at David Brown Automotive, said: "We're proud to partner with Marshall Amplification. We are hugely influenced by music and to partner with such an iconic brand to create this very special Mini Remastered, and to help them celebrate 60 years in business, a momentous milestone, was an opportunity we didn't want to pass on. It seems fitting to unite the classic Mini and Marshall - two British icons - and in doing so to inject the Mini, a favourite among music stars through the ages, with serious rock and roll



appeal. We're delighted with the resulting car.

"We at David Brown Automotive are also proud to be supporting the Music Venue Trust, in partnership with Marshall, a fantastic charity doing its utmost to restore the UK's independent live-music scene after such a challenging period."

Jon Ellery, Managing Director at Marshall Amplification, added: "This project has caused great excitement at Marshall. Mini Remastered Marshall Edition is a truly stylish and fitting way of celebrating our diamond anniversary, uniting our iconic, proudly British brand with a stunningly reimagined version of an iconic design, likely Britain's most loved car; it's a perfect match.

"We're also thrilled to be supporting the Music Venue Trust with this partnership. It's an organisation extremely close to our hearts at Marshall, and we're looking forward to helping them continue their vital work, getting the independent venues, and the UK's independent music scene back on their feet after the shock of the recent years."

Mini Remastered Marshall Edition joins David Brown Automotive's growing stable of desirable variants, which now includes Mini Remastered and Mini Remastered, Oselli Edition, as well as Speedback GT and Silverstone Edition luxury high-performance GTs.

The ultra-exclusive, stylishly modernised Mini Remastered Marshall Edition is offered in both right and left-hand drive configurations and is available to order now directly through David Brown Automotive or through their rapidly growing network of international distributors. Pricing is available on application, so it will be pricey..



Record Breaker

Top Cat



The British Car that holds 36 UK Land Speed Records

The Rover 200 and 400 Owners Club will be celebrating...



The Rover 200 Coupe was launched in 1992, designed as a unique derivative of the highly successful Rover 200/400 Series range. To establish the car's credentials as a potent and reliable high-performance Coupe (codenamed Tomcat), a group of Rover employees working on the about-to-be-launched model established 'The Tomcat Affair' team. Their activities centred on the building of 2 special cars to break as many official UK Land Speed Records as possible, using the high-speed circuit at the Millbrook Proving Ground in Bedfordshire. The group also provided all the necessary support services. All this effort resulted in 37 records being broken in 1992.

The records broken in 1992 were 22 Class E (1500~2000cc) and 15 'Open', wheel-driven, no restriction on engine size. These included 156mph for the flying 5km distance and 138.43mph for the 24 hours, standing start

The Rover 200 and 400 Owners Club and the Rover Coupe Owners Club are joining forces and planning a unique celebration of the achievement on Sunday August 28th 2022, 30 years to the day after the first record-breaking attempt. The clubs have teamed up with UTAC, the owners of the Millbrook Proving Ground, to recreate aspects of the original event, including an opportunity to drive on the same banked, high-speed circuit, this time at closer to UK motorway speeds, not at the 156mph originally achieved!

Back on 28/29th August 1992, the first record-breaking run was curtailed due to driveshaft problems, so it was re-run on 26/27th September. This second run was hindered by fog during the night but, between the 2 runs, 37 UK Land Speed Records were broken, 36 of which still stand today. Around 200 employees were involved including drivers, engineers, technicians, logistics experts and the Longbridge plant fire crew.

Owners of original, or near-original, road-going Rover 200 Coupes are invited to complete an application form for this exclusive event at [https://www.rover-](https://www.rover-coupe.com/tomcat-affair-30/)

[coupe.com/tomcat-affair-30/](https://www.rover-coupe.com/tomcat-affair-30/) Priority will be given to full members of the Rover 200 and 400 Owners Club and Rover Coupe Owners Club. Participants in the 1992 Tomcat Affair project will be in attendance on the day too and this is being arranged in conjunction with the Austin Rover/Rover Group alumni page on LinkedIn.

A 15-minute video of the 1992 event is available on the Rover 200/400 Owners Club's YouTube channel - <https://www.youtube.com/watch?v=kvLHh9oyQE>

The Rover 200 and 400 Owners Club and the Rover Coupe Owners Club wish to express their grateful thanks to UTAC for allowing access to the proving ground, making this celebration possible.

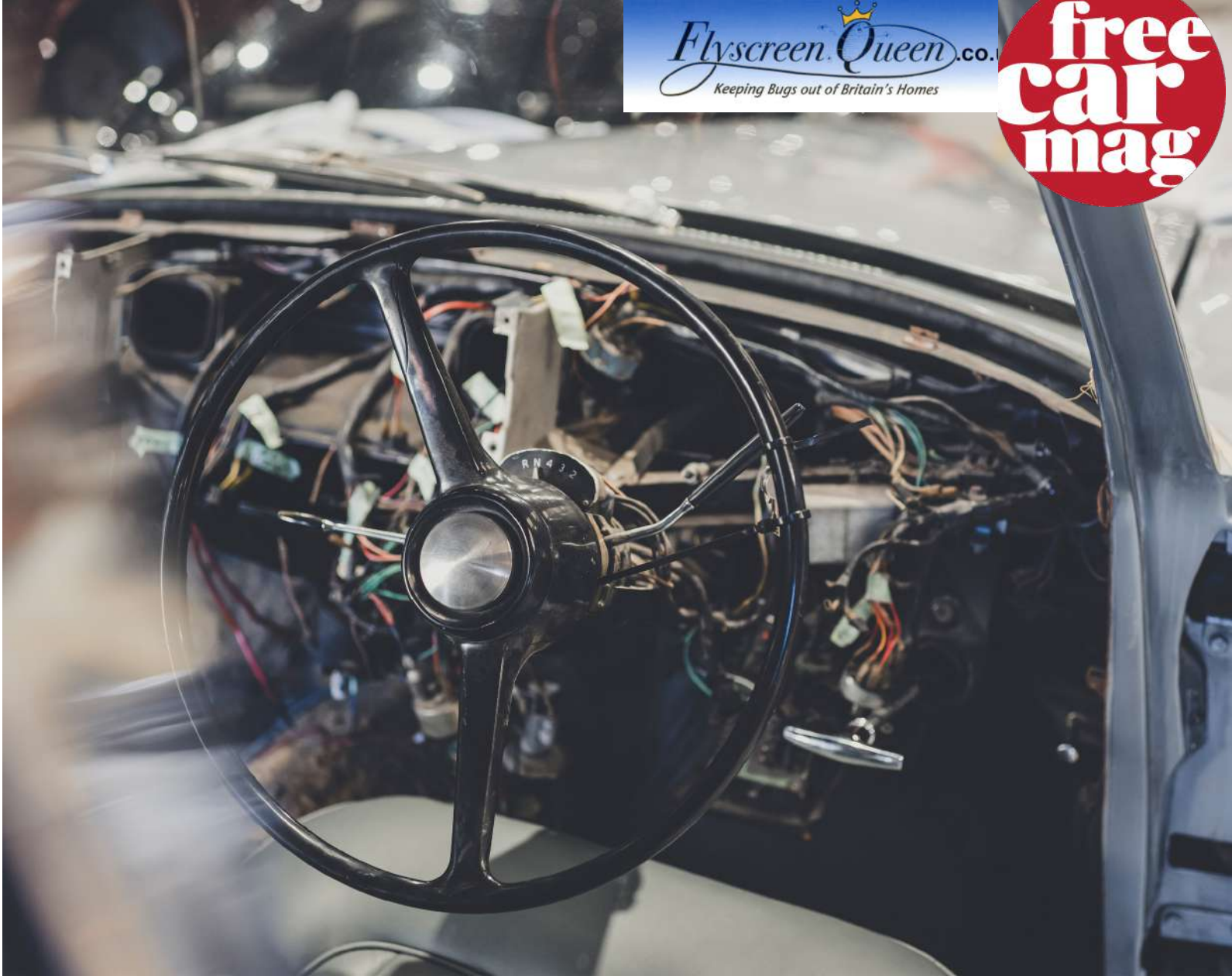




Perfect

A proper V8 Limousine and a reminder that this legend from the past could be their fossil fuel future...





After decades of being off the road and in storage, the very first Bentley T-Series is being brought back to life after the start of a complete wheels-up restoration. The 6¼-litre pushrod V8 has been started for the first time in at least 15 years, and the engine and gearbox have proven to be in good condition despite their extended rest. After a restoration project slated to take at least 18 months and that will return the car to outstanding condition, it will be added to Bentley's expanding Heritage Collection of road-going cars that together describe all 103 years of Bentley's history.

The oldest T-Series completed manufacture on the 28 September 1965. Owned by Bentley Motors and destined for trials work around the world, the T-Series was finished in Shell Grey exterior paint and complemented with a Blue Leather interior.

The T-Series was originally announced and displayed for the first time at the Paris Motor Show on 5 October 1965 and was significantly different from its predecessor, the S-Type. Notably, the T-Series was the first Bentley to use a unitary construction method, using a monocoque in place of the separate chassis and body technique of every

Bentley before it.

The 225 bhp, 6¼-litre V8 was originally designed and introduced in 1959 in the Bentley S2. At the time the engine achieved the highest specific output by weight of any production car in the world of 2.7 lb/hp (1.2 kg/hp). The engine was considered over-engineered at the time, but its inherent strength, reliability and development potential led to it becoming Bentley's mainstay engine for the next 50 years. By the time the engine was retired in 2019, it was delivering more than double the amount of power and three times the original torque whilst producing 99 per cent fewer emissions.

In October 2016, a group of apprentices started the rejuvenation process for T-Series VIN 001. Starting with the removal of trim and the reconditioning of the Body-in-White, the T-Series started its journey to return to active duty. After initial preparations the work was put on hold whilst the introduction of the current product range and future electrification activities became more of a priority – but with renewed attention on developing the Heritage Collection, the car is now on course to make its return.

Restoration





The T-Series Story

In 1958, work began designing the first monocoque Bentley. Bentley was known for coachbuilt bodies underpinned by a separate chassis but customer expectations and requirements were changing at a time where the coachbuilding trade was also declining. Customers wanted their Bentleys to be externally smaller but maintain the space, luxury and comfort they had come to expect.

By 1962, John Blatchley - famous for styling the R-Type Continental - had completed a new exterior design for a steel and aluminium monocoque body. The design improved on the passenger space of the preceding S3, but with the overall car now seven inches shorter, five inches lower and three and a half inches narrower. Overall cabin space was increased and a bigger boot provided more capacity for luggage.

Using the freshly developed V8 engine, seven prototypes undertook significant testing including endurance runs of over 100,000 miles. Design innovations included separate subframes to carry the engine and transmission, suspension, steering and rear axle assemblies., with 'Vibrashock' rubber subframe mounts developed to isolate road noise and vibration.

The T-Series had an advanced chassis with independent suspension on all four wheels with automatic height control according to loading. Pressure for the self levelling suspension came from

the triplicate hydraulic braking system which had disc brakes on all four wheels. The suspension comprised of double wishbones and coil springs at the front and semi-trailing arms at the rear.

The Bentley T-Series was hailed as a clear example of revolutionary engineering given it was the first Bentley to move away from a separate chassis build, and its relatively lightweight construction gave impressive performance for a four-seater in 1965, with a maximum speed of 115 mph and 0-62 mph achieved in 10.9 seconds.

1,868 examples of the first-generation T-Series were produced, with a pre-tax list price of £5,425 and the majority being standard four-door saloons. A two-door version was created in 1966, and a year later a convertible version was launched, although production numbers were kept low at just 41 cars. A second-generation car, known as the T2, was launched in 1977 and stayed in production until 1980.



The End of Motoring

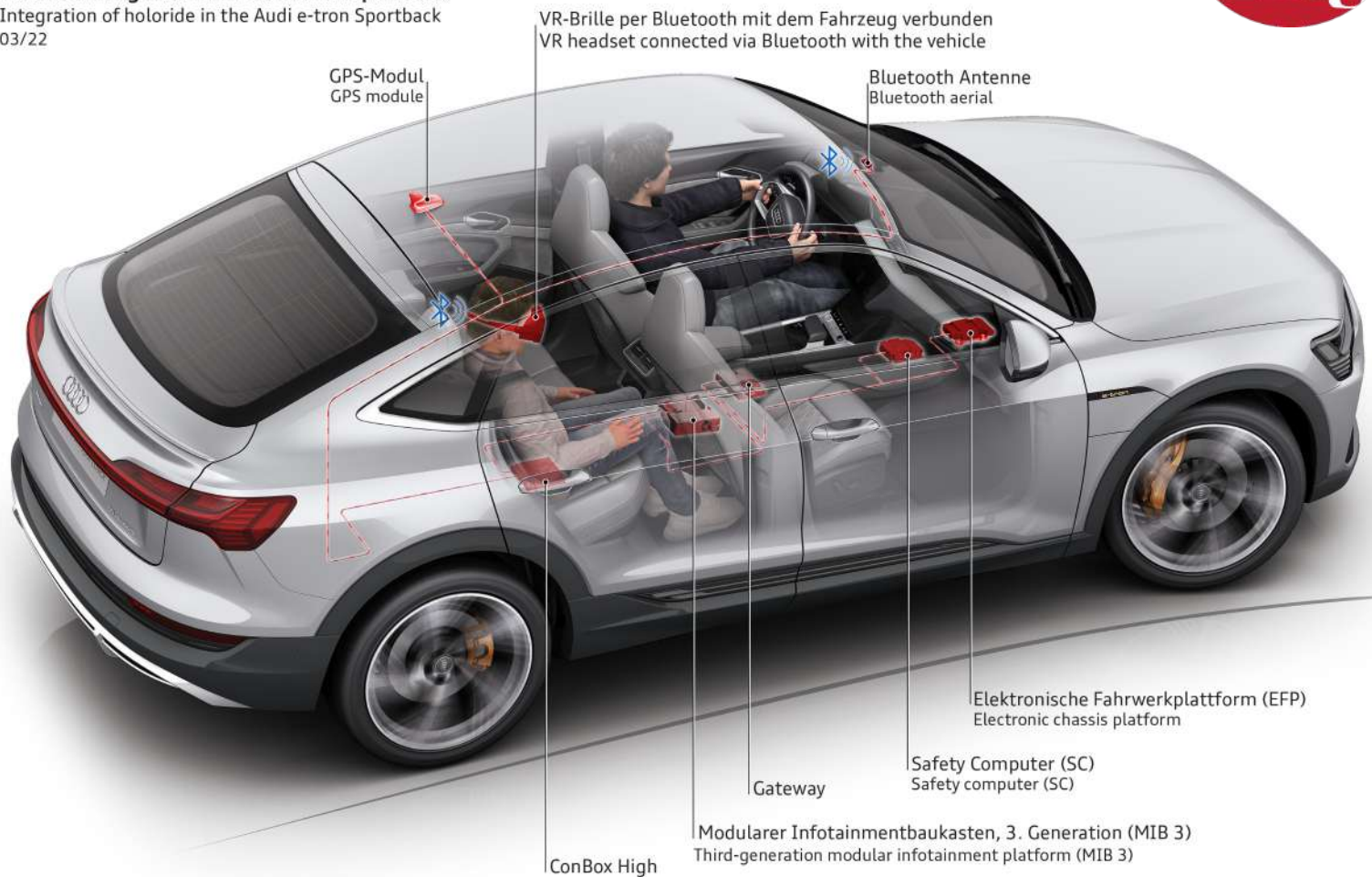
Horrorride

Audi don't want you to enjoy the real view, so here's one they prepared earlier. Simply sit in the back and do nothing...

Virtual Reality Entertainment

holoride-Integration im Audi e-tron Sportback

Integration of holoride in the Audi e-tron Sportback
03/22



In the future, passengers will be able to use the time on the way from point A to point B for a thrilling game experience. From June 2022, passengers in the back seat of an Audi will experience films, video games and interactive content much more realistically using VR glasses. A car ride will become a multimodal gaming event.

The technology will be introduced at the South by Southwest® (SXSW) music, film and tech festival in Austin, Texas, and visitors will be able to take drives in the back seats of fully electric Audi vehicles. holoride is closely associated with South by Southwest, and won the prestigious SXSW Pitch 2021 in the category "Entertainment, Gaming & Content" as well as the "Best in Show" award.

holoride creates immersive experiences

Behind holoride there is a technology that adapts virtual content to the car's driving movements in real-time: For example, if the car is taking a right turn, the spaceship in the imaginary world will also fly to the right. If the car accelerates, the spaceship speeds up too. Initiated by Audi, the development of this innovative VR or XR (extended reality) technology is being advanced and commercialized for different manufacturers by the tech

entertainment startup holoride.

With this approach, the Munich-based startup has established a completely new media category that they call "Elastic Content" - content that adapts to driving movements, journey time and driving route. The result is immersive experiences with a previously unknown level of quality.

From June, select models that roll off the line with the third generation modular infotainment toolkit (MIB 3) and the latest software cluster will be holoride-capable. Concretely, this means: Audi A4, A5, A6, A7, A8, Audi Q5, Q7, Q8, Audi e-tron and Audi e-tron GT quattro. From June, the Audi models mentioned will be ready for holoride in the entire European market, as well as in Canada, the United States, Japan and China. The availability of holoride itself may deviate from this depending on the individual market. The new startup technology will launch in Germany, the United Kingdom and the US market. Other markets will follow successively.

To use holoride, a virtual reality headset that has been enabled for it must be connected with the vehicle. The connection is created wirelessly via Bluetooth Low Energy (BLE).





In the future, the progressive automation of travel by car will not only make new forms of entertainment possible while driving – it will also open up increased opportunities to learn and work on the road. When drivers also no longer have to concentrate on driving in the future, they can turn their attention to other things – work, reading, watching films, or gaming. The motion-synchronized voyage through virtual worlds with holoride also reduces the common phenomenon of motion sickness often experienced by passengers reading a book or enjoying audiovisual media on electronic devices such as tablets.

For users, the interior will become their personal free space, and for designers, it will become the new design centre. After all, the design process begins with the question: who will be sitting in a new model and what will people want to do there?

In the future, designers will no longer design cars from the outside in, but from the inside out – and therefore customers will literally become the centre of attention.

Using the power of blockchain, holoride has launched its own cryptocurrency called RIDE which aims to supercharge its content ecosystem, drive engagement, and create value among all participants. The RIDE token will connect car manufacturers, content creators, brands, and passengers for a novel in-vehicle experience economy.

In April 2021, holoride raised €10 million in its Series A funding round led by Terranet AB, earning the company a €30 million valuation. That same year, holoride won the prestigious SXSW Pitch and was also named Best in Show. It has been hailed "Best of CES 2019" four times, recognized as one of the "100 Best Inventions of 2019" by TIME Magazine, and is part of the global innovation platform "STARTUP AUTOBAHN powered by Plug and Play".





THEY DRIVE



PUT ON YOUR FCM GLASSES

A portrait of Marie Antoinette, the Queen of France, seated in an ornate chair. She is wearing a blue dress with a white lace bodice and a high collar. Her hair is styled in a high, powdered bun. A speech bubble is overlaid on the right side of the image, containing the text "LET THEM BUY TESLAS".

**LET THEM
BUY TESLAS**

The End of Motoring

Fugly Barge

It's pretty ugly, has a Battery sell by date, is this the last word in luxury?





The new BMW 7 Series represents a significant step up from its renowned predecessor, with an innovative specification designed to deliver incredible driving pleasure, unsurpassed long-distance comfort and a cutting-edge digital experience.

Beneath a graceful exterior that fuses striking modern style with the practicality and imposing nature of a premium saloon, the new BMW 7 Series introduces an advanced drivetrain that – for the first time – brings plug-in electrification to every model sold in the UK.

Available exclusively in long-wheelbase form in either M Sport or Excellence specification, the new BMW 7 Series range comprises models from both the BMW i and BMW M brands. Launching later this year with the pure electric i7 xDrive60, the plug-in hybrid 750e xDrive and M760e xDrive are set to follow in spring 2023. The dedicated M Performance model will deliver 571hp, combining the searing performance characteristics of a BMW M model with efficiency-enhancing plug-in hybrid technology. BMW i7 M70 xDrive, the future flagship model, will follow later in 2023.

Naturally, the new BMW 7 Series complements its state-of-the-art drivetrain with a blend of luxurious interior design and an astonishing entertainment experience. Innovative features such as the unique 31.3-inch 8K BMW Theatre Screen, the multi-sensory vehicle experience BMW iDrive with the latest generation of

BMW Operating System 8, plus the new BMW Curved Display and BMW Interaction Bar, highlight the progressive saloon's character.

Like its predecessors, the new BMW 7 Series will be built at BMW Group Plant Dingolfing. Sustainability is a key consideration, with all electricity for the production of the new BMW 7 Series coming from renewable sources, while use of recycled and sustainable materials in the car has been significantly increased.

The new fully-electric BMW i7 xDrive60 is priced from £107,400 RRP, with the first UK deliveries expected to commence from December 2022.

Let all that sink in. Sustainable, recycle and £107K...



Fuglymobile

Best appreciated at night...





Use of secondary materials and renewable raw materials

Among other sustainability goals set out by the BMW Group is the increased use of secondary raw materials in vehicle production. At present, vehicles are manufactured using nearly 30 per cent recycled and reused material on average. The new 'secondary first' approach is intended gradually to increase this figure to 50 per cent. In fact, the proportion of secondary aluminium used in manufacturing the castings for the models in the new 7 Series range is already up to as much as 50 per cent.

The cabin of the new BMW 7 Series features carefully selected materials combining top standards of quality with a high sustainability factor. The floor coverings in the new BMW 7 Series are made from a synthetic yarn – Econyl – that is produced from recycled nylon waste material. The source material for this includes fishing nets recovered from the sea along with worn flooring and residual waste from plastics manufacturing.

The substructure of the door panelling, the cowl panel cover, the bumper guides and the surround for the front grille, for example, are all made from up to 100 per cent reused plastic. Meanwhile, the fibres used for the surface material of both the headliner and the A-, B- and C-pillar trim originate entirely from recycled PET bottles. The cable ducts are manufactured using between 60 and 100 per cent

recycled plastic.

Electricity from renewable resources for component and vehicle manufacture.

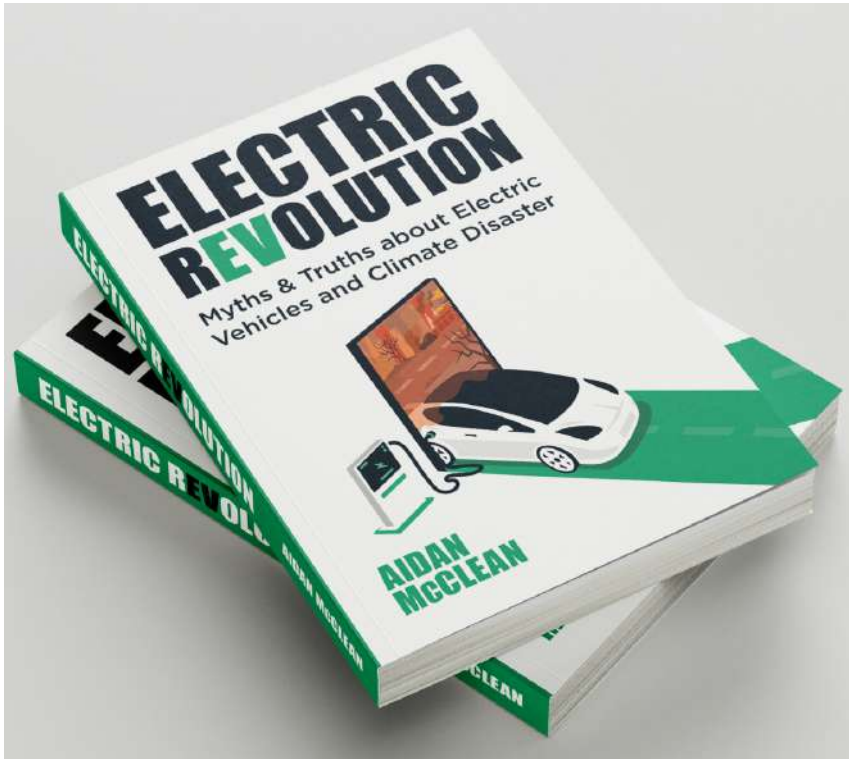
CO2 emissions from vehicle production have been lowered by over 70 per cent since 2006. All plants in the BMW Group's international production network have been operating a net carbon-neutral policy since 2021. The electricity purchased for production of the new BMW 7 Series at BMW Group Plant Dingolfing is fully renewable.

The recycling rate at the Dingolfing plant exceeds 90 per cent, while the recovery rate is 99 per cent. As a result, BMW Group Plant Dingolfing produced a mere 580 grams or so of residual waste per manufactured vehicle in 2021. Over 40 per cent of the water needed is sourced from the plant's own wells, reducing the burden on local drinking water reserves.

Starting in 2024, the new BMW 7 Series will also benefit from the switch to cast aluminium wheels manufactured entirely using green electricity. This will see the BMW Group take another step towards its target of establishing the most sustainable supply chain in the entire automotive industry.

Which is all very well, but why bother building anything if your goal is to have a minimal impact on the environment? No one would miss the 7 would they?

How not to win friends...



All the Free Car Mag Editor wanted to do was interview a bloke about his company and then his book. Instead, James Ruppert has been cancelled. Say hello to the new Green Blob order...

The 'Green Lobby' does not want to talk, to debate, or be reasonable. Here is the proof that the 'Globby' believe that they are right and you should probably be quiet and leave the roads, planet and everything else to them. After all, they know best.

Public relations companies have one job, that is to get publicity, ideally favourable, for their client. That's why they asked me if I was interested in finding out more about the electric car hire business UFODRIVE. Actually I did want to know what it was all about. However, it seems that the PR company did their due diligence and decided I was not the sort of person they would want to speak to. I was suspected of wrong think and you can see how they reacted.

I was surprised and let them know what I thought and got on with my life. Then a further message popped up from another public relations executive at the same company. This time it was about interviewing the author of a book, ELECTRIC REVOLUTION: Myths & Truths about Electric Vehicles and Climate Disaster" I was happy to oblige and keen to hear what Aidan, the CEO of UFODRIVE had to say, again.

Free Car Mag has rather good form on this. We review electricity cars independently and without prejudice. See the Audi in this issue. Not

only that we have interviewed internal combustion to electric motor converters and given them an open platform for their views and work.

Again, I heard nothing about my interview opportunity and politely asked what was happening. That's when the original PR jumped in and accused me of all sorts of things, or at least associated me and Free Car Mag with what he considered to be very bad things. Never mind, I still did the right PR thing by 'reaching out' and offering a reasonable compromise.

However, being reasonable isn't an option with the Green Blobbists. They won't engage and why should they? The Blobbies get all of the positive publicity and only cursory questioning of their beliefs and strategies. The mainstream media are always on their side. Free Car Mag are completely independent and all we want to do is ask some simple questions.

The time for being reasonable is over, Free Car Mag are all about information and letting our readers decide, based on the facts. This sort of attitude just makes us more determined that we are right to question the green Blobbist narrative which threatens mobility and our way of life.



How it Started...



On 24 Mar 2022, at 08:30, Nathan Patel <npatel@freecarmag.co.uk> wrote:

Good Morning James,
"ELECTRIC REVOLUTION: Myths & Truths about Electric Vehicles and Climate Disaster" - the explosive new book from electric mobility entrepreneur and clean technology advocate, Aidan McClean, is out today.
McClean's comprehensively researched book reveals the truth behind climate change and the role internal combustion engines and Big Oil had in affecting it. Plus, it exposes the myths around electric vehicles, their viability, their effect on our environment and their potential in averting the climate disaster.
Please find below the press release along with some background information on Aidan McClean.
If you would like a copy of the book and/or would like an interview or Q&A with Aidan, please do let me know.
Kind Regards,

Nathan Patel
Junior Account Executive
Spreckley Partners Limited

24.03

Dominic Alston 23 February 2022 at 08:50
Interview op: Aidan McClean, CEO/founder of all-electric car hire company UFODRIVE
To: James Ruppert

DA

Good morning James,

Getting in touch to offer an interview with Aidan McClean, CEO and founder of [UFODRIVE](#), the leading self-service, all-electric car hire company and eMobility service provider in Europe.

This is on the back of the recent news that Hertz has led a \$19 million Series A investment into the company, and has also agreed to use UFODRIVE's pioneering, fully-digital car hire software to manage and expand its electric fleet.

[Aidan McClean](#) is a clean tech pioneer, a passionate environmentalist and an EV-expert - who'd be a valuable talking partner to discuss:

- UFODRIVE's global expansion plans
- The future of car hire
- Why we need electric cars, now
- His forthcoming book, '[Electric Revolution: Myths and Truths about Electric Vehicles and Climate Disaster](#)'

Do let me know if any of the above sounds of interest - and I can organise a Q&A or an interview.

Kind regards,
Dom

Dominic Alston Inbox - a...tive.co.uk (3) 30 March 2022 at 08:33

Byline offer: The hybrid lie - why hybrids are bad for the planet
To: James Ruppert

A

Good morning James,

Hybrid cars are outdated and pointless - and they are holding back the transition to clean transport and net-zero; because not only are they an unnecessary distraction for consumers, they are also blocking infrastructure which should only be used for fully electric cars.

Following the Government's Electric Vehicle Infrastructure Strategy last Friday, Aidan McClean, founder/CEO of [UFODRIVE](#), the biggest all electric car hire company in Europe, and author of '[ELECTRIC REVOLUTION: myths and truths about electric vehicles and the climate disaster](#)' - discusses why hybrid vehicles are bad for the green transition and the planet - despite the hype.

If this byline sounds of interest to you, let me know and I can send it in full. Alternatively, we'd be happy to set up an interview or a Q&A on the topic.

Many thanks,
Dom

If you would like to stop receiving emails from this sender, simply [unsubscribe](#).

How it Finished...

Dominic Alston 24 February 2022 at 09:10

Re: Interview op: Aidan McClean, CEO/founder of all-electric car hire company UFODRIVE
To: James Ruppert

DA

Siri found new contact info: [Dominic Alston alston@spreckley.co.uk](mailto:Dominic.Alston@alston@spreckley.co.uk)

add...

Hi James,

I did see that yes - apologies for including you in the media list twice.

However, I can't imagine Aidan being keen on wanting to talk to a climate sceptic or for a publication that promotes that

Kind regards,

Dominic Alston
Senior Account Executive

SPRECKLEY

Spreckley Partners Limited
Third floor 5-9 Hatton Wall
London EC1A 3DF

T: +44 (0)20 7464 1111
E: info@spreckley.co.uk



Just trying to be reasonable...

Dominic Alston 1 April 2022 at 17:22

RE: NEW BOOK 'ELECTRIC REVOLUTION' REVEALS THE MYTHS AND TRUTHS ABOUT ELECTRIC...
To: james@freecarmag.com, Cc: Nathan Patel

DA

Hi James,

Sorry to jump in here - just to say, I am sure Aidan isn't interested in talking to climate change deniers, or any other dangerously naïve opinion funded by the far right and those profiting from pollution.

Also, we didn't bother asking him - not worth his time.

We have removed you from our media lists.

Have a great weekend

James Ruppert 3 April 2022 at 20:37

Re: NEW BOOK 'ELECTRIC REVOLUTION' REVEALS THE MYTHS AND TRUTHS ABOUT ELECTRIC...
To: Dominic Alston, Cc: Nathan Patel

JR

Hello Dominic and Nathan,

I suppose that is a no, but let me propose something.

A 10 minute Zoom call. We can both record it.

I undertake to reproduce whatever the exchanges are.

It will be genuine exposure for the book.

You have the final say on it all.

If you refuse permission for it to be published then fine.

Can't say fairer than that.

Look forward to hearing back from you.

Best regards

James

James Ruppert
Editor
Driving Free since 2015
james@freecarmag.com

Screenshot

Asthma not caused by outdoor pollution



Asthma is at best a very unpleasant affliction, and it in some patients it is a potentially fatal condition. Several members of the ABD get asthma attacks; the ABD has sympathy with all asthma sufferers. However, self-styled 'environmental' groups have tried to implicate vehicle exhaust emissions as an explanation for the apparent dramatic rise in asthma cases in developed countries in recent decades.

It is not true.

"Air pollution does not cause asthma."

"There is no correlation between levels of vehicle emissions and asthma incidence."

These are not quotes from the Association of British Drivers. They are taken from the 1995 Department of Health Study on the Causes of Asthma, by Dr Kenneth Calman, Government Chief Medical Officer.

In 1999 a report for the NHS executive entitled Transport and Health in London concluded (section C5 p44):

"...the available evidence does not support a causative role for outdoor air pollution"

And "Factors other than air pollution are influential with regard to the initiation and provocation of asthma and are much more important than air pollution in both respects."

Other learned medical experts have reached a similar diagnosis.

Professor Emeritus Stanley Feldman, Charing Cross and Westminster Medical School, wrote in the London Weekly Times (03/02/1995):

"In the last 40 years the level of (outdoor) air pollution has decreased dramatically"

"Nevertheless the incidence of asthma has risen"

"Pollution does not cause bronchitis or asthma, nor does wearing a so-called anti-pollution mask do anything except identify the wearer as a sucker" READ THE REST OF THIS FEATURE HERE: <https://www.abd.org.uk/abd-2008-article-asthma-not-caused-by-outdoor-pollution/>

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/>



Fuel Price and Cost of Living Crisis

Average Yearly Petrol and Diesel Data											Oil
Petrol Pence per Litre						Diesel Pence per Litre					Average
Year	Retail	Wholesale	W/S+VAT	Profit		Year	Retail	Wholesale	W/S+VAT	Profit	£
2012	136.73	106.21	127.45	9.3		2012	142.62	110.95	133.14	9.5	£67.92
2013	134.80	106.13	127.36	7.4		2013	140.69	109.25	131.10	9.6	£69.51
2014	128.06	99.90	119.88	8.2		2014	133.66	102.19	122.63	11.0	£59.90
2015	111.58	86.30	103.56	8.0		2015	114.83	86.18	103.42	11.4	£34.27
2016	109.67	84.55	101.46	8.2		2016	110.35	83.61	100.34	10.0	£32.61
2017	118.21	90.92	109.11	9.1		2017	119.88	90.78	108.94	10.9	£42.03
2018	125.95	96.39	115.66	10.3		2018	129.88	98.99	118.79	11.1	£53.46
2019	125.75	94.52	113.43	12.3		2019	131.16	97.66	117.19	14.0	£50.31
2020	115.59	80.97	97.16	18.4		2020	119.51	82.61	99.13	20.4	£32.43
2021	132.54	95.83	114.99	17.5		2021	135.19	94.42	113.30	21.9	£51.62
2022	152.99	111.92	134.30	18.7		2022	159.27	116.72	140.06	19.2	£76.69

The staggering exploitation and greediness shown by oil companies and fuel wholesalers exceed belief. Prices at the pumps should now be 15p to 20p less, because oil costs have collapsed by 30% in March/April stabilising at around \$100, plus the Chancellor's welcome 6p cut in fuel taxes.

And here's the cogent evidence that the unchecked greed is rife in the fuel supply chain, by analysing data from the widely respected RAC Foundation:

In the 8 years between 2012–2019 yearly profit margins averaged 9.1p per litre for petrol and 10.9p for diesel. Sounds a reasonable return, when you consider at that level it is £5 to £6 profit from every family car filling up.

Yet in the last two and a quarter pandemic years, profit margins have doubled. 2020 to April 7th, 2022, petrol profits have averaged per year 18.2p per litre, a 100% increase. Diesel margins have hit an average of 20.5p per litre, an 87% increase.

Even after Covid, the faceless avaricious businesses still continue to profiteer more so from the cost-of-living crisis by ignoring the Fuel Duty cut and oil prices crashing.

Their profits just keep on soaring. The latest margins recorded for petrol 11th April are now 29p per litre and diesel a staggering 33p per litre. Even considering the lag time claimed by the Competition and Markets Authority, that it takes 7 weeks for oil costs to wash through to the prices at the pumps, shockingly profit per litre for petrol is still 29p but diesel a mind boggling 44p per litre.

Read the full article here: <https://fairfueluk.com/PumpWatch.html>
www.fairfuel.com

Free Car Mag on Bangers

BANGERTORIAL



Billy Basic Bangers

<https://youtu.be/Ys8RtstvQp8U>

CAR26 Claims Success For PM Boris Johnson Moving to 'End The Fracking Ban'

Published by CAR26.org on March 9, 2022



WHO
REFERENCE,
LOCKDOWNS
TARGETS

CAR26
CLIMATE . ANALYSIS . REASON

After four months of tireless campaigning, Climate Realism organisation, CAR26.Org, led by Lois Perry, have claimed victory for PM Boris Johnson's moves in PMQ's today that he may reverse the ban on fracking to provide energy security for Britain due to the Russia/Ukraine crisis.

Two weeks ago, CAR26, led by Miss Perry, launched the House of Commons Petition to 'End the Fracking Ban' which has soared to approximately 15,000 signatures, now commanding a response from the Government.

40 Tory MPs and 4 Peers have now asked the Government to reverse the ban on fracking.

In September last year, CAR26 commissioned the YouGov survey which revealed that 58% of Brits, who expressed an opinion, want a Carbon Net Zero Referendum.

CAR26's monthly Forums hosted by Miss Perry have featured Reform UK Leader Richard Tice, former Conservative MEP Lance Forman, Maajid Nawaz, Lembit Opik, James Delingpole – which have all turned the tide of public opinion – paving the way for the Fracking ban to be overturned in this country.

CAR26 was the engine which fired Nigel Farage and Richard Tice's cylinders to repeat the 'Brexit Referendum' all over again but with the 'Vote Power Not Poverty' campaign launched at the weekend.

According to Miss Perry "No one dared breathe a word about Fracking once more being a possibility when we started talking about it. I was told I was mad. Now its a reality. We have well and truly shifted the narrative". Miss Perry has tirelessly campaigned at COP26 in Glasgow, written to the CEO of the Oil and Gas Authority, Lobbied

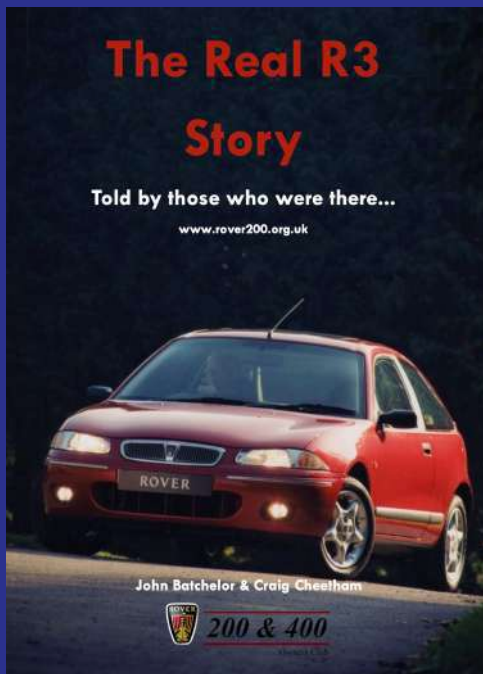
MPs, and made multiple appearances on TalkRADIO, GB News, LBC, Sky News Australia, the BBC, Channel 5. "It's been a long hard graft, but we've done it".

Miss Perry cites the next challenge as a total reversal in the UK government's ill thought through carbon Net Zero policies. "It's one thing fracking because of Putin, its another thing removing all the ridiculous green levies funding the technocratic billionaires in California. Our work is still not done. But this is an incredible result regardless," she says.



FCM Book Club

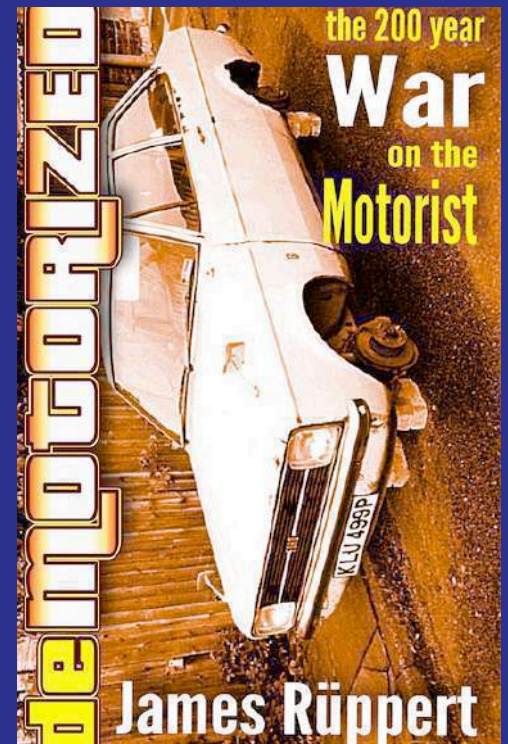
Here are books written by some of our contributors and friends. We would encourage you to go to our related www.bangernomics.com Site to buy books and things that supports what we do. Sticking up for the Motorist.



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>



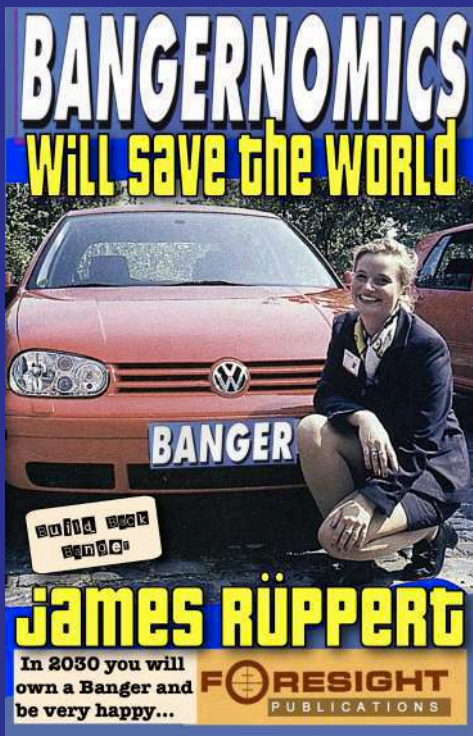
Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van,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

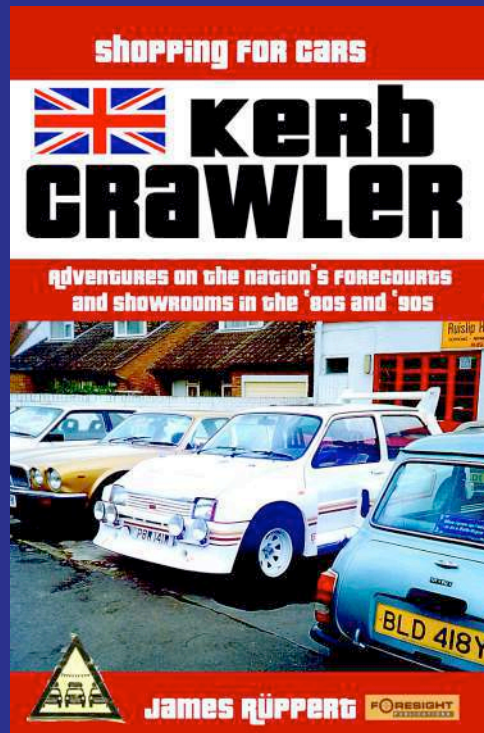
<https://www.smashwords.com/books/>



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.**

Get the digital version for £1 from...

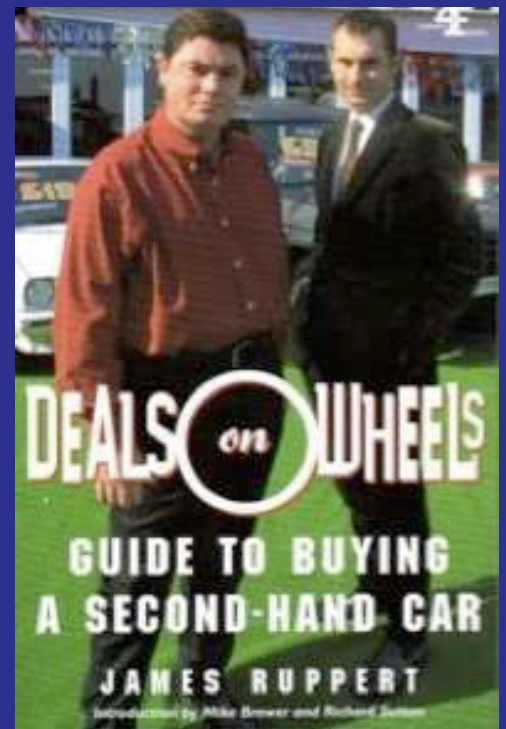
www.bangernomics.com



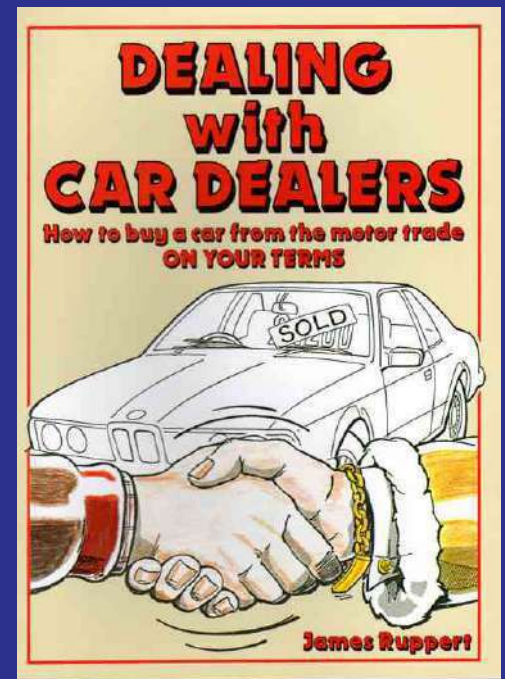
Shopping for cars can be a full time job, well it was for me anyway. In the pre Interweb age it meant actually going to look at cars for sale. It meant talking to the blokes selling the cars face to face. You learned loads lot doing it that way. With the benefit of hindsight and a time machine, some 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...

Get the digital version for £2 from...

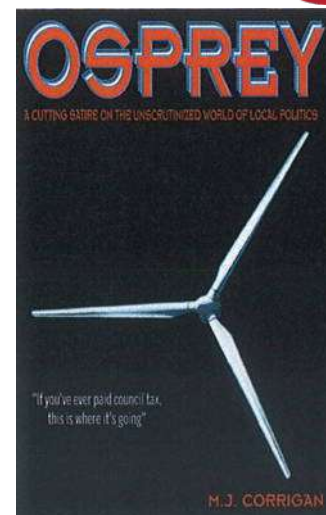
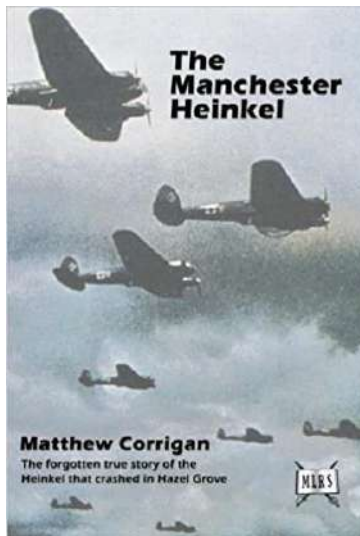
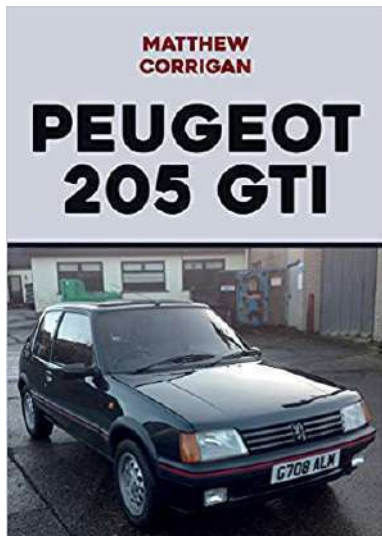
www.bangernomics.com



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.



www.bangernomics.com



**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

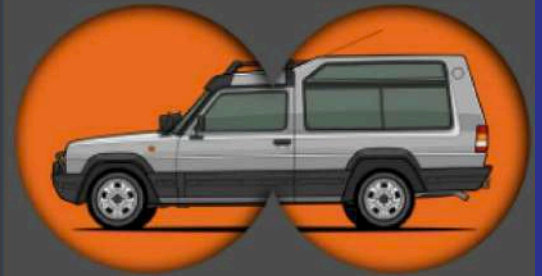
More Books by the better half of the Bangers and Classics Podcast...

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

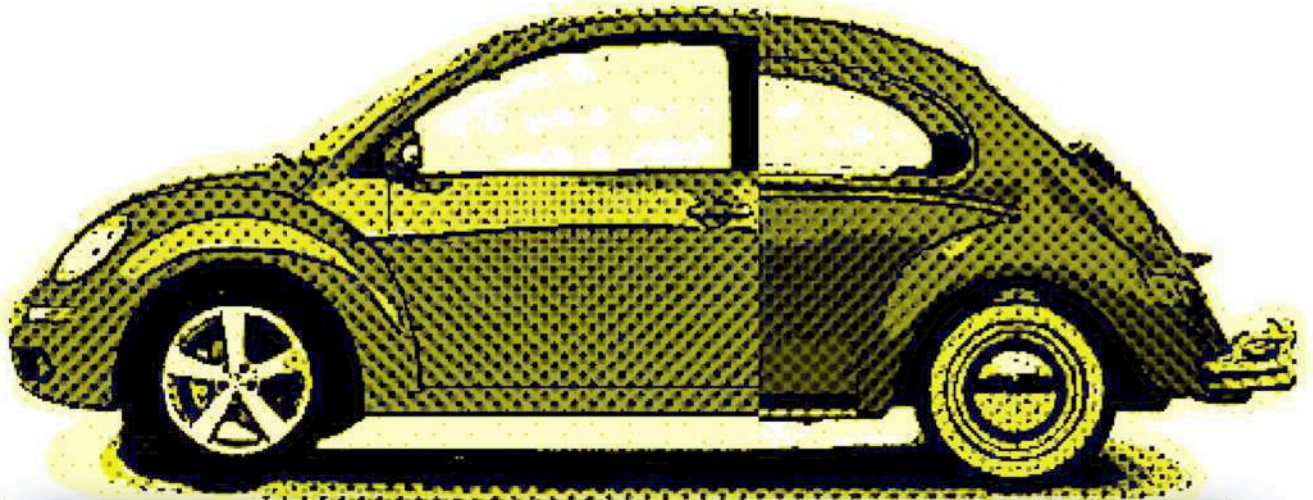


The questions, the answers, the stories...

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...

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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PODCAST Ruppert + Milloy



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.

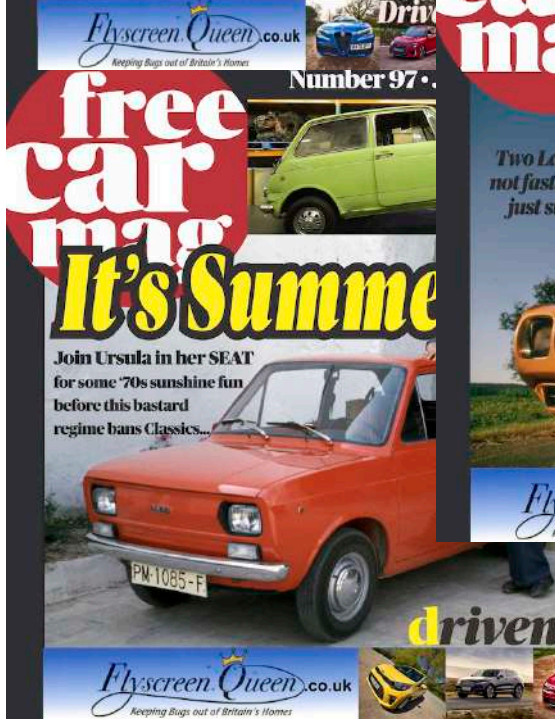
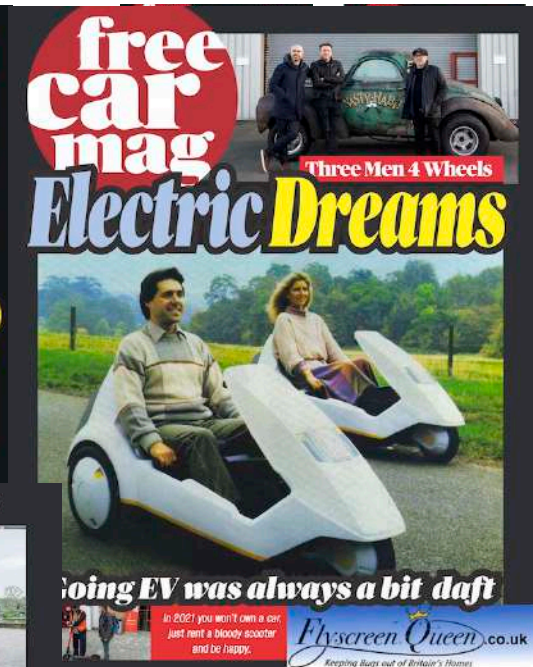
**“I’d never get anywhere without
30 pints of my usual.”**



In each Grand Prix race, 30 pints of Texaco Havoline Motor Oil take a hammering from James Hunt. Why not call at your local Texaco service station and try a pint yourself? You'll find it takes some beating.

FCM 108

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...

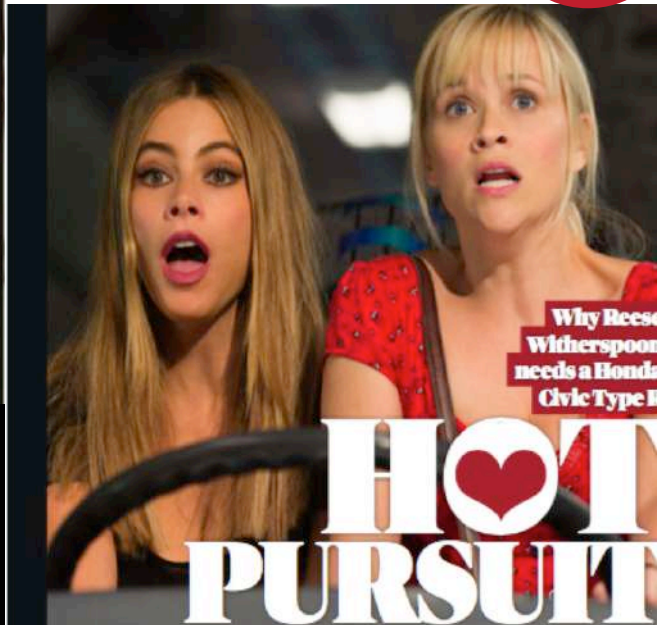


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ZLATAN - THE VOLVO MOVIE

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POCKET-SIZED MERCS AT CUT-PRICES
LOWDOWN ON THE SUZUKI SWIFT
LIGHTING REVOLUTION LED BY NISSAN
TWO BROKE GIRLS AND A LAMBO

WIN A DASH CAM



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Damon Hill's Williams
Idris Elba's Volvo
Ayrton Senna's Tag Heuer

RL* ER

IN FAB AND G'BUSTERS



Raised by Wolves

...But driving a Cockroach
(CARS THAT'LL SURVIVE THE APOCALYPSE)



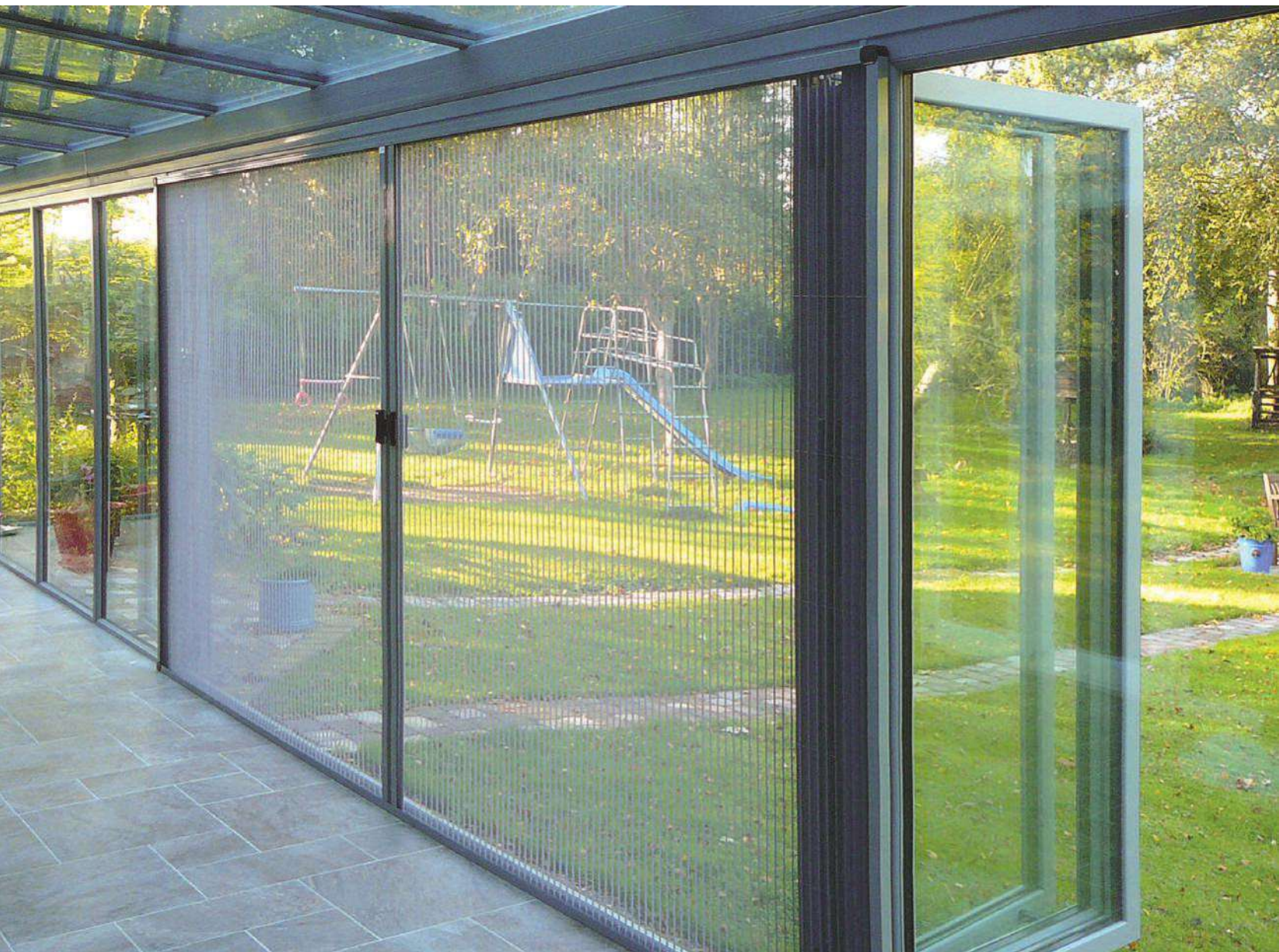
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Ella Eyre

Get ready with the New Fiat 500



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