

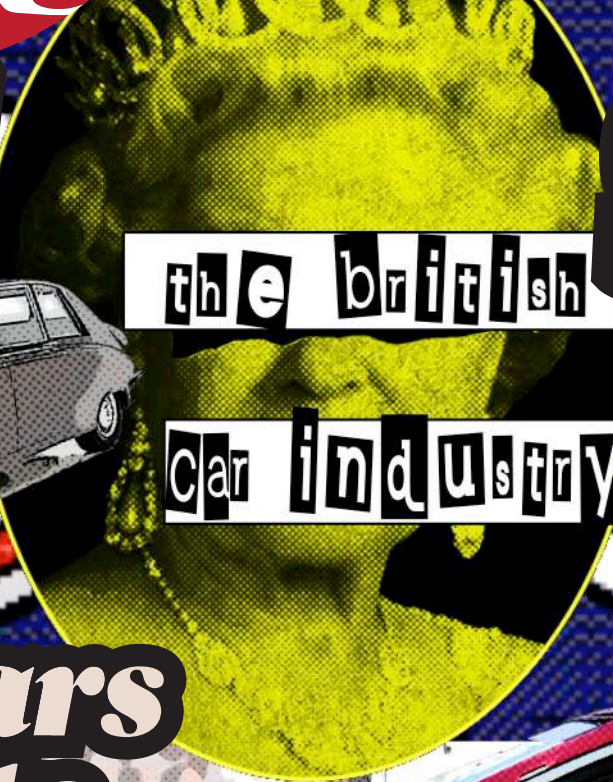
**free  
car  
mag**

**The People's Diana**



**God**

**Save**



**the british  
car industry**



**70 years  
too late...**



**Sterling Royale**

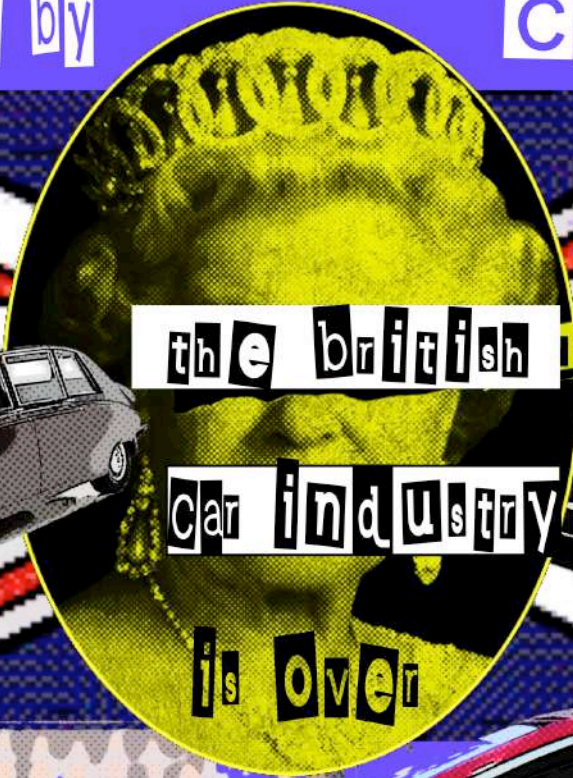


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Corgis



the british  
car industry  
is over



free  
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mag

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# Free<sup>torial</sup>

Seventy years doing anything is remarkable so hats off to the QE2 who let's face it, has presided over the demise of our car industry. At least she seems to like motors. The next generation of Royals don't seem to like them very much, or us. They should be championing the freedom of movement for their subjects. However, without King James Hunt to vote for, we are unrepresented. See you next time...



Queen rock up at the Free Car Mag office to borrow our P6...

**toad on the road**

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

the 200 year War on the Motorist

BY JAMES RUPPERT

27

EEERRR, LET THEM DRIVE WINE AND CHEESE POWERED MOTOR CARS

GOD SAVE THE DALEK'S REPUBLIC OF BRITAINISTAN

HAS LIZ GOT A SAFE PAIR OF HANDS TO TAKE OVER IF SOMETHING HAPPENS?

WE HAVE BEEN ROYALLY SHAFTED FOR DECADES BY THE ELITES...

demotorized James Ruppert

www.freecarmag.com



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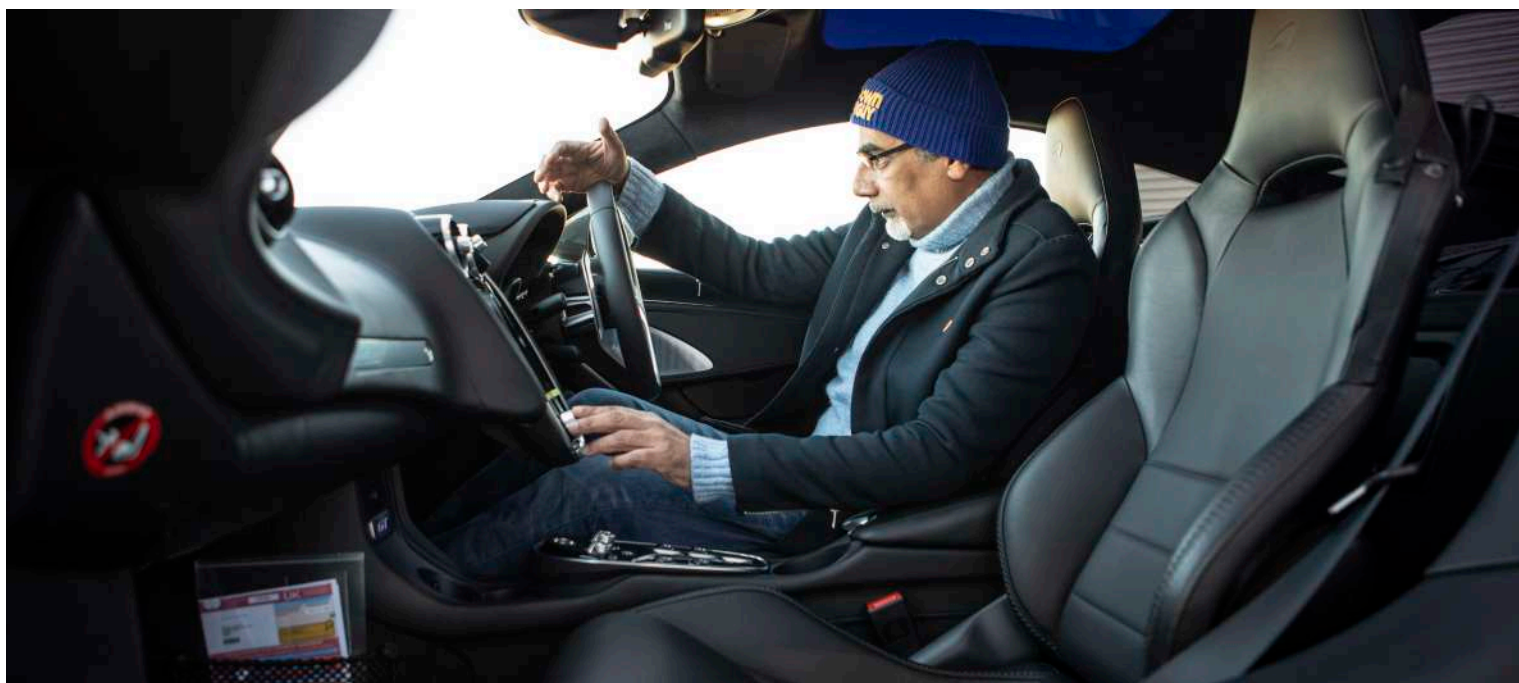
The Only  
Pro Motorist  
Car Mag in the  
Universe

# McLaren GT



**D**on't be put off by the McLaren GT being the 'entry-level' offering from the British supercar maker, because this might actually be the pick of the range if you want to drive and use your Supercar for more than just posing or track days. As 'base' models go, £165,000 is still a hugely significant and substantial amount of money, but despite its 'GT' or 'grand tourer' labelling, this remains a purposeful and sleek supercar to behold, with low

slung styling that sweeps back to a visual bulk that expresses potency in the form of a 4.0-litre twin-turbo V8 supplanted behind the seats. **Read the full review and watch the film presented by Shahzad Sheikh at [www.freecarmag.com](http://www.freecarmag.com)**



# BMW M440i Gran Coupe XDrive



**G**ood looking, fast & planted. Prepare to be confused. I am. And I know BMWs. This is the 4 Series, which of course is the two-door brother to the four-door 3 Series. Except you see four doors on the car in these pictures. In fact, it's got five – because the boot lid is actually a hatchback. How does this make sense? Well because this is a Gran Coupe version. But with Coupe

obviously implying two doors, this explanation is no help whatsoever, is it? Never mind. Just know that the two-door 4 Series also has a 'Gran Coupe' sibling which comes like this. Which makes it more practical than a 3 Series?. **Read the full review and watch the film presented by Shahzad Sheikh at [www.freecarmag.com](http://www.freecarmag.com)**



# Ford Mustang Update 2



**M**anor The honeymoon period is over, time to get serious! Let's try to look past the glamour and romance of cruising top-down in America's most iconic sports car; ignore the evocative deep rumble of a throbbing motor that telegraphs its power down the road causing heads to turn well before you've arrived; and dismiss the fact that such an impossibly cool car endows even your humble servant with instant 'star status'. **Read the full review and watch the film presented by Shahzad Sheikh at [www.freecarmag.com](http://www.freecarmag.com)**





# XR4Ti Touring Car for sale

## Preview

**A** freshly restored, ex-Eggenberger Group Ford Merkur XR4Ti is being offered for sale at touring car preparation specialist CNC Motorsport AWS. Paving the way for the Ford Sierra RS Cosworth and RS500, the Merkur XR4Ti played a vital role in developing one of the most successful touring cars with

this chassis built by the Swiss Ford-supported team to refine the later Cosworth. Available now, price is on application but offers considerable value when compared to values of period competition Sierra RS500s. Enquiries should be made via [info@cncmotorsport.com](mailto:info@cncmotorsport.com)



# Royal Flush



it's Queen Elizabeth's Jubilee, and here's some old unrelated stories with cars and sometimes corgis in them...





**H**ere's how you celebrate a landmark royal event. Here are some great pictures and a wonderful story from Vauxhall from back in 2016.

It's not every day Her Majesty the Queen turns 90, and to celebrate this monumental occasion, Vauxhall Motors has given the green light to a 'Royal Astra' paying homage to the longest serving British Monarch. From a retractable regal red carpet to a specially designed corgi booster seat, the red Royal ride is fuelled with a variety of Astra-craic add-ons to ensure Queen Elizabeth II arrives to her party in style. And it's not just her Majesty being honoured, Vauxhall has gone to great lengths to make sure the Queen's prized Corgis are suitably looked after in the Royal manner with their very own booster seat.

Her Majesty has been a Vauxhall owner for more than 50 years, all in Balmoral Green, a bespoke deep green colour not normally supplied by Vauxhall. 'MYT 1' Her Majesty the Queen's 1961 PA Cresta Friary Estate was a personal favourite, serving the royal fleet and containing a number of interesting features like fishing rod holders built into the roof and a gun rack.

The latest Astra has recently been recognised as European Car of the Year 2016 – further underlining its credentials. The seventh-generation Vauxhall Astra boasts onboard state of the art technology such as OnStar, as well as LED headlamps and an improved svelte body design. Since landing on UK roads over 35 years ago, one in four Brits have owned or driven an

Astra making it a true legend of British manufacturing, and an icon fit for a Queen.

Denis Chick, Director of Communications, Vauxhall Motors and Holder of the Royal Warrant for Vauxhall Motors said, "A few years back, a new Omega estate car for the Royal Family was being prepared by our sister company, Opel, in Germany. It all seemed to be going to plan until the car arrived in Luton. Sure it was sober and green on the outside – but the interior trim was a customised riot of gaudy colour. A telephone call was hastily made to Germany asking them to explain the psychedelic seating and whether they knew this car was for the Queen. It transpired that the team at Opel were fitting the car for Queen the rock band and not Queen Elizabeth. The next day the car was duly dispatched back to Germany for a refit."

**Full details of the Royal Astra car specifications are listed below:**

- Windscreen wiping waving hand
- "Corgis On Board" sign displayed on rear windscreen
- Corgi booster seat
- Union Jack cushions
- Retractable red carpet
- "Liz & Phil" front windscreen sun visor strip



# Royal Transport

According to Wikipedia...

In 1972, coachbuilder Henri Chapron built 2 SMs for the official duties of the French president Georges Pompidou. Both were lengthened even more than the 4 door special "SM Opera" and are fully convertible. Both were powered by Maserati V6s. The gearbox was modified so that the car could travel slowly. The visit to France of Her Majesty Queen Elisabeth II, on 15 May 1972, set the date of the first official outing of the new State convertible of the French Presidency'. The special four-door version, registered under the number 2 PR, was intended to replace the Chambord convertible in the presidential garage which dated back to 1959. These new SM Présidentielle continued in use through the inauguration of Jacques Chirac in 1995.

In the Présidentielle, Chapron developed a convertible extended over the entire length of the roof of the sedan. His work was complicated by the need to provide sufficient elbow room to the illustrious passengers, while reserving sufficient space to accommodate the sides of the folded hood. This forced Henri Chapron to expand the shell from the front doors to the rear of the car. Similarly, the windshield was raised a few inches and the front doors were shortened. Only about 330 kg was added to the overall weight, which is remarkable.

The front seats in the SM have been moved outwards, and the steering column 2 feet to the left, to allow for an interpreter's seat facing the passengers in the rear. All mechanical features are the same as in the standard SM model, but the gear ratios have been modified to allow low-speed running for long periods on end. The SM-type suspension and braking system have been adapted to cope with the vehicle's extra weight.

The first SM Présidentielle was completed in late April 1972 and registered 2PR75, while the second, delivered in mid-May 1972 had the registration number 3PR75

[http://en.wikipedia.org/wiki/Citro%C3%ABn\\_SM](http://en.wikipedia.org/wiki/Citro%C3%ABn_SM)





# Buy a Royal Barge

From September 2016... As the sun set on Historics' latest auction, the sale of Her Majesty The Queen's personal Daimler lent a regal air to proceedings on the last day of summer, as 83 of the bumper line-up of 121 cars offered found new owners, with the 69% sale ratio bringing in over £1.4million for the Brooklands based auction house.

With provenance always recognised as being of the utmost importance, it was no surprise to see the 2001 Daimler V8 Saloon (LWB), which for four years was the personal transportation of Her Majesty Queen Elizabeth II, amongst the most hotly contested Lots.

As Brooklands bathed in sunshine, fervent bidding was witnessed online as well as via the telephone and in the busy auction hall, with the pre-sale estimate (£25,000 - £30,000) comfortably beaten as the beautifully maintained Daimler sold for a final price of £45,360.





# One Majestic Owner

Leading online classic and niche car auction site Car & Classic starts the Platinum Jubilee 2022 celebrations in style, with a Rover 800 Mk2 with unshakable royal connections.

Supplied new to Buckingham Palace, and with paperwork noticeably reticent about its recipient (other vehicles sold to the Royal estate mention the details of the intended user, but those destined for the Queen usually did not), the Sterling was then sold on to its second owner as a “one previous lady owner” car.

History, always important when it comes to classic vehicles, is even more poignant in the case of this 827, supplied new by Royally-approved dealer Thomas Day Motors of Fleet.

Extensive paperwork, handbooks, manuals, magazine features and invoices help build the fabric of the car’s background.

Original, virtually undamaged leather and wood triumph in the Rover’s interior, which still has the factory mats further protected by another set; a boot liner, spare wheel and original factory tools, as well as the factory CD multichanger, all feature proudly. Of course, the Rover shines in its British Racing Green colour, and glasswork, door surrounds and rubbers, alloy wheels and fittings are all in ‘regal’ condition.

The 2.7 V6 Rover engine, transmission and brakes have received due care and attention over the

years, and the car has been in temperature-controlled storage.

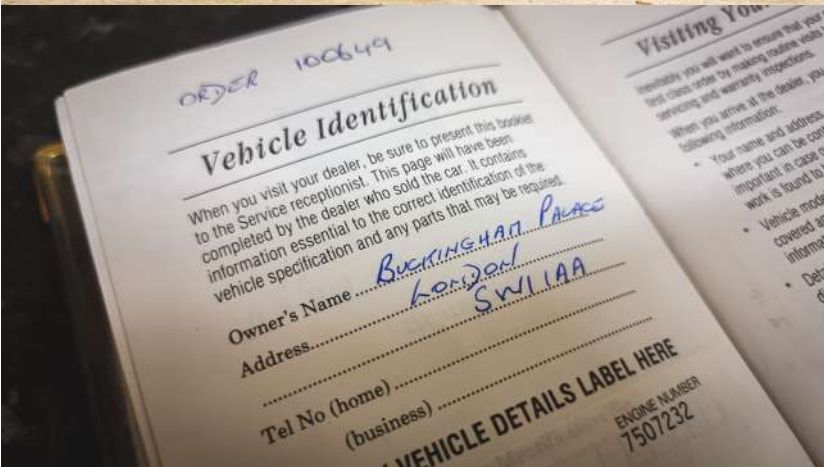
As it is deserving of such a car, it starred in the ‘100 Years of Cowley’ parade.

“Even if there was no Royal connection at all, the original, excellent overall condition of this Rover would be of interest to the classic car connoisseur,” says Car & Classic Head of Editorial Chris Pollitt.

“British modern classics of the ‘90s are, in general, enjoying a deserved renaissance, but this particular 1993 Rover Sterling strikes a special note within the current Jubilee celebrations, and would be the ultimate anniversary gift to one’s collection.”

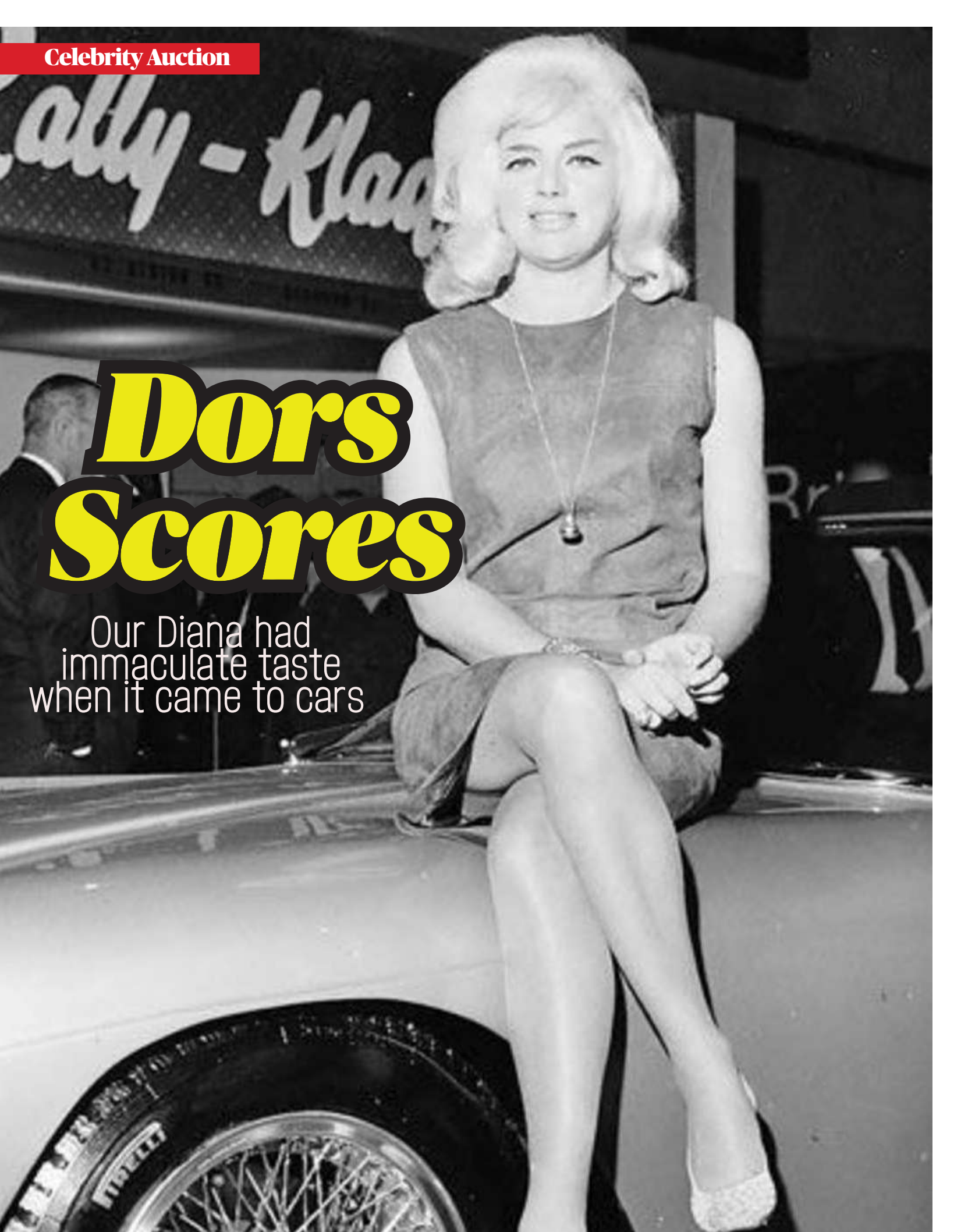
Car & Classic is supporting Her Majesty’s Platinum Jubilee Celebrations with a unique exhibition showing the best of British innovation, by supplying some of the vehicles representing each year of the Queen’s reign from 1952 to 2022: seven decades of motoring history.

Donations from this event will support the Prince Philip Trust Fund which makes a real difference to the quality of life of people from communities across the extensive area of the Royal Borough of Windsor and Maidenhead, focusing particularly on giving support towards disability, health, the elderly, families, children and young people, those in social need and the arts.



# Doris Scores

Our Diana had immaculate taste when it came to cars





**T**op priced car at Silverstone Auction's May 28th Sale at Sywell Aerodrome is a 1964 Maserati Mistral Spyder that film star Diana Dors saw at the Earls Court Motor Show and bought it off the stand - one of only 14 cars produced in RHD.

As a result the estimate is £475-£550k so the highest value car in the Silverstone Auction.

This rare, UK-supplied, Mistral Spyder (one of 14) was purchased from the Maserati stand at the 1964 Earls Court Motor Show by Ms Dors. The plan was that after the show, the Spyder would become Maserati's London demonstrator, however, Diana Dors, well known English actress and TV personality, fell in love with the Spyder and simply had to have it. Frequently described as the "English Marilyn Monroe", she was no stranger to publicity and even notoriety featuring in the popular press as the youngest person to own a Rolls-Royce, despite the fact that she was not even old enough to drive at the time. The rare and highly desirable Mistral would undoubtedly fit in with the movie star's high-profile lifestyle.

With the 3500 GT nearing the end of its successful run, Maserati entrusted Pietro Frua with the task of designing a new two-seater coupé, based on the

Tipo109 chassis and so was born the Mistral, the first in a series of classic Maseratis to be given the name of a legendary wind and the last model from the Casa del Tridente to be equipped with a straight six-cylinder engine before Maserati moved on to V8 engines for their production cars.

Frua's new creation, originally named the Due Posti (two seats), was first shown in a preview at the Salone Internazionale dell'Automobile di Torino in November 1963 before entering production in 1964 which continued until 1970. Seven years of production in a world where fabulous new designs from established Carozziere appeared almost annually was proof of the beauty and originality of Pietro Frua's original design. It was at the suggestion of Col. Simone, the French Maserati Concessionaire, that the Due Posti should be renamed 'Mistral'.

Naturally it wasn't long before an open-top 'Spyder' version arrived and this made its debut at the Geneva Motor Show in March 1964 with the convertible benefiting from some further enhancement by talented young designer, Giovanni Michelotti. Spyders were predominately steel-bodied, with the bonnet, doors and boot lid in alloy and were all built by Vignale in Turin.







In common with the Coupé, they were powered by the race-derived Tipo 109 straight-six, which was available in 3.5, 3.7 and 4.0-litre form as time went by. This was matched to a ZF five-speed manual gearbox and the cars also featured disc brakes and Borrani wire wheels. For the 3.7-litre cars, like the example offered here, its 160mph top speed and 0-60 time of 6.2 seconds made it a true 'supercar' of the era.

This Mistral Spyder, Chassis #AM109/S 035, was ordered in right-hand drive making it one of just 14 examples built to this configuration by Maserati, and was finished in Argento Auteuil (silver) paintwork with a Black Connolly leather interior and Borrani spoked wheels. It was delivered to London-based Maserati Concessionaires in the late summer of 1964 and before long was on its way to Earls Court where it would sit proudly on the Maserati Stand at the 1964 Earls Court Motor Show which opened on October 21st and ran for two weeks. Following Dors' ownership, the Mistral was acquired by an Australian living in London who would then go on to export the Maserati to Australia in 1976. In 1983, ownership passed to a Mr Philip Larsson and, subsequently, to the late Clive Smith of Melbourne who was well-known for his exquisite taste in Italian cars. Between 2007 and 2013, there are numerous invoices

made out to then owner, Gary Higgins who went about rebuilding the engine and overhauled the braking system during his ownership. In 2015, the Mistral returned to the UK and was sold to its current owner in a sound useable state but not displaying the high standards of presentation with which he was familiar.

Renowned Maserati restorers, McGrath Maserati, carried out an inspection for the Spyder's new owner and consequently they were entrusted to return the car to full health and beauty. Between March 2017 and November 2019, McGrath Maserati carried out a substantial amount of work on the Mistral addressing many areas of the car including the mechanicals, bodywork and interior. The results speak for themselves, and there are details in the accompanying extensive history file showing the care and expenditure this special car has enjoyed in recent years. Supplied with a tool roll, spare wheel, jack and the aforementioned extensive history file, the Maserati Classiche documentation confirming that the original chassis and engine happily remain in place.

Silverstone Auctions are very proud to offer this special example to the market with everything in its favour; one of very few, the Motor Show Car, celebrity provenance, matching numbers, Maserati Classiche Certification and a Concours-standard presentation that is simply breathtaking.

Sir Stirling Moss



# Last Blast

"The Last Blast" short film follows the unparalleled drive of the famous Mercedes-Benz 300 SLR "722" in a London tribute to Sir Stirling Moss



According to legend: “Who do you think you are? Stirling Moss?” This, so the story goes, is what a policeman asked the British racing driver following a particularly ‘daring’ overtaking manoeuvre on the streets of London. “Yes sir, I am” was the honest reply.

There’s a nod to this legendary tale – and a number of other aspects of Moss’s life and career – in “The Last Blast”, a new short film by Mercedes-Benz Classic. A police motorcycle outrider admonishes the over-enthusiastic driver of the very Mercedes-Benz 300 SLR made famous by Moss’s win in the 1955 Mille Miglia race. As the camera zooms in on the

front wing of the bike, we see a sticker bearing the famous question.

With this, part of a police-escorted drive across central London, ‘The Last Blast’ celebrates the life of Moss, who died on 12 April 2020 at the age of 90. Filming took place at the end of September 2021 in London – where he lived for more than 60 years – yet somewhere the famous Mercedes-Benz racing car, with its legendary Mille Miglia starting number of 722, has never been driven before.

But while the Silver Arrow is the visible star of the show, there’s an invisible one, too: the late racing driver himself. In this very car, together with

**Sir Stirling Moss**





navigator Denis Jenkinson, he achieved a famous victory for Mercedes-Benz in the 1955 road race from Brescia to Rome and back. And it is in Moss's honour that the company had the straight-eight engine howl for one last blast on a drive across central London before the car is retired, returning to its permanent home in the Mercedes-Benz Museum in Stuttgart.

The result is a moving three-and-a-half minutes of film. The starting point of the drive, very early one Sunday morning, is The Temple. It then takes in the Houses of Parliament, Trafalgar Square, the Royal Automobile Club and the The Ritz hotel. On the way, "722" passes what was Sir Stirling's very own 300 SL "Gullwing" - the car in which he travelled from London to the Mille Miglia in 1955. Its drive through the city ends in front of Moss's own home in a Mayfair mews. There, his son, Elliot Moss, stands in front of the door and looks at the watch on his wrist, which his father wore for many years. It's exactly 7:22 am, the original start time of Moss and Jenkinson's Mille Miglia entry and the reason for the car's racing number. The 300 SLR rolls to a halt one final time, and its engine is switched off. This is

Mercedes-Benz Classic's tribute and thanks to Sir Stirling Moss who dedicated decades of service to the brand. And also to his family, for the unwavering support they showed him, and for their personal involvement in this very special film project.



Retro Rally Legend

# Egggtastic



We much prefer the old 131 and we don't approve of the word Metaverse, when Fiat should be keeping real for the moment the Tributo will have to do



The Abarth 131 Rally, the vehicle which captured the imagination of an entire generation of car enthusiasts, can be seen once again on roads around the world with a new look. On the fortieth anniversary of its last race, the Scorpion brand is paying homage to it with the Abarth 695 Tributo 131 Rally special series. This limited edition will be available in just 695 units throughout the globe.

The latest version of this top-of-the-range model is a tribute to Abarth's racing history. In fact, competitions have always been part of its DNA and, thanks to the technological "transfer", the most innovative solutions tested on the track to increase performance and reliability - are adopted on normal production cars, ensuring an adrenaline-filled driving experience. Therefore, the new Abarth special edition is an authentic concentration of technology under the banner of the brand's founding values: Performance and Style.

The Abarth 695 Tributo 131 Rally is equipped with a 1.4 T-jet engine which supplies 180 HP and 250 Nm of torque at 3,000 rpm. The maximum speed is 225 km/h and the acceleration from 0 to 100 km/h takes place in just 6.7 seconds. It also contains Koni FSD shock absorbers on both axles and a dedicated braking system which includes aluminum Brembo calipers and 4 pistons on the front and 305 mm and 240 mm ventilated discs on the rear.

The equipment is completed by the black 17" alloy wheels with a diamond-cut finish and the "Record Monza Sovrapposto" exhaust system—an evolution on the Record Monza system, now with four vertically overlaid terminals.

The "Spoiler ad Assetto Variabile", which can be adjustable to 12 positions, 0 with an inclination from 0° to 60°, improves cornering stability and provides greater reactivity on mixed roads. For example, at a 60° angle and a speed of 200 km/h, the aerodynamic load increases up to 42 kg.

The Abarth 695 Tributo 131 Rally has a unique and refined look, with specific references to its historical predecessor, such as the new bicolor three-layer "Blue Rally" glossy livery, which reinterprets its original color in a contemporary key. The Abarth 695 Tributo 131 Rally is the first Scorpion vehicle which contains "Easter Eggs"—tiny stylistic "gems" which the designers hide to surprise customers—like the silhouette of the 131 Rally engraved on the lower part of the car door, on the Alcantara dashboard and on the headrests of the new seats.

Specifically dedicated to this special series, the livery is embellished with a roof and uprights in black Scorpion Black. The same blue can be found on the mirror caps and some details in the interiors. "Blue Rally" and "Record Grey" monochromatic liveries are also available. Inside, the sporty characterization is confirmed by the Sabelt fabric seats with blue inserts and stitching inspired by those of the historic car but reinterpreted in a modern key.

All of this helps remind us of the legendary history of the Abarth 131 Rally, which debuted in 1976 in Group 4. Its enviable track record includes six years in the World Rally Championship (1976-1981) and victories at 18 International Rallies, three World Constructors' Champions (1977, 1978 and

**Retro Rally Legend**







1980) and two FIA Cup for Rally Drivers titles with Markku Alén and a World Drivers' Champions with Walter Röhrl.

The new Abarth range opens the doors to a world of style and performance and invites all enthusiasts to customize their fun to drive for a totally immersive experience every day. And the new campaign dedicated to the launch of the new Abarth 695 Turismo, Abarth 695 Competizione and the special Abarth 131 Tributo Rally series rests precisely on these bases. To present them to the public, the Scorpion brand has created an innovative communication campaign. Its tagline is "Augmented Performance" and it uses the visual codes and language of the metaverse, giving life to new digital catalogs and a captivating online commercial. This is the latest frontier of the digital world, where Abarth enthusiasts will be able to move at full speed between virtual and adrenaline-pumping worlds to customize their ideal car. Just as it happens in real life, where customers can easily customize their favorite Abarth model to experience incredible emotions and a driving pleasure that goes beyond the imaginary.



# Rally Good



A collection of legendary cars from Retro Rallycross will feature at the new, first-of- its-kind motorsport event 'Firle Beacon' this July 2022.



**F**irle Beacon, a brand-new Rally, Sprint and Supercar motorsport event to be held in East Sussex on 30 & 31st July 2022, is proud to confirm Retro Rallycross – a collection of legendary drivers and cars spanning the last 55 years of the motorsport – will take on the challenging Rally course as part of the two day high-octane festival. A creation of Shirley Gibson in 2010, Retro Rallycross was born out of her intention to launch a series dedicated to one of the most exciting forms of motorsport. She embarked on a mission to bring back the much-loved classics of old, inspired by memories of the sight of a Ford Escort sliding sideways around a track, to fabulous Minis going head-to-head, and the decade that many regard as the greatest; the magical, flame spitting Group B Monsters.

The Retro Rallycross fleet will demonstrate phenomenal noise, traction, and spectacle over the 2.4-mile Rally Stage course at Firle Beacon.

Drivers and cars will include:

- Rob Gibson – MG Metro 6R4

- Phil Collard – Renault 5 Turbo
- Gary Simpson – BMW M3
- Terry Moore – Mini
- Steve Harris – Ford RS 200
- Dave Halford – Audi Quattro
- James Harrold – VW Beetle
- John Cross – Lancia Delta
- Ian Flitney – Mitsubishi Subaru
- Nigel Davey – Peugeot 205

**Shirley Gibson, founder of Retro Rallycross comments,**

“Firle Beacon is one of the most exciting and refreshing new motorsport events out there. We are thrilled to be featuring at their debut festival and can't wait for the crowds to experience the exhilarating power of Rallycross, as our Retro vehicles tackle the tight corners of the village as they take on the unique and challenging Rally course. Any rally fan will not want to miss this event. It will be something to behold.”

Book tickets now to see them in action at [firlebeacon.com](http://firlebeacon.com).





# THEY DRIVE



**PUT ON YOUR FCM GLASSES**

A portrait of a woman in 18th-century attire, likely Marie Antoinette, seated in a chair. She is wearing a blue and white lace dress with a high collar and a tiara. A speech bubble is overlaid on the right side of the image, containing the text "LET THEM BUY TESLAS".

**LET THEM  
BUY TESLAS**

# EV Information InsuranceMARKET.ae



Guide: Electric Vehicles and Their Safety Ratings – <https://insurancemarket.ae/car-insurance/electric-vehicle-safety-rating-guide/>

It provides basic knowledge for first-time EV buyers and in-depth insight for more experienced EV drivers:

The types of EVs, including full electrics, plug-in hybrids, hydrogen-fuelled vehicles

How EVs work – everything from their charge port to regenerative braking

The safety ratings of EVs, explained, plus the ratings of the most popular EVs

How to charge an EV's battery safely and drive an EV more efficiently

Here are just a few of the informative stats we dive into:

In the first quarter of 2021, new EV registrations exceeded the total figure for 2017.

2and 3-wheelers (like bikes and scooters) are the most common electric vehicle, making up 44% of all the electric vehicles in the world.

The number of EVs on roads globally is expected to reach 145 million by 2030, with the ban on the sale of petrol and diesel set to come into effect the same year.

**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/>



# Call for a windfall tax on oil corporations getting stronger



BP has raked in massive underlying profits over the first three months of 2022 amid soaring energy prices, with profits of £4.9bn nearly double the same period last year.

A FairFuelUK Opinion Poll, open to all, in the last 24 hours (<https://bit.ly/3LDYyz5>), respondents were asked: **“Should Oil Corporations be subject to a Windfall Tax?”**

**5,098 have taken part by May 5, 6pm**

- For 4119 drivers of petrol and diesel vehicles, 70.3% say YES, 10.1% say NO and 19.6% don't know
- For 979 who mainly cycle or walk as a primary form of transport, 84.1% say YES, 5.9% say NO and 10% don't know.

**Howard Cox, Founder of the FairFuelUK Campaign**

**said:** “With pump prices 20p/litre higher than necessary, and BP today declaring soaring underlying profits, it goes against every ounce of my free-market soul to call for a windfall tax. But BP's oil and gas profits are a grotesque insult to those crippled by the cost of living crisis. Thousands of FairFuelUK supporters are struggling with the price of filling up their tanks and paying for their home energy bills. Meanwhile fuel supply chain businesses driven by such big oil corporations are wallowing in a lucky cash bonanza that will no doubt be passed onto shareholders who never have to ever worry about putting meals on their tables. Boris and Rishi must wake up to the cost of living crisis and implement an oil corporation windfall tax. Plus as a matter of urgency also introduce FairFuelUK APPG's long called for and much needed pump pricing watchdog, PumpWatch.”

# Free Car Mag on Electricity Cars

***BANGERTORIAL***



***Electric Knob***

<https://youtu.be/RzI-JBe9xQo>



# 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

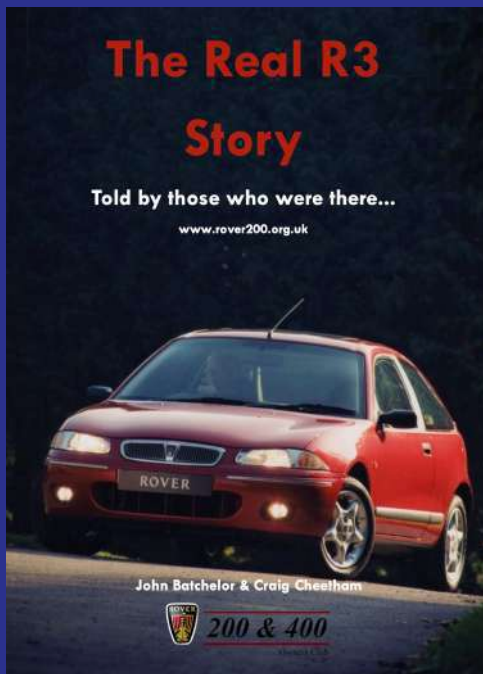
MPs, and made multiple appearances on TalkRADIO, GB News, LBC, Sky News Australia, the BBC, Channel 5. "It's been a long hard graft, but we've done it".

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

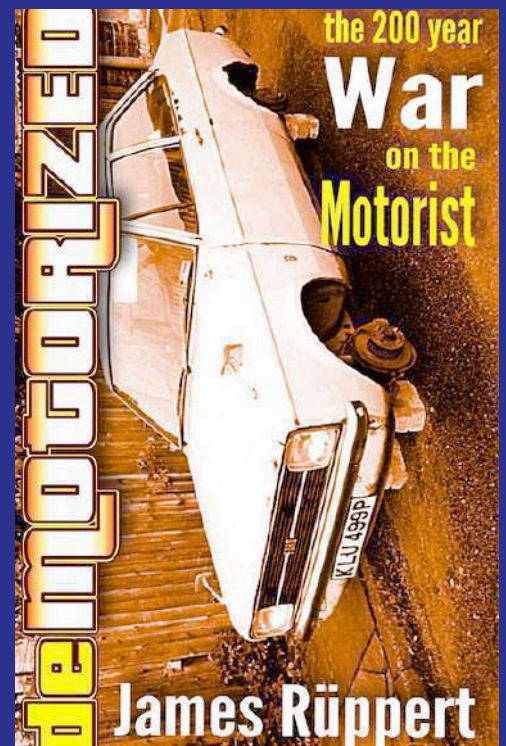
Here are books written by some of our contributors and friends. We would encourage you to go to our related [www.bangernomics.com](http://www.bangernomics.com) Site to buy books and things that supports what we do. Sticking up for the Motorist.



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>



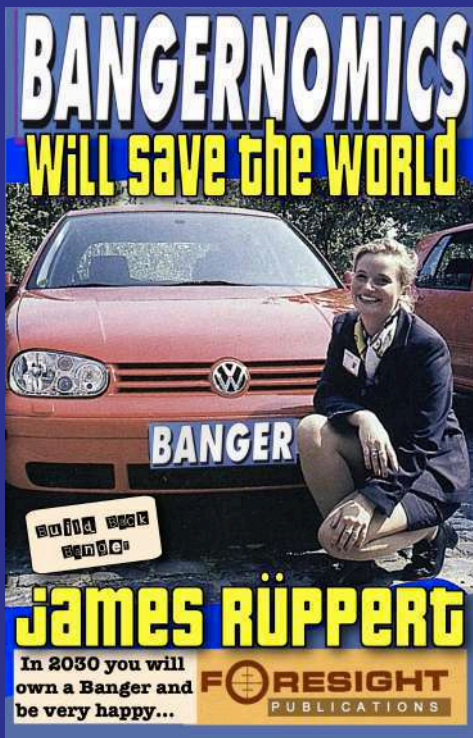
Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van,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

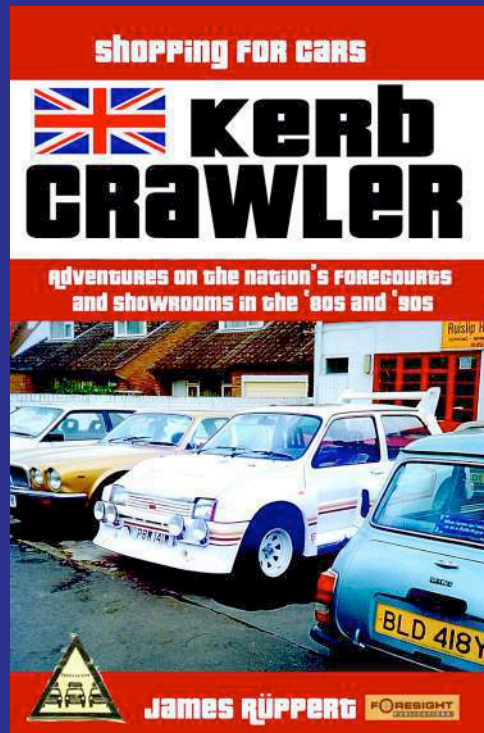
<https://www.smashwords.com/books/>



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.**

Get the digital version for £1 from...

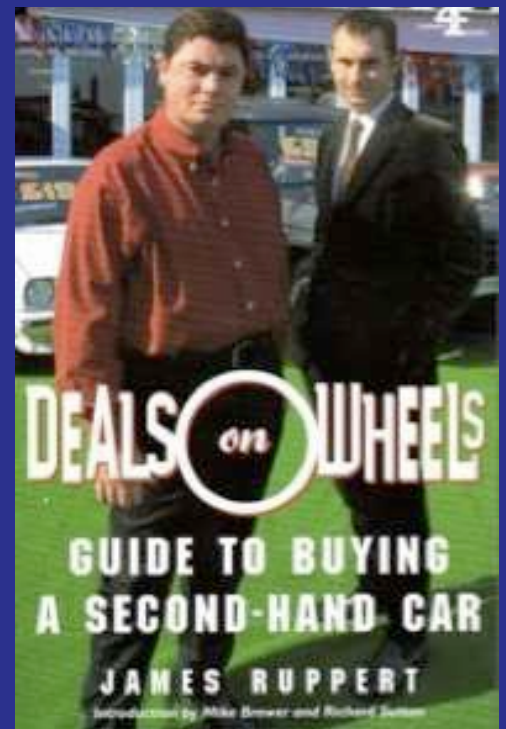
[www.bangernomics.com](http://www.bangernomics.com)



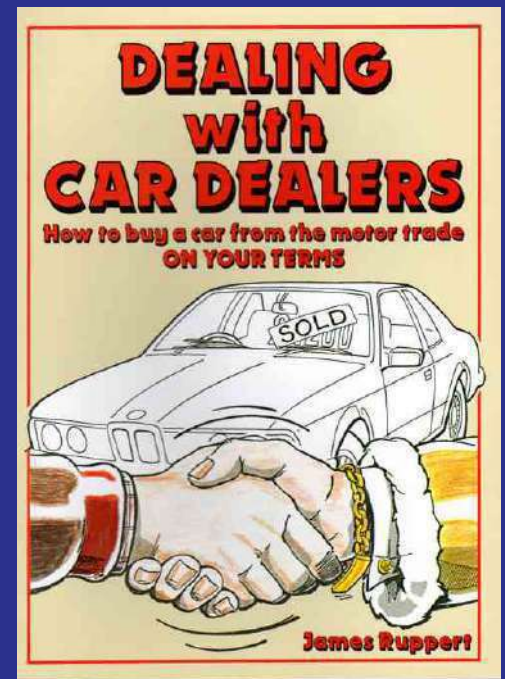
Shopping for cars can be a full time job, well it was for me anyway. In the pre Interweb age it meant actually going to look at cars for sale. It meant talking to the blokes selling the cars face to face. You learned loads lot doing it that way. With the benefit of hindsight and a time machine, some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

Get the digital version for £2 from...

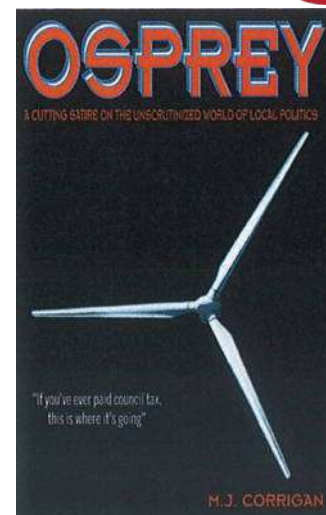
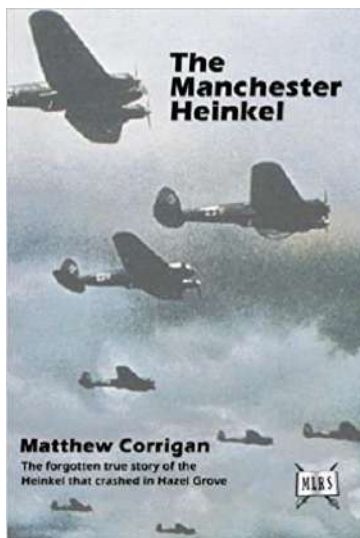
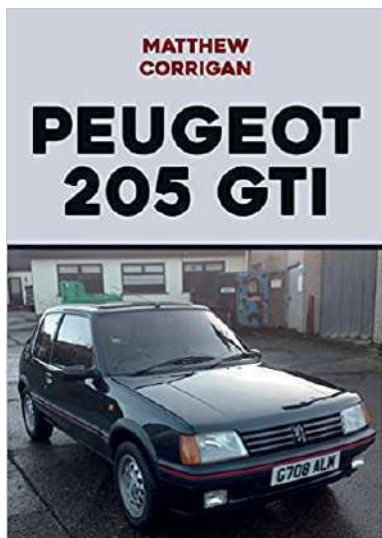
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There are more books incoming, but also some of the greatest hits from 20 years or more ago. These are printed books and there are limited numbers available.



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**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

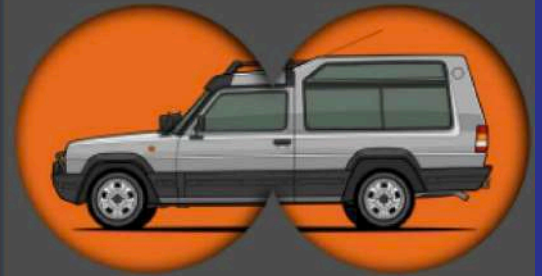
More Books by the better half of the Bangers and Classics Podcast...

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

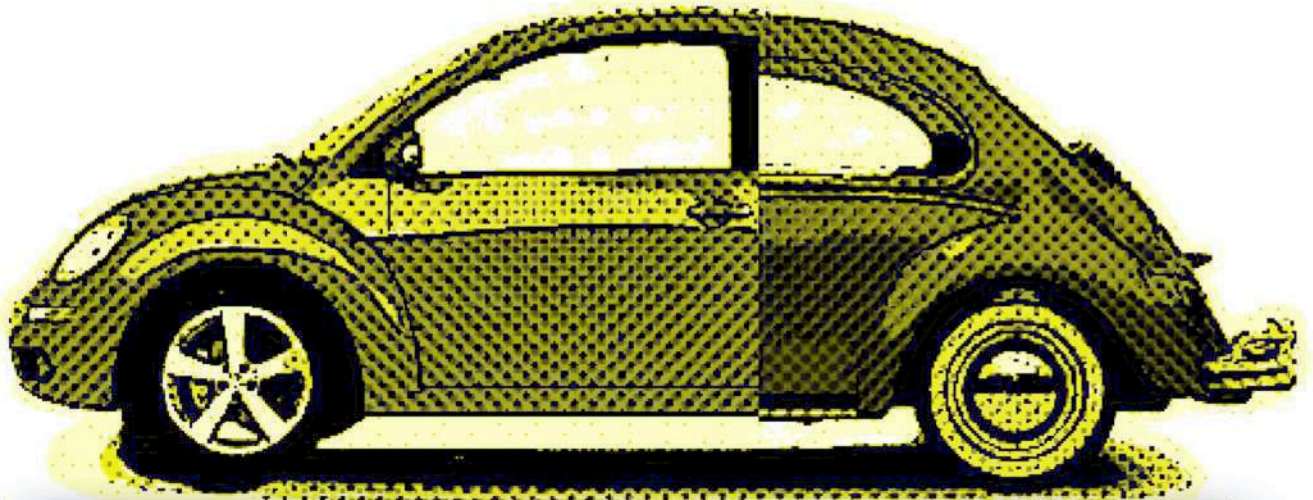


The questions, the answers, the stories...

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



# You'll drive nothing...



## ...and be happy

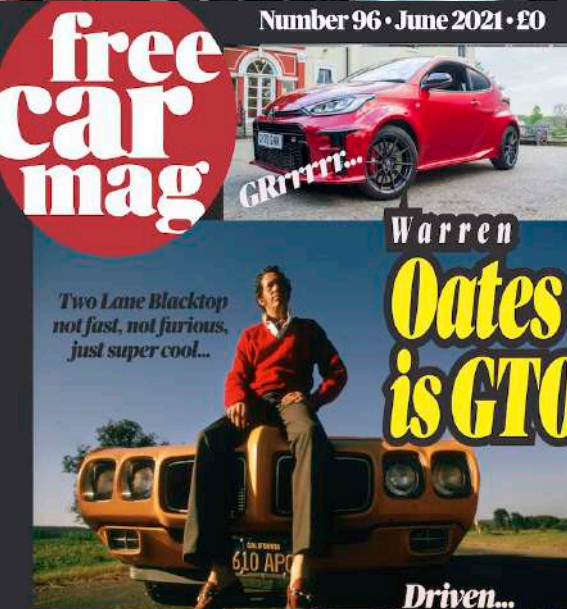
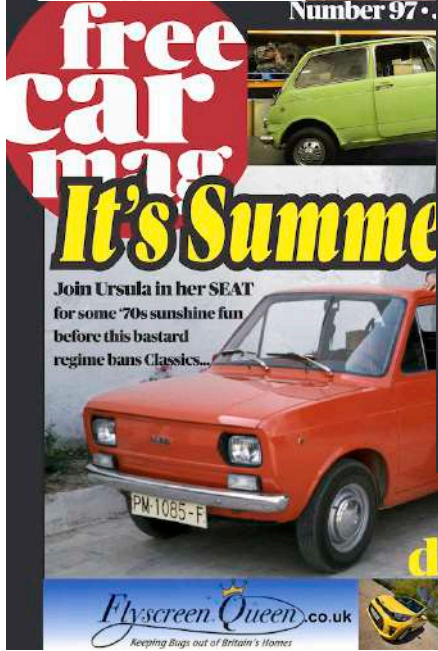
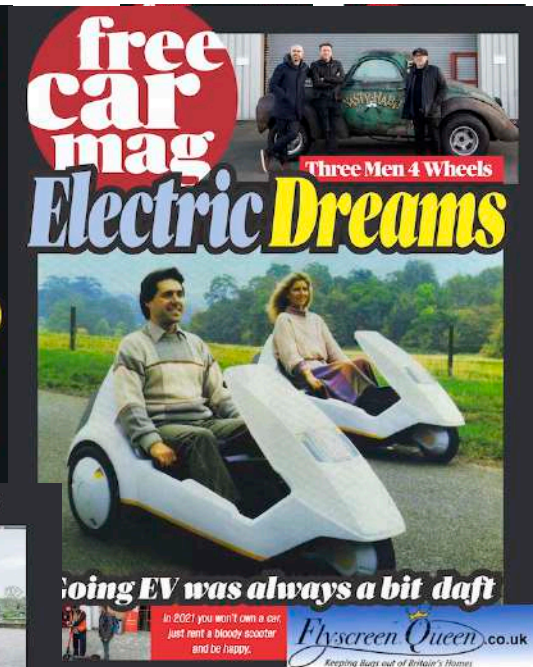
‘The Circular Cars Initiative (CCI) is a private/public sector collaboration focused on leveraging new technologies and business models to align the automotive industry with a 1.5C climate scenario.’

‘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.

# FCM 109

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...



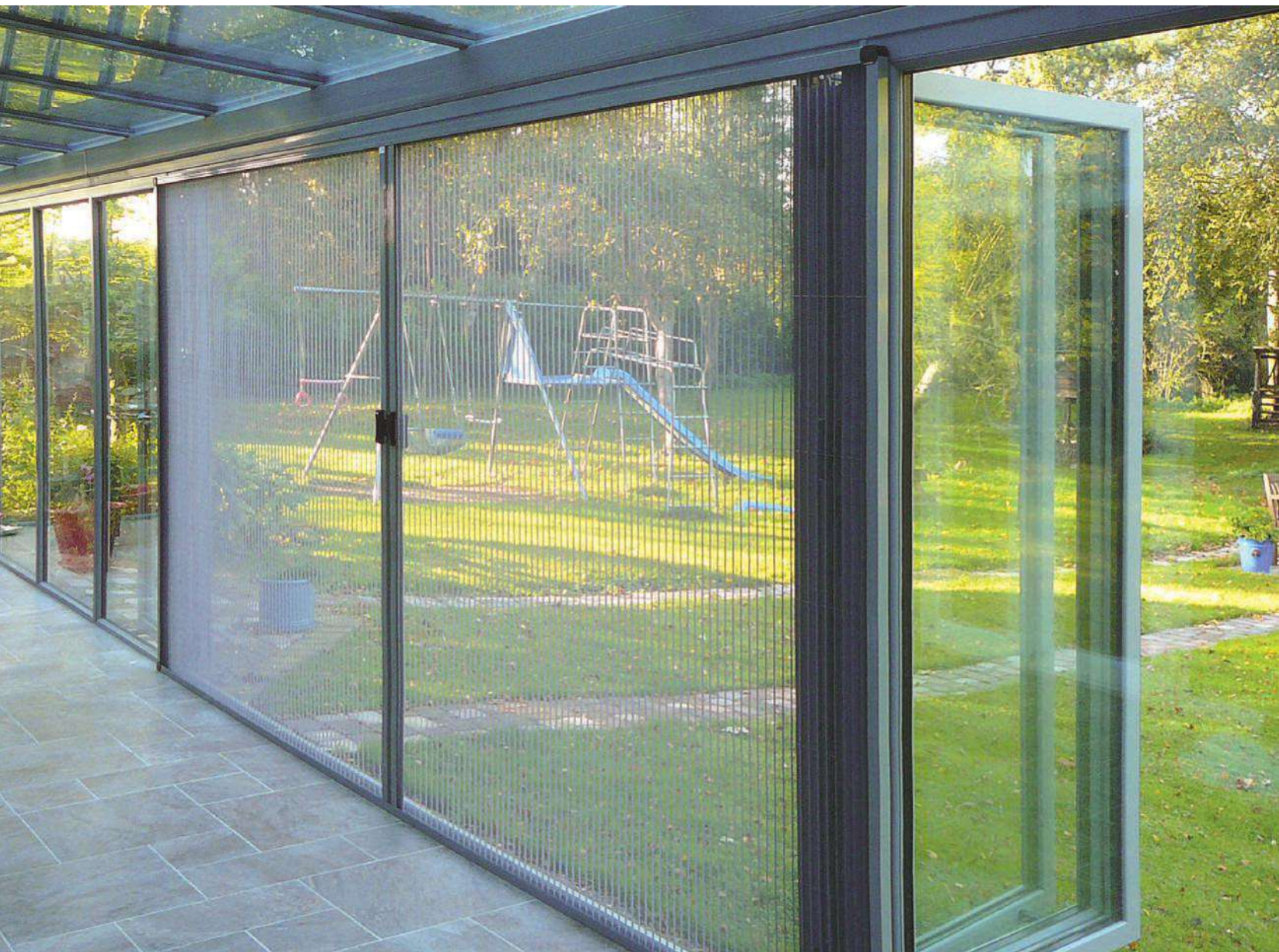
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