

Number 110 • August 2022 • £0

**free  
car  
mag**

**Dutch Farmers defy  
Government  
Tyranny**



**Paddy  
Power**

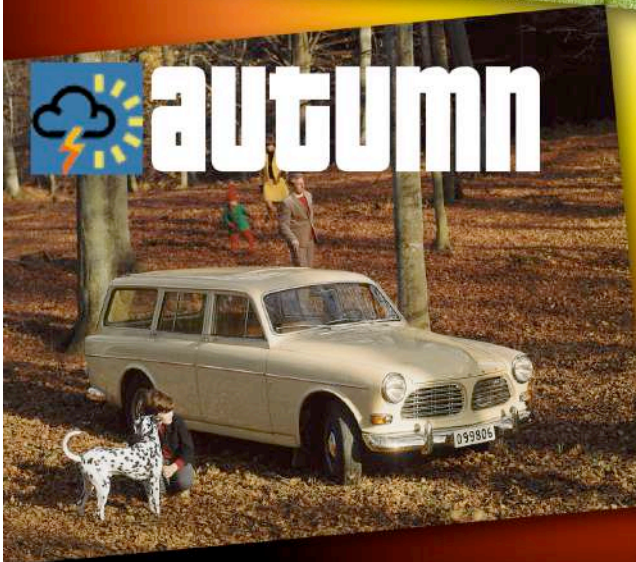
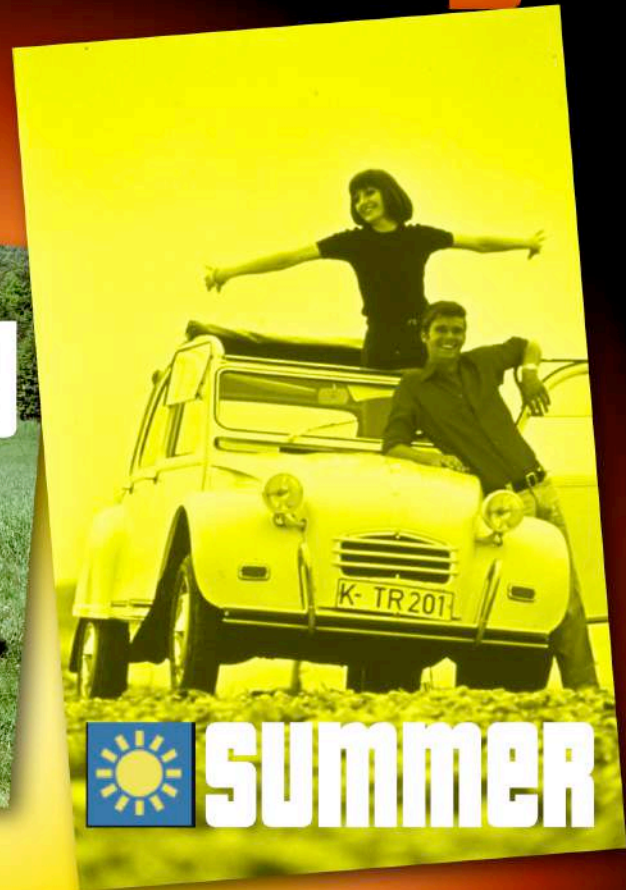


**RIP Paddy Hopkirk OBE 1933 - 2022**





**free** guide to  
**car mag** **CLIMATE change**



**maybe it's seasonal...**



NUMBER 110 / 2022



# Free editorial

Heroes are in short supply and with the passing of Paddy Hopkirk we are running out of gifted, charming, world class racing drivers. Met him once, shook his hand, we talked about, well nonsense really. He was lovely. Meanwhile, stupidly high fuel prices threaten our freedom. The resistance of Dutch farmers to Government tyranny suggest that we really should be making a noise. At least Kiran builds a lego Ferrari. See you next time...



**toad on the Road**

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

the 200 year on the Motorist

BY JAMES RUPPERT

29

TRACTORS ARE BACK IN FASHION

Police fire on Dutch farmers protesting environmental rules

HAVE YOU GOT FREEDOM BACK IN EUROPE YET, I JUST WONDERED?

www.freecarmag.com

YOUR DARLEK OVERLORDS ARE ENJOYING THE WHOLE SHOW..

THE REVOLUTION IS NOT CURRENTLY BEING TELEvised BUT YOU CAN READ ALL ABOUT IT

demotorized

James Ruppert

**James Ruppert**

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Cover Credits: BMW • Kiran Parmar • you Tube

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free  
car  
mag

The Only  
Pro Motorist  
Car Mag in the  
Universe





# Nissan Juke Hybrid

**T**he second-generation Nissan Juke, based on a new platform, was introduced in 2019, but now it also gets a new hybrid powertrain, and attending the UK media drive, we were among the first to drive it. It combines a 1.6-litre four-cylinder petrol engine with a 36kW motor and 15kW generator to provide a combined total of 141bhp and 148Nm of torque through the front wheels. This gives it 0-62mph acceleration in 10.1

seconds and a top speed of 103mph. It achieves combined fuel economy of 56.5mpg and CO2 emissions are just 114g/km.

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





# MG ZS EV



**T**he latest updated version of affordable family electric SUV, the MG ZS EV went on sale at the end of last year. The previous edition offered exceptional value, but fell a little short in the overall electric-only mileage range at just 160 miles. The new car gets a bigger 73kWh battery and a vastly improved range – claimed to be up to 273 miles now. Having said that, the

MG website actually tries to break that down depending on how you use it. Turns out 273 miles is actually pessimistic if you're mostly going to use it in traffic clogged cities, where it rises to as much as 387 miles. **Read the full review and watch the film presented by Shahzad Sheikh at [www.freecarmag.com](http://www.freecarmag.com)**





# 5,000 Mile Cappuccino



## Sells for £16,500

This UK registered car, was one of only 1,110 Cappuccinos brought to the UK market and is still in original factory configuration with no unsightly modifications or adaptations present. It is in sublime condition thanks to it being garaged for almost its entire life and only being driven for 5,205 miles. Auctioned at Car and Classic <https://www.carandclassic.com/auctions/1994-suzuki-cappuccino-n7Z5Qg>





# Rolls Royce Silver Cloud



**Auction**

**Preview**

**C**ar and Classic have a 1956 Rolls Royce Silver Cloud for auction. Starting easily and ticking over with barely a murmur the Cloud is reported to drive as it should. Having been part of a busy wedding fleet for the past 10 years it has performed faultlessly on hundreds of big occasions and is reported

to be completely reliable with no issues. I think we should bid right now, find out more details at <https://www.carandclassic.com/auctions/>





Motorsport Legend

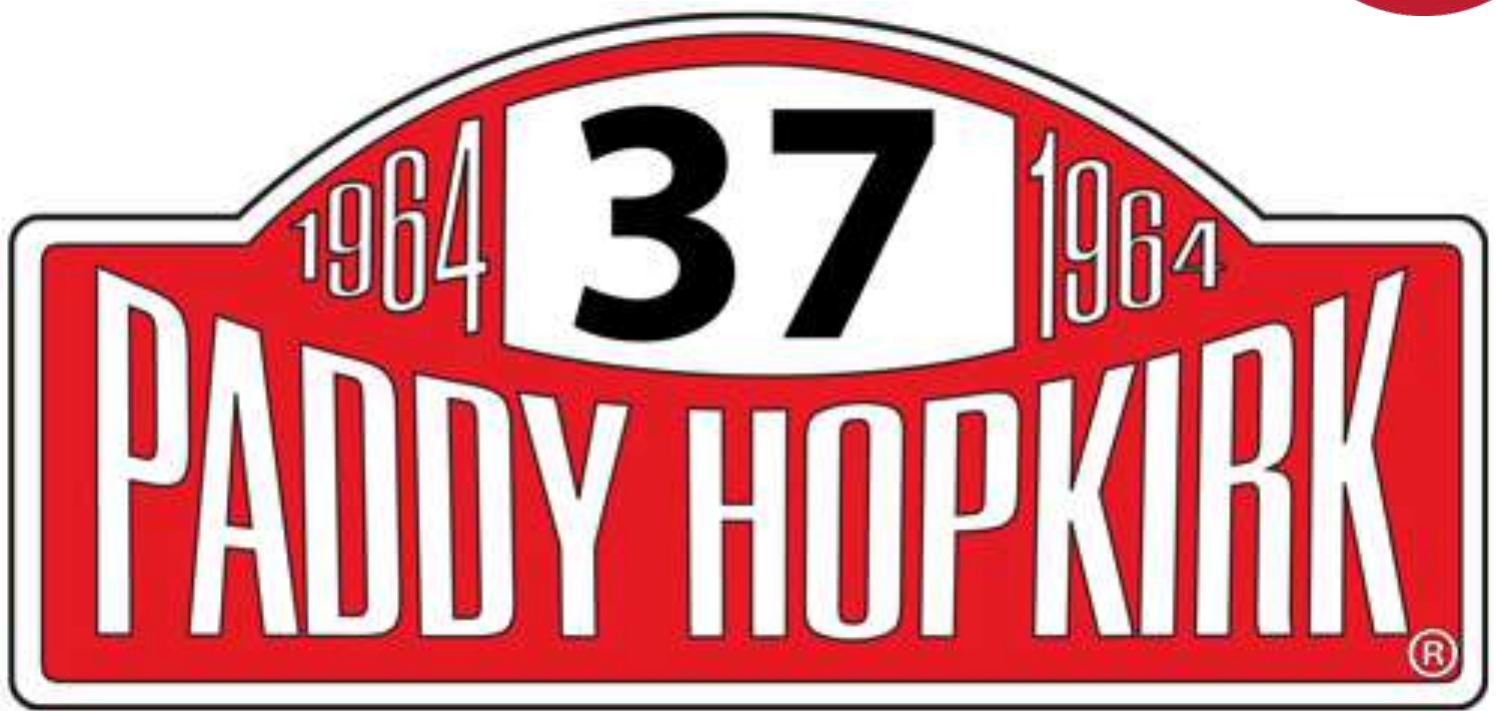
# Paddy Hopkirk



An incredible driver, businessman and personality.

ON THE FOLLOWING SPREAD





**W**hat follows is BMW's own tribute which said it all rather well. The story of the Monte Carlo Rally in the '60s defines what Hopkirk achieved and includes some great interview material and that we believe is a fitting tribute.

A successful racer and businessman, Paddy began his professional motorsport career at the Circuit of Ireland and with his first Hewison Trophy for the most successful Irish rally driver of the year. In the following decades, numerous engagements with various brands and major rallies were strung together — such as the Safari Rally, the RAC Rally, the Acropolis Rally, the Tulip Rally, the Alpine Rally and many more.

Hopkirk finished his first participation in the Monte Carlo Rally in 1962 in third place in a Sunbeam Rapier. A year later, sixth place followed with a classic Mini.

In 1964 Hopkirk finally etched himself into the motorsport history books in the classic Mini. In a dramatic duel with Swede Bo Ljungfeldt and his significantly more motorized Ford Falcon, Hopkirk delivered a showdown at the Col de Turini and finally won the overall standings, taking the first Monte victory for the Mini.

The surprise coup was celebrated frenetically in Great Britain, making the classic Mini a legend and Hopkirk the most famous rally driver overnight. The British Prime Minister sent congratulations and The Beatles sent a card with the words, "Now you're one

of us, Paddy."

But what do numbers and victories say about a person? Hopkirk was also known among colleagues, family, friends and fans as a fair sportsman. In 1968, he and his co-driver Tony Nash were in the lead at the London-Sydney marathon and stopped their Austin to free a recently injured team-member from his burning vehicle.

Today, although we must say farewell to Paddy, we know that his legacy will remain forever.





Paddy Hopkirk

# Monte Magic



A mini with HP Paddy Hopkirk's finest hour? He had loads of those but the '64 Monte Carlo Rally is also the Mini's defining





On 21 January 1964, the Mini Cooper S won the Monte Carlo Rally for the first time. It was the pairing of Northern Ireland's Patrick ("Paddy") Hopkirk and his co-driver Henry Liddon that pulled off the big surprise, resisting the supposed superiority of significantly more powerful rivals in their small British car. Its faultless run over country roads and mountain passes, ice and snow, tight corners and steep gradients laid the foundations for the underdog-turned-giant-slayer to cement itself in both the hearts of the public and the annals of motor sport legend. Indeed, the classic Mini's dominance of the Monte Carlo Rally continued over the years that followed, Hopkirk's Finnish team-mates Timo Mäkinen and Rauno Aaltonen adding two further overall victories – in 1965 and 1967 – to the British manufacturer's collection.

Paddy Hopkirk's eyes still light up when he recalls the driving qualities of his winning car: "Although the Mini was only a little family saloon, technically it had a lot of advantages. Its front-wheel drive and front-mounted transverse engine were a great advantage, and the fact the car was smaller and the roads were ploughed, they were quite narrow, so I suppose that was an advantage. We were very lucky – the car was right, everything happened at the right time and came together at the right moment."

It was the legendary "Night of the Long Knives", the penultimate stage of the Monte, which put the Mini

Cooper S with car number 37 and the now famous licence plate 33 EJB on course for victory that winter of 1964. Hopkirk crossed the finish line just 17 seconds off the pace set by his chief adversary Bo Ljungfeldt in the far more powerful V8-powered Ford Falcon. The handicap formula at the time – designed to even out the weight and power differences between the various cars – meant the classic Mini actually led the way in the overall standings. And Hopkirk defended his advantage in the sprint through the streets of Monte Carlo that rounded off the rally. At the winner's ceremony he shared the cheers of the crowd with his team-mates. Timo Mäkinen's fourth-place finish and Rauno Aaltonen's seventh overall set the seal on the success of the Mini Cooper S and ushered in the era of the "Three Musketeers" in the Monte Carlo Rally.

The classic Mini's victory was celebrated with particular excitement in its native Britain. Hopkirk received a congratulatory telegram from the British government and the Beatles were also among those leading the applause. "I got a telegram from the Beatles," remembers Hopkirk. "That was followed by the triumph of the classic Mini in the Monte was lauded as a sensation by motor sport fans around the world. But this wasn't a success that came entirely out of the blue: the small car developed by Alec Issigonis, then Deputy Technical Director at the British Motor Corporation,



**Paddy Hopkirk**







possessed an inherent sporting talent from birth. The first person to spot this potential was John Cooper. The sports car designer was the driving force behind the construction of a more powerful version of the car. The Mini produced only 34 hp at launch, but its front-wheel drive, low weight, wide track and comparatively long wheelbase made it an extremely agile four-seater and paved the way for its forays onto race circuits and rally courses.

As early as 1960, big-name racing drivers like Graham Hill, Jack Brabham and Jim Clark were spotted testing the cornering flair of the John Cooper-tuned small car on the Silverstone Formula One track. However, the classic Mini was most at home in rally racing. Patt Moss, sister of grand prix driver Stirling Moss, piloted it to wins in the Tulip Rally and Baden-Baden Rally in 1962. And by the following year, the diminutive British car was ready to burst into the public consciousness at the Monte Carlo Rally. Preceding years had been a tough learning experience for the works team, but now they would make people sit up and take notice. Rauno Aaltonen and Paddy Hopkirk drove the 55 hp Mini Cooper to a 1-2 finish in their class, which was good enough for third and sixth places overall.

It was clear that the classic Mini was better equipped than any other car to pull off the classic David vs Goliath act. John Cooper had long suspected that the car had what it took. Back in 1959 he instructed Roy Salvadori to drive a prototype to the Italian Grand Prix in Monza. The journey itself turned into a race between

Salvadori and fellow racing driver Reg Parnell at the wheel of an Aston Martin DB4. The result confirmed what Cooper had foreseen in his mind's eye: the Cooper-prepared classic Mini arrived around an hour earlier than the much more powerful Aston.

Identifiable from a distance with their tartan red bodywork and white roofs, the six small racers dispatched by the BMC works team for the Monte Carlo Rally in 1964 were – at least on paper – fighting against the tide once more. The Mini Cooper S lined up at the start for the first time. Its new four-cylinder engine now had an increased 1071cc capacity and output had also been boosted to around 90 hp. This was a lot more than in previous years but still modest in the face of competition from the likes of the Mercedes-Benz 300 SE and Ford Falcon, whose six-cylinder and V8 units had three or four times more power at their disposal.

The 33rd edition of the Monte Carlo Rally began – as was traditional at the time – with a nod to the origins of the event, the cars starting from nine European cities before converging on the French city of Reims. The Hopkirk/Liddon partnership got their journey with the Mini Cooper S under way in Minsk, while for Rauno Aaltonen and Tony Ambrose the Monte adventure started in Oslo, and Timo Mäkinen and Patrick Vanson set off from Paris. The classic Mini successfully negotiated all these journeys and all six works cars were able to take their place in the 277-strong field in Reims. The first stage of the rally to Saint-Claude brought together the two cars which were to define the 1964 Monte from start to finish. Bo Ljungfeldt roared to the top





of the time sheets in his Ford Falcon, but Paddy Hopkirk remained hot on his heels in his Mini Cooper S

The next leg of the rally was made up largely of mile-long flat-out sections, but Hopkirk refused to let his big-engined rivals build up a decisive advantage. The “Night of the Long Knives” would become the day of reckoning; this was the classic Mini’s chance to demonstrate its talents to the full. “It was quite snowy that year, so we had done a lot of practising and preparing,” explains Hopkirk. “The Mini was particularly good downhill, and all the tests were up and downhill, so what we lost going up, I think we made up for going downhill.”

Irresistible handling, correct tyre choice, Hopkirk’s gifts at the wheel and the snow – which slowed the bigger cars down – all came together and ensured that Hopkirk was able to take over the lead on the 1,607-metre (5,270 ft) Col de Turini. However, it remained a tight contest all the way to the finish, with Bo Ljungfeldt, as expected, again posting the fastest time on the final stage through Monte Carlo. However, Hopkirk was also squeezing everything from his Mini Cooper S once again and hung onto his advantage to wrap up the win. “It’s not like rallying today when you know where you are. I had to do the final circuit, then the journalists told me I had won and I couldn’t believe it. It surprised the world and us, so it was very nice,” recalls Hopkirk.

The following year Timo Mäkinen and co-driver Paul Easter ensured the classic Mini would retain its title. They were helped by a new engine with capacity increased to 1275cc, but it was the Scandinavian’s

driving skill that landed the decisive blow. Mäkinen was the only driver to remain penalty-point-free throughout the rally distance, despite the fact that the 1965 Monte Carlo Rally was providing one of the most exacting tests in the history of the event. Epic levels of snow and ice made the going seriously tough, but that didn’t stop the organisers including a second night stage through the Maritime Alps in the programme. Mäkinen and his Mini Cooper S appeared impervious to the deteriorating conditions. The Finn won five of the six special stages on the final leg of the rally and finished the event with a handsome margin over the second-placed car.

The most impressive and also most dramatic Monte Carlo Rally for the “Three Musketeers” was to follow in 1966. Mäkinen, Aaltonen and Hopkirk dominated the event from the start, and it was in this order that they completed a clean sweep of the top three positions overall at the finish. Public enthusiasm for the quicksilver classic Minis appeared to be boundless – as was the disappointment when the French race commissioners revealed their decision to disqualify the trio on account of lights that allegedly did not conform with official regulations. This was also the reason given for removing the fourth-placed Lotus Cortina from the classification, which meant that the Finnish Citroën driver Pauli Toivonen was crowned the winner.

The dream of a Monte hat-trick lay in tatters, but the “Three Musketeers” resolved to return at the earliest opportunity. In the winter of 1967 Hopkirk, Mäkinen and Aaltonen lined up alongside two other BMC works teams for the Monte Carlo Rally. And this time neither the rules





nor the other cars could stand between the Mini Cooper S and victory. Rauno Aaltonen was joined by Henry Liddon – Paddy Hopkirk's co-driver from the successful 1964 Monte – for his latest assault on the rally. The Finnish-British team clicked straight into gear. Aaltonen guided the classic Mini to what was this time an undisputed victory with 12 seconds to spare. And nobody was more pleased for the duo than Hopkirk: "Henry Liddon was really an outstanding co-driver. But the co-drivers never got enough credit, you know. They did a fantastic job in reading the notes and they were the office manager of the car."

Hopkirk finished the 1967 Monte Carlo Rally in sixth place and also drove the classic Mini to fifth overall the following year. Aaltonen was third in 1968. However, the era of the small car that stormed to the summit of rally racing was clearly approaching an end. Its rivals had grown just too powerful and the sporting zenith of the classic Mini was now behind it. Memories of that famous triumph in the winter of 1964 will forever burn bright and the "Three Musketeers" have written an indelible chapter into the history of motor sport. As for distinctive headlight solutions, such as incurred the wrath of the powers- that-be back in 1966, they also live on as some of the most popular Original MINI Accessories – from black headlight housing and the evocative spotlights fronting the radiator grille to retrofit xenon headlights.





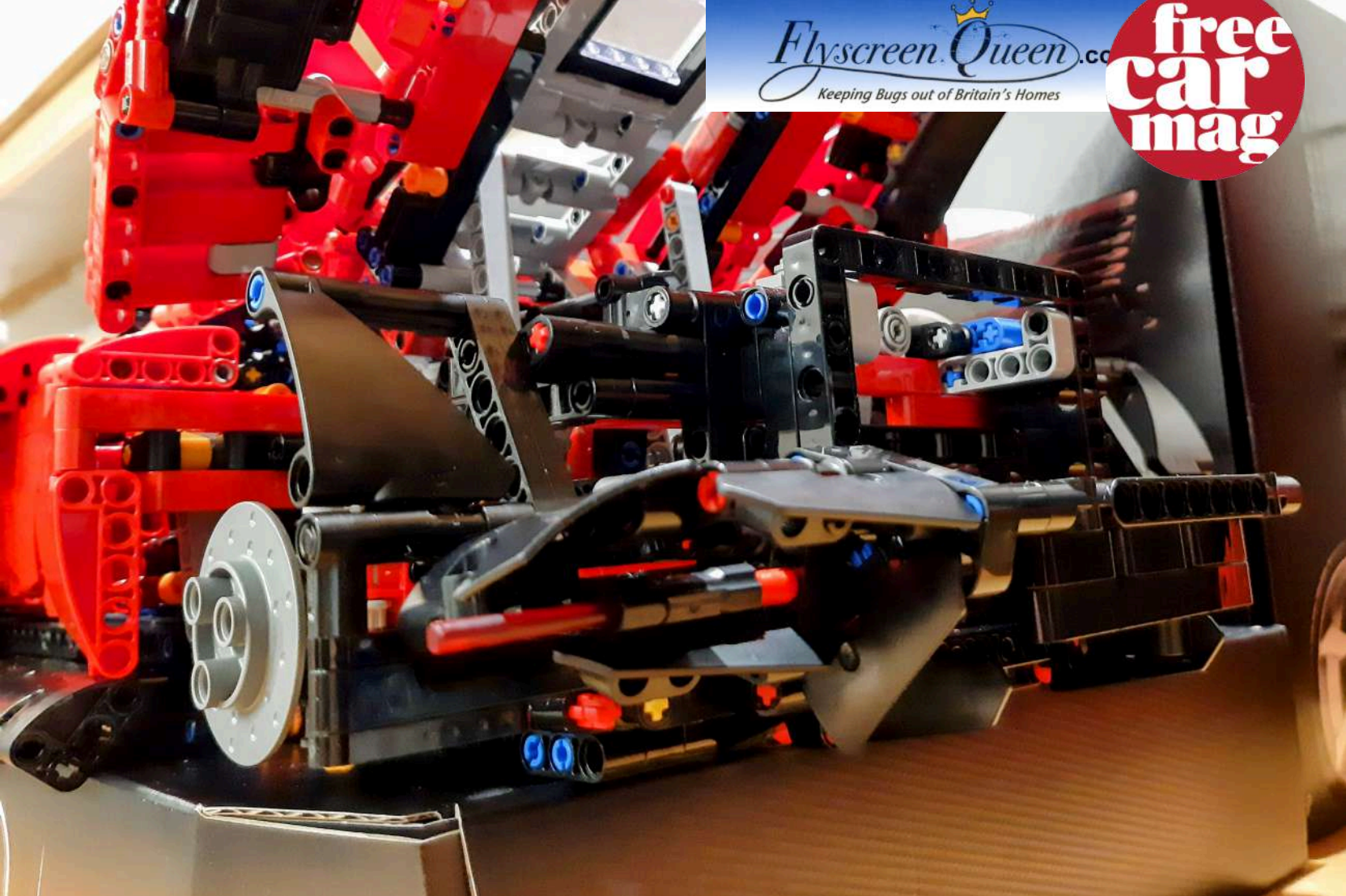


Lego Technics

# BrickFerrari

Kiran Parmar takes on a huge challenge by putting together a Lego Technic Ferrari SP3. It is more difficult than it looks and here is the full build with top tips if you want to follow Kiran's example





**A**t Free Car Mag we like cars and we like working on cars, so as you can imagine, when we received an invite to build a Ferrari, we grabbed it with both hands. Just one thing, it wasn't a real, full size road going Ferrari but in fact a fabulous 1:8 scale Lego Technic model we could build in the comfort of our home.

If you are familiar with the 'Technic' branch of Lego, you will know that it is the most advanced form of Lego which is designed for older children and adults. The larger Technic models can take weeks to complete due to hundreds of tiny components that all have to be assembled precisely, with patience and care. Having completed a Technic model previously I was excited to get stuck in, then I saw the book, in fact books! There are two rather beautiful and slightly overwhelming building manuals presented in the box. Speaking of the box; it is a work of art in its own right.

The Ferrari Daytona SP3 Lego model is seriously impressive and one of the most sophisticated Technic models developed to date. It features a working seven speed paddle shift gearbox, gear lever shifter for the drive modes (reverse, neutral and drive), a 'V12' engine with moving pistons, butterfly doors which can be opened by pressing a secret yellow 'button' under the engine bay, working steering, removable targa roof, fully functioning suspension, two-wheel drive with drive

shafts operating the rear wheels, and opening engine bay cover and front boot lid.

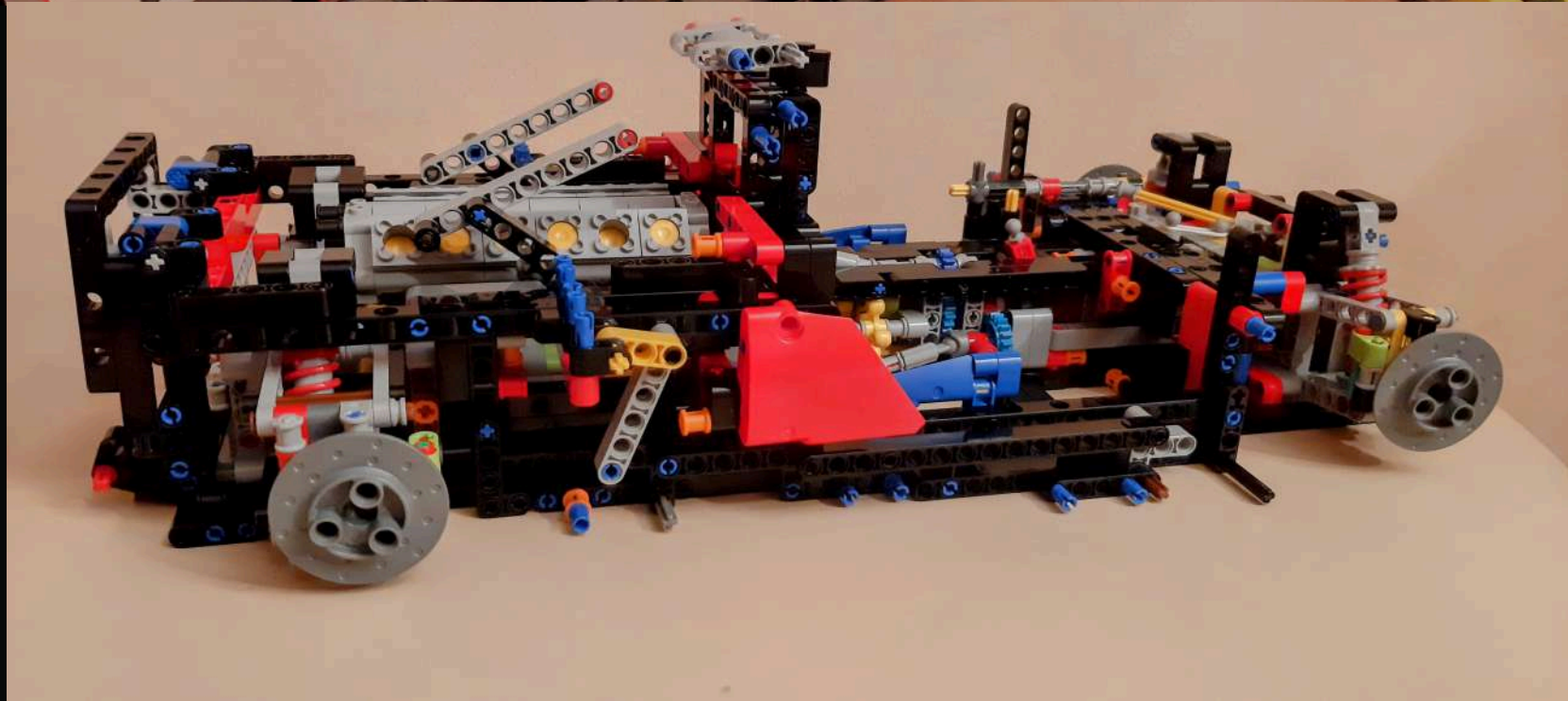
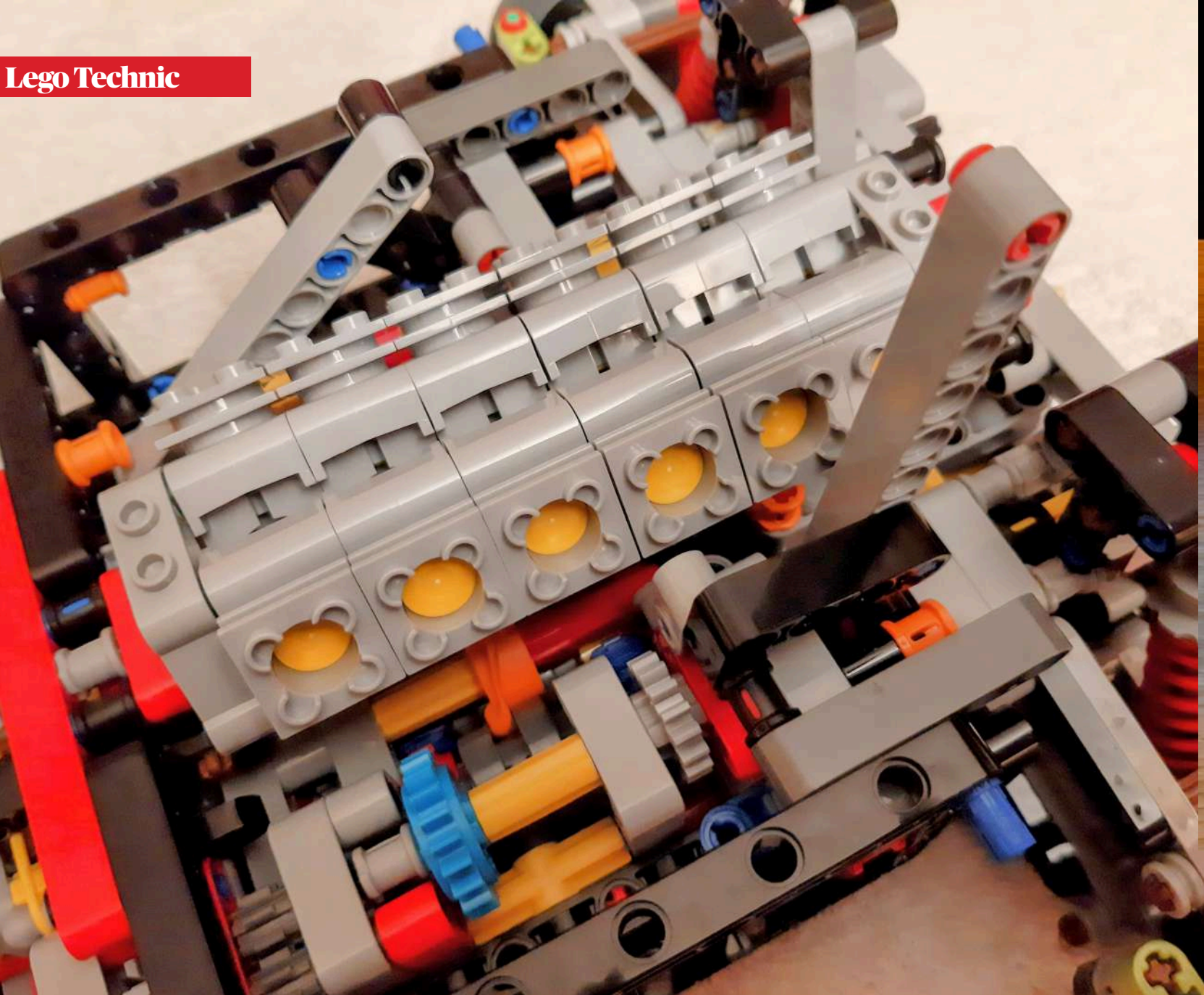
One of my favourite features on the car are the custom-made wheels; the attention to detail is so great that the driver's side and passenger side have their own unique set just like the real car and even the tyre tread pattern was carefully considered and approved by Ferrari to ensure they are as close to real life as possible.

Lego's creation of this model was quite a challenge during the early stages as the Lego design team were unable to see the actual car as Ferrari were still developing the Daytona SP3 and the project was still very much secret. As a result, they had to go purely on images and feedback from Ferrari. The real Daytona SP3 body features beautiful, spectacular curves and Lego worked very hard to recreate those curves using contoured plastic pieces whilst maintaining the Lego DNA.

In addition, Lego studied how Ferrari assembled the actual car in Maranello in Italy and reproduced, as much as possible, those same steps, so when you build your kit at home, it feels like you are seeing the car being assembled in the factory.

My top tips for building this model are to purchase a few organizer boxes and carefully pour all the pieces out of the little plastic bags into an ice cream





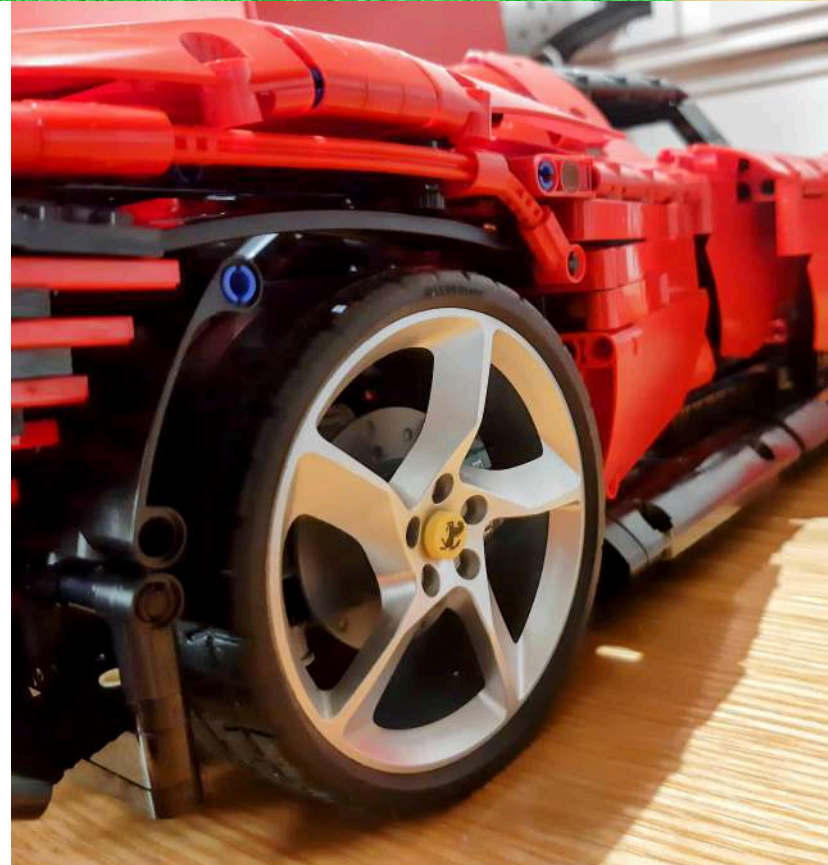




tub first and then separate all the pieces to the organizer boxes so you can find the pieces easily. Tweezers are very handy for picking parts and fitting parts where your fingers can't easily reach, and needle-nose pliers come in handy if you have made a mistake and you need to pull a pin out. Follow the instructions carefully and only open the appropriate bags when the instructions tell you to, take your time and enjoy the process. Also watch a couple of YouTube videos before you start, there is a large community of Technic enthusiasts out there who give you helpful tips on many builds.

The actual car will be built in limited numbers, only 599 to be exact with a price tag of over two million Euros, and as you may have guessed they are all already sold. The Lego version costs significantly less at £349.99 and you can get yours here: <https://www.lego.com/en-gb/product/ferrari-daytona-sp3-42143>

If you are looking for a fun and educational project this summer for the kids or perhaps for yourself, then look no further; bring the Ferrari factory to your living room and get building!





Classic Cars

# ***Love Letter to a Pug...***



Matthew Corrigan explains what makes classic cars great...



Lately, it has been all but impossible to escape the growing malaise that is settling, shroud-like upon the shoulders of our fracturing nation. No matter how much we try to deny it, we all know the coming economic consequences of the Great Overreaction will be biblical in scale; the dark shadows of war over several potential world hotspots are sharpening and both food and energy are soon to be in short supply. And then there's the Government. I have an extended vocabulary with which to describe the abysmal administration that currently holds the reins. Good taste, however (okay, the editor) forbids me to use it. Not that the dismal Muppet Show tribute act on the opposition benches would help matters any. We are, in short, screwed.

Time, I reasoned, to have a little fun. I decided to at least try to do something to put a smile back on my face. My Peugeot 205 GTI was laid up at Christmas having failed its MOT. Last month, with the days visibly lengthening and the mercury starting to rise, I took it back to the garage. A few days later, having had a bit of welding and some work on the brakes, I got the call. It was ready.

The garage is a couple of miles away. Walking to collect it, the sun was beating down and the spring lambs gambolled freely in the fields. A group of three or four bikers roared past, a high performance blur of primary colours and improbably fat rear tyres. No doubt off to take advantage of the weather for the first time this year. It was that kind of day. Optimism, incredibly, was in the air.

I basically handed my wallet over at the garage and climbed into the car. Recently, with times being as hard as they are, I've been harbouring dark thoughts about selling the 205. It barely turns a wheel these days and I could really, really use the money.

Twenty seconds was all it took to purge such ridiculous notions from my mind. The short drive home was a delight. I had serviced the car ahead of it going in for its MOT work and everything felt just right. Sell it - who was I kidding? I've owned that car since the nineties. It would be like selling the dog. The upcoming sunny long weekend was going to be great.

Next morning, having covered all of 5000 miles since it was changed in 2016, the bastard alternator broke.





**Both Net Zero Fans**



**Followers not Leaders**







## Ultra Low Emission Zones will affect YOU...



**...but not in the way you may think. Big Drain on your pocket: Little or no difference to air quality (1).**

Many are complacent about Sadiq Khan's proposed extension to the London ULEZ to all of Greater London as they have compliant vehicles. They should be worried. ABD spokesman Duncan White explains: "Whilst ULEZ currently affects mainly older diesels or petrol vehicles, do not be fooled into thinking this will last. As soon as the system is in place there will inevitably be moves to tighten the rules. Your compliant car could soon be the next target of daily charges. Indeed we expect all petrol and diesel cars to eventually be included."

Duncan White continued: "Do not assume this is just a London issue. Mayors and councils all over the country are closely watching this scheme with eager eyes".

The ABD urges drivers everywhere to use their voice now and object before this scheme creeps to every city, town and even village.

In conjunction with FairFuel UK we have made it easier for you to express your opposition to these punitive plans via a templated email. Please enter your contact details below, whether you live in, or only visit London. You can edit or add to the email's content as well. Once you are happy with your email, click on the 'SEND' Button. <https://fairfueluk.eaction.org.uk/Fight-ULEZs>

**Link to Petition:** <https://www.change.org/p/stop-sadiq-khan-expanding-the-ulez-to-all-the-london-borough-2023?signed=true>

(1) ULEZ contributes marginally to cleaner air: <https://www.imperial.ac.uk/news/231894/london-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/>





# CMA Pump Price Inquiry



A firm message to the Govt: Kwasi Kwarteng's ask of the CMA to investigate fair pricing at the pumps must be the most detailed examination of the fuel supply chain's secretive and chronic manipulation of petrol and diesel prices, ever carried out. That means no whitewash, get it right this time, please! And at the same time cut Fuel Duty by 20p !!!

It must not end up like a similar OFT (now the CMA) fuel supply chain enquiry I helped to commission back in 2013. That one turned out to be nothing but a whitewash. They concluded: "The evidence gathered suggests that at a national level, competition is working well in the UK road fuel sector." That conclusion was absolute bunkum back in 2013 as any driver will contest. It's critical that this brand-new 2022 enquiry must ask the right questions to all involved in the cost of filling up, not just the retailers.

We await an invitation to give evidence. Our data shows the depth of the unmitigated greed. Notwithstanding there are indeed a few unscrupulous retailers, the vast majority are being held to ransom by the branded oil businesses and those multiple forecourt owners further up the fuel supply chain. I guarantee, if they do their job properly, the CMA will show that the majority of the small independent garage owners are making very little profit dispensing fuel. Many are even making a loss selling petrol and diesel.

One Kent garage owner told FairFuelUK: "I make £750 from fuel sales each week, but it costs me £850 for me to employ staff in my small shop."

A Bristol retailer said: "Last week, I sold 22705 litres and made £1066 (out of £37000 ex VAT) profit on fuel, before card costs or any other expenses, AND I'm accused of profiteering by stupid out of touch motoring associations? Yes, we earn from the shop - if we didn't, we would be bankrupt!"

Howard Cox said: "Small independent retailers are on tight margins and restrictive contracts controlled by ruthless oil companies, refineries, and wholesalers. Stop blaming these struggling small businesses and work with us at FairFuelUK to expose the collusion, racketeering and greedy profiteering further up the fuel supply chain. The CMA must not leave any fuel pricing decision point unexamined, every part of the process must be revealed." Howard Cox, Founder of FairFuelUK. The CMA must look at the plethora of rip off pricing issues over decades such as this latest example (see graph below), that shows since June 1st wholesale prices for petrol have fallen over 7p per litre yet filling up costs have risen over 16p. And this one: In March oil prices fell 40% in Sterling, yet in the same 4 weeks period, average petrol prices at the forecourts rose 4% and diesel by 9%. Go figure!



# Free Car Mag on disappearing '90s Cars

***BANGERTORIAL***



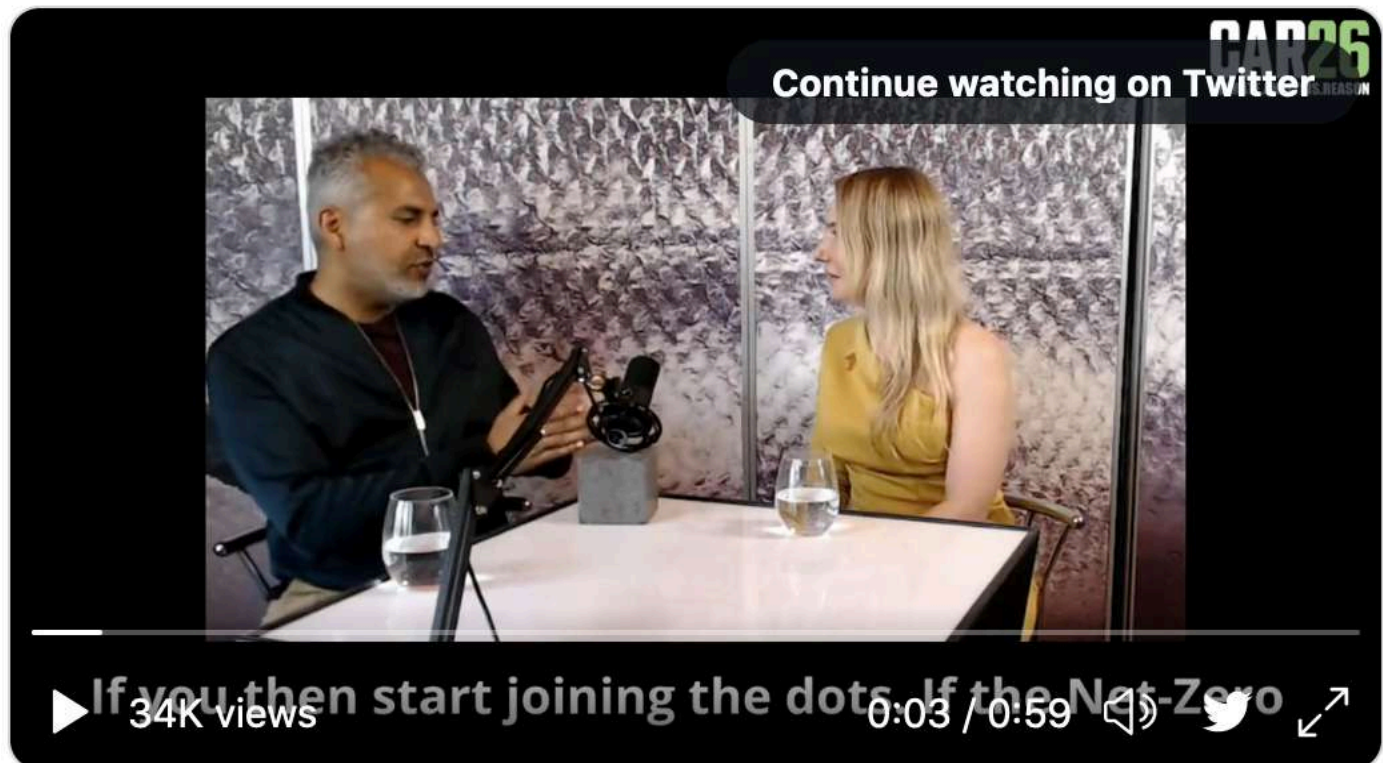
***'90s Carpedia***

<https://youtu.be/-DAzftymIEQ>



# CAR26 Director Lois Perry interviews Maajid Nawaz about Net-Zero Being used for Social Control

CAR26 director Lois Perry interviewed Maajid Nawaz at Forman's, Fish Island, London about how Net-Zero is to be used as a measure of social control linked to digital identities and digital currencies.

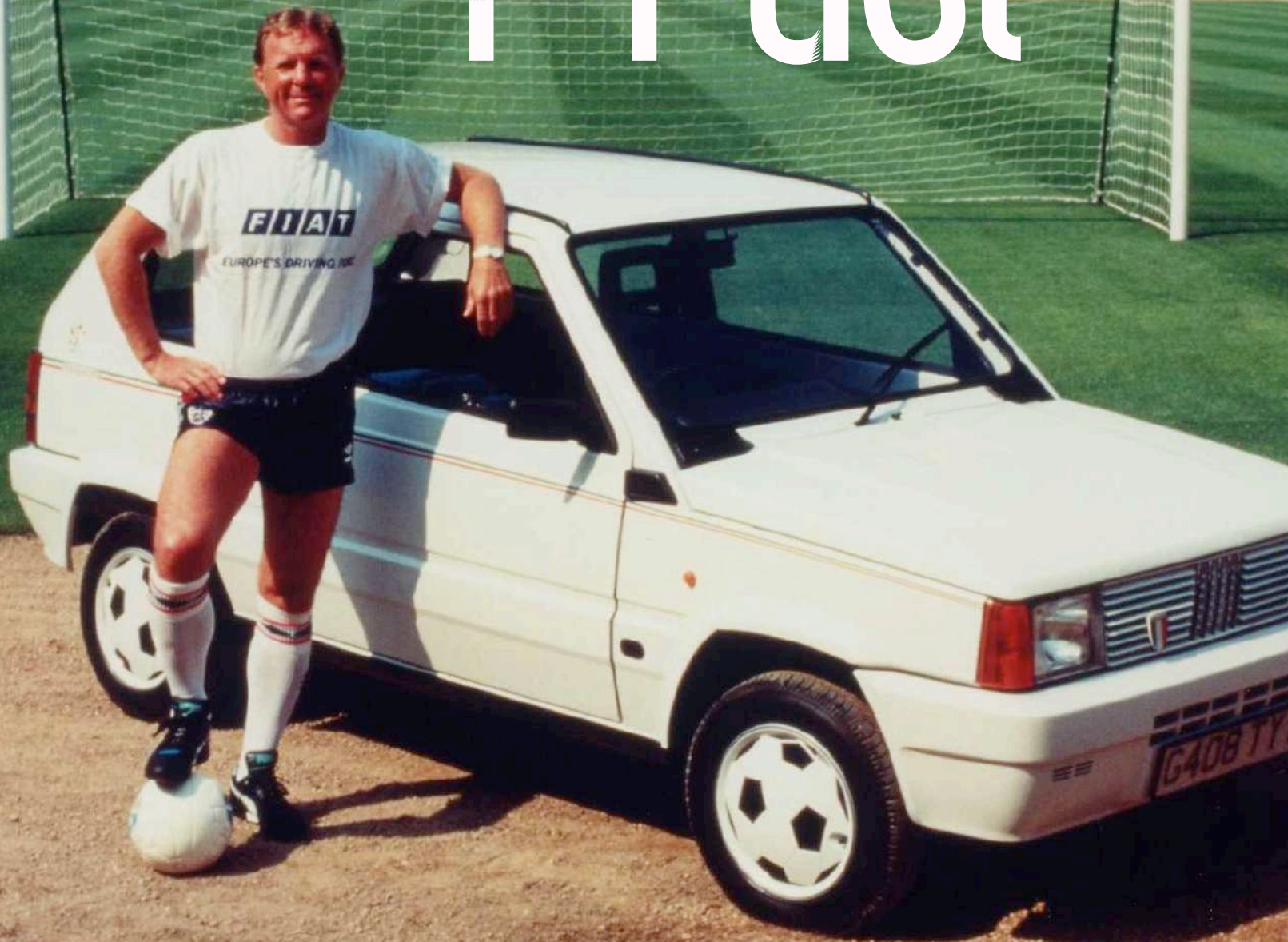


<https://youtube.com/watch?v=r0cdt4S/>



Driving to Hell and Back

# Football + Fuel



Free Car Mag won't be driving to the World Cup which is being played in the brutal undemocratic country. If we did Choose my Car have a useful map and a guide to fuel prices on the journey which is rather interesting. Are we being ripped off?



# Road Trip to Qatar





## Driving to Hell and Back







# Road Trip to Qatar

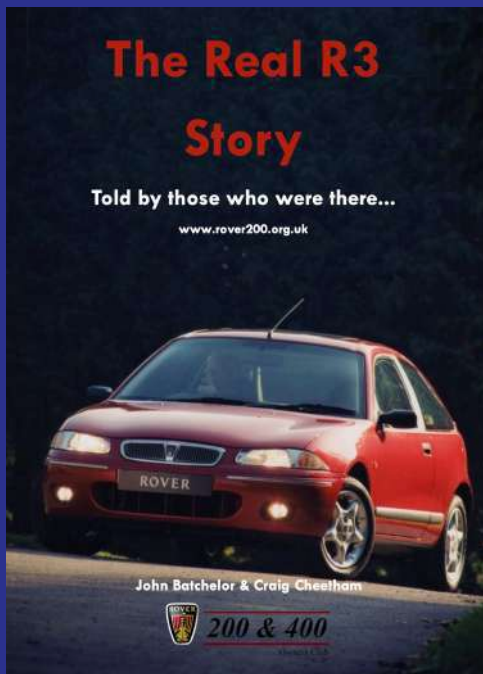
## Fuel Prices On Route To Qatar

Country	Diesel Cost Per Litre	Country	Diesel Cost Per Litre
England	£2.00	Turkey	£1.35
France	£1.83	Syria	£0.11
Belgium	£1.85	Jordan	£0.80
Germany	£1.76	Saudi	£0.14
Austria	£1.79	Qatar	£0.47
Hungary	£1.75	Croatia (way back)	£1.70
Serbia	£1.56	Slovenia (way back)	£1.62
Bulgaria	£1.49		



## FCM Book Club

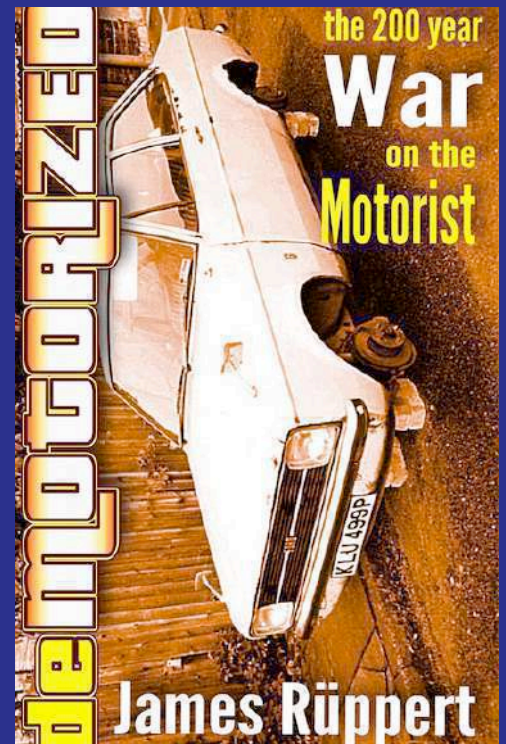
Here are books written by some of our contributors and friends. We would encourage you to go to our related [www.bangernomics.com](http://www.bangernomics.com) Site to buy books and things that supports what we do. Sticking up for the Motorist.



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.

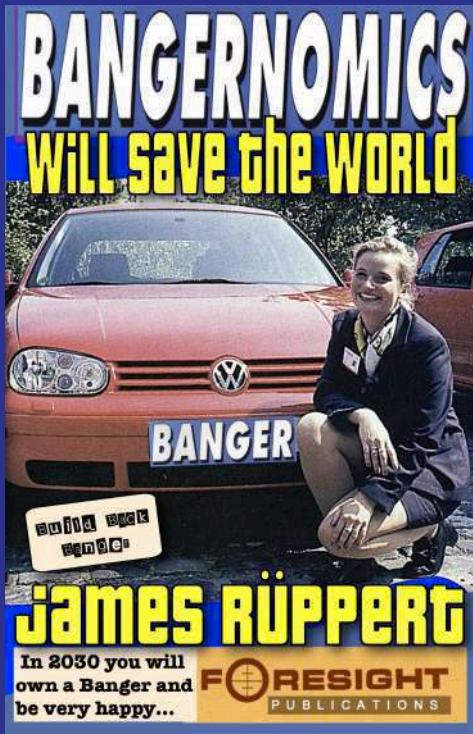


This is the not quite definitive history of how parking became an industry, governments overtaxed motorists, carmakers lied about how safe and environmentally friendly they were and tested their emissions on monkeys and humans. Also why robot cars are so dangerous and electric cars are not the answer.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

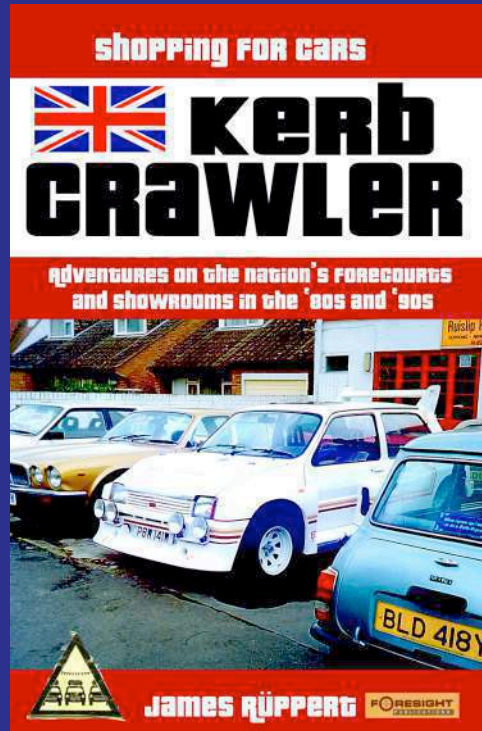




The world of motoring is in a desperate crisis. Demonised, despised and attacked from every wrong thinking government, local authority, pressure group and even car manufacturers themselves. Bangernomics is here to bring motoring back to the masses, saving time, money and automotive headaches. James Ruppert 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...

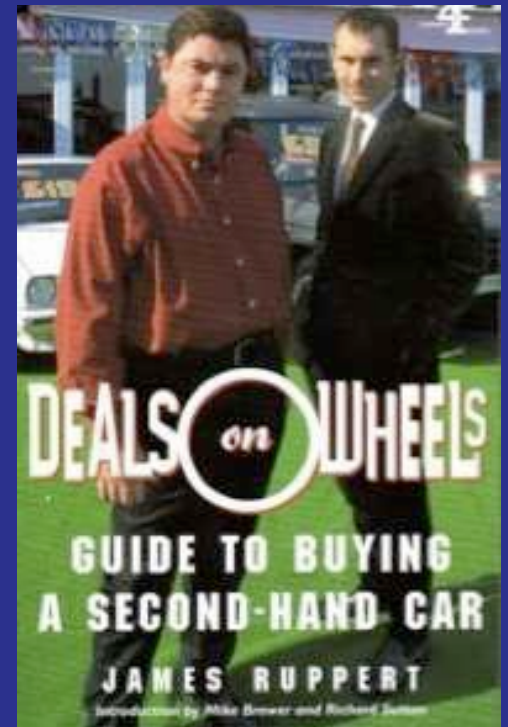
[www.bangernomics.com](http://www.bangernomics.com)



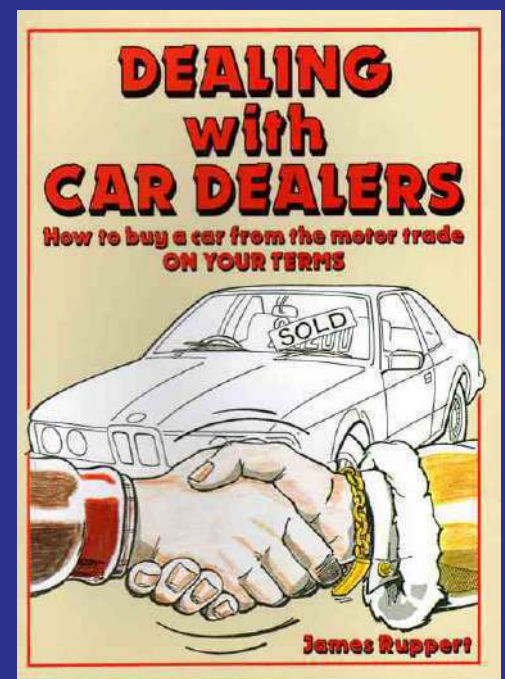
Shopping for cars can be a full time job, well it was for me anyway. In the pre Interweb age it meant actually going to look at cars for sale. It meant talking to the blokes selling the cars face to face. You learned loads lot doing it that way. With the benefit of hindsight and a time machine, some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

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

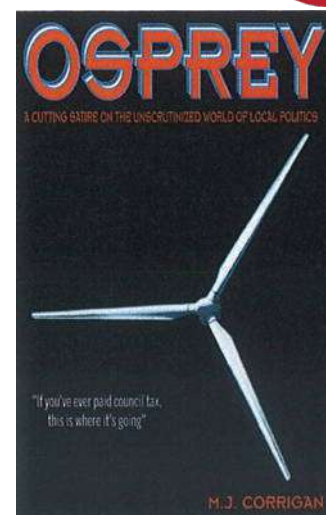


There are more books incoming, but also some of the greatest hits from 20 years or more ago. These are printed books and there are limited numbers available.



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

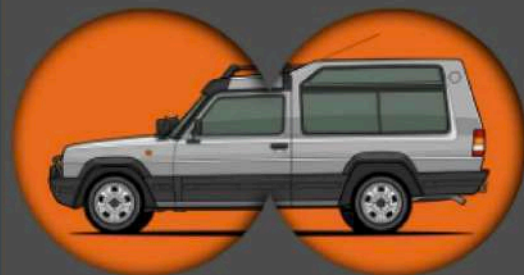
More Books by the better half of the Bangers and Classics Podcast...

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



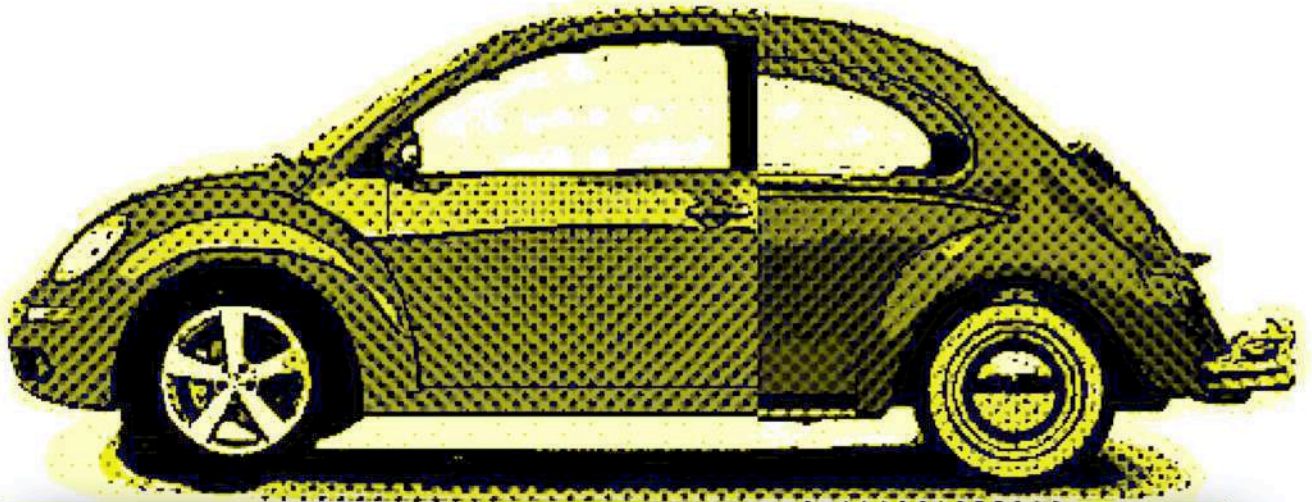
The questions, the answers, the stories...

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.

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



 YouTube

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



 YouTube



# 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'

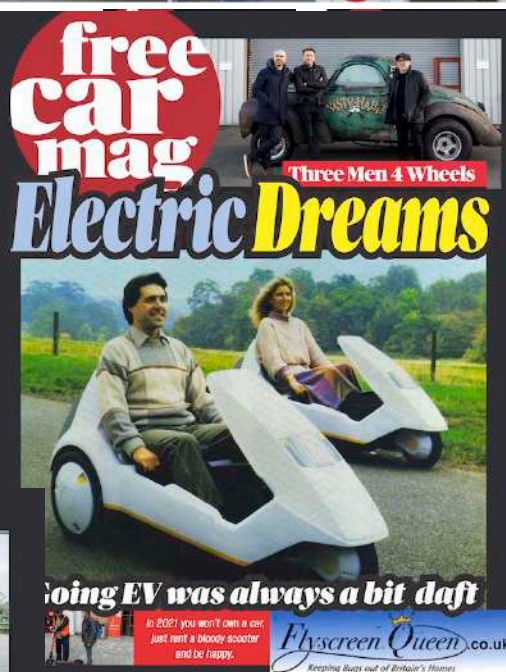
The World Economic Forum want more complicated unaffordable cars and would prefer it if you didn't drive so much and shared a bus.



## FCM 111

More of the same. That's cars and more cars and the odd moan about the state of the motoring world. We are very light on details, but no change there then, anything you think we should be covering get in touch, as we are now the only pro-motorist Mag in the Universe See you next time...

FREECARMAG.COM



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**free  
car  
mag**

Miami

**Adult  
Human  
Female**

**+an NSU TT**

**BMW mixed grille**

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

**free  
car  
mag**

THE LAST DEFENDER  
GWYNETH PALTROW SNOWBOUND  
SNOWBOARD WORLD RECORD

**JASON  
STATHAM  
ON ICE**



**free  
car  
mag**

PIXIE LOTT &  
CLASSIC FIAT 500  
TOP COPPERS BRING  
BACK THE '70S.  
TOM HARDY PLAYS  
BOTH CRIMINAL KRAYS

**Ella  
Eyre**

Gets Funky with  
the New Fiat 500



**free  
car  
mag**

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**



**Raised by  
Wolves**

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



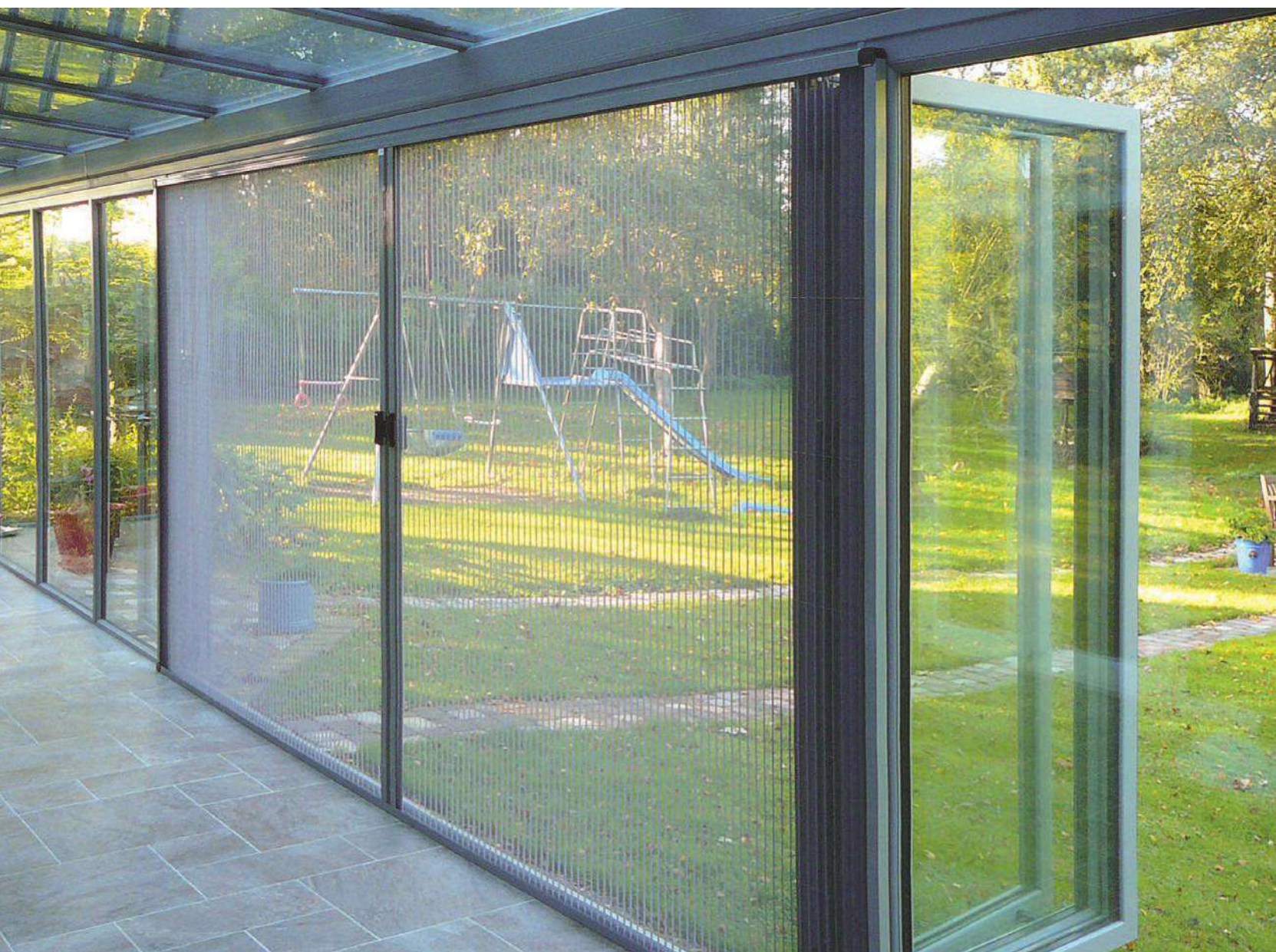


**"I'd never get anywhere without  
30 pints of my usual."**



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.





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AND BUSINESS, DIY KITS ONLY

