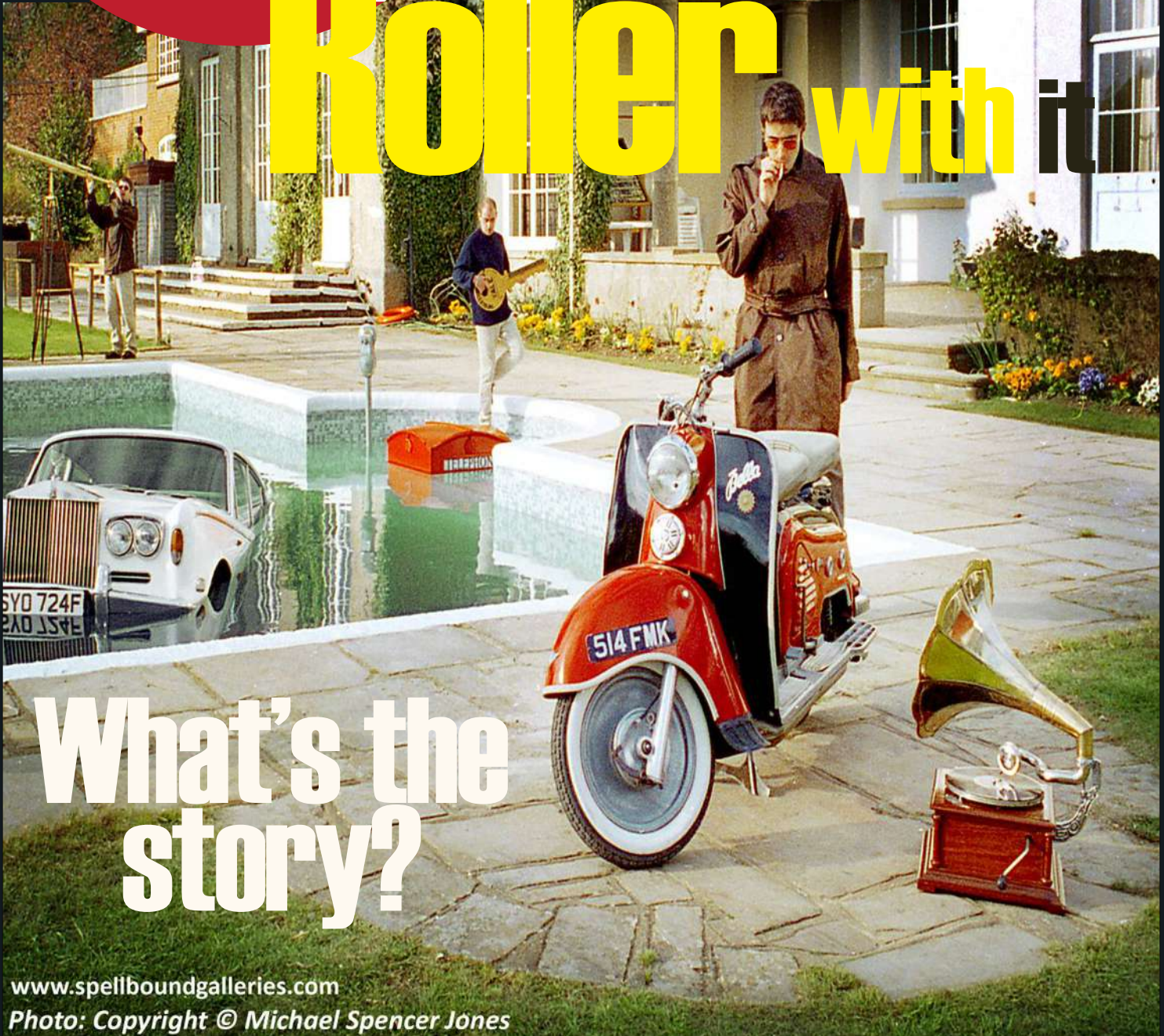


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Get The Look

Roller with it



What's the  
story?

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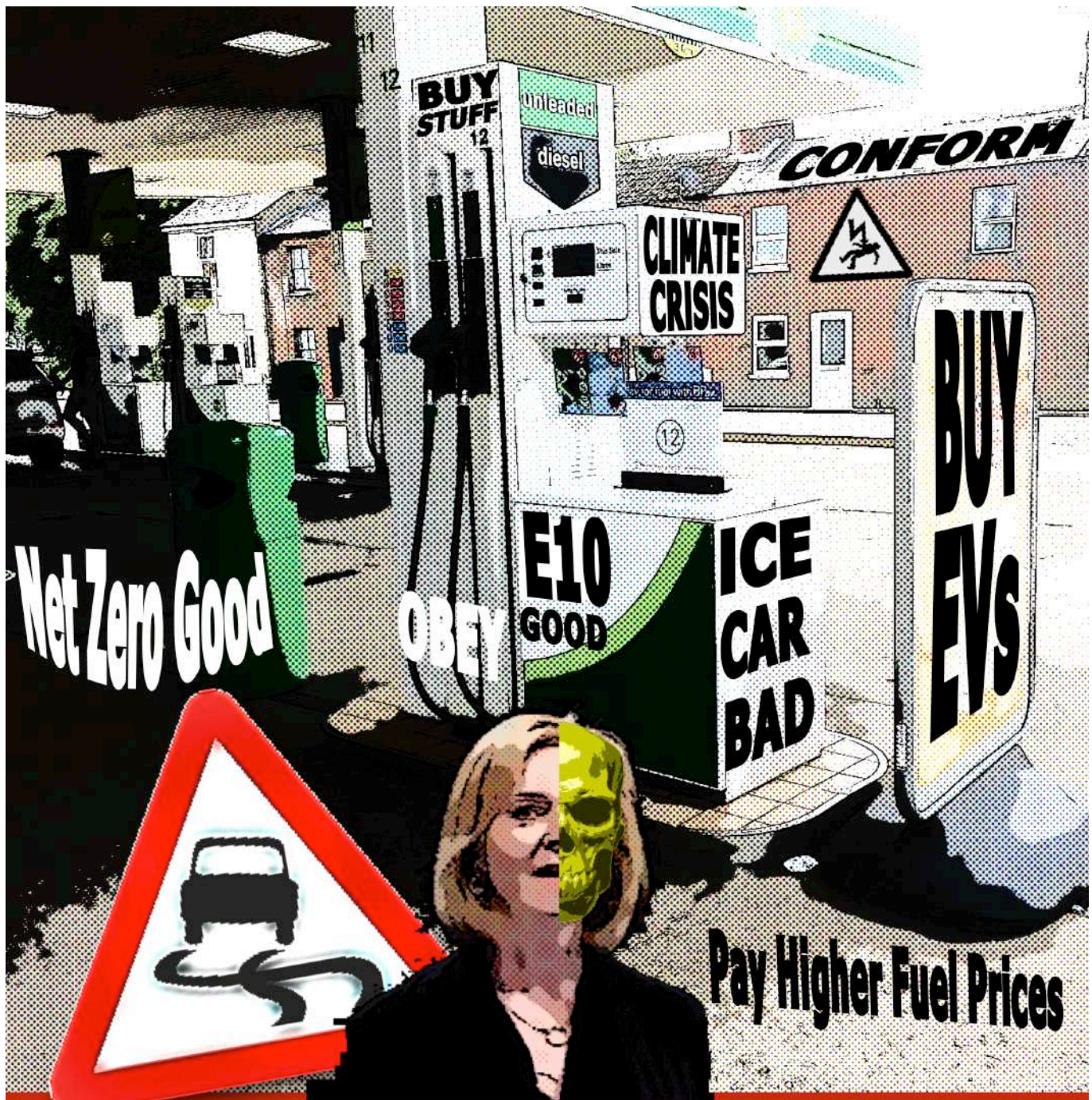
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911 50 Year ducktail special  
plus a lot more Porker  
shaped action

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





# THEY DRIVE



**PUT ON YOUR FCM GLASSES**



NUMBER 111 / 2022



# Free<sup>torial</sup>

911 is the theme and sort of still is for this issue, but the Oasis Roller was too good to pass up. Meanwhile we will continue to celebrate real cars which are under constant assault from 'right on' electricals. We cover electricity cars because there's no bias, however, trying to interview charging providers and any company involved is now impossible as we have been deplatformed. This won't stop Free Car Mag. See you next time...



Robbie Coltrane has only gone and found the Oasis Roller and brings it to the Free Car Mag office to collect his reward..

## toad on the Road

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

BY JAMES RUPPERT

30

AMNESTY INTERNATIONAL HAVE PROBLEMS WITH THE NEW 'SWISS' LOCATION...

THE GENEVA MOTOR SHOW IS GONNA BE HELD WHERE EXACTLY?

YOUR DARLEK OVERLORDS APPROVE OF OPPRESSIVE REGIMES...

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

QATAR 2023

DEMOTORIZED

James Ruppert

www.freecarmag.com

GENEVA INTERNATIONAL MOTOR SHOW

## James Ruppert

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Cover Credits: Porsche • Spencer Jones • Porsche

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**The Only  
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# Nissan Ariya



**T**he Nissan Leaf, launched back in 2010, marked Nissan out as one of the major pioneers in real-world electric cars, particularly as a mainstream manufacturer. And it's since become one of the world's best-selling EVs, with around 600,000 sold in the dozen years it's been around. Its air-cooled battery packs have become highly sought-after for everything from home power-reserve banks to conversions of classic cars to electric.

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







# KIA NIRO

Improved Quality and Style. This is the all-new second generation Kia Niro, a hugely important car for Kia. Here in the UK, with around 78,000 sold, it's their second biggest selling model after Sportage. The new Niro is 65mm longer, 20mm wider and 10mm taller with a 20mm longer wheelbase. The Electric only version of the Niro – or the E-Niro as it was previously called

– accounted for a nearly a third of sales. Crucially an electric version of this new Niro will arrive a little later in the year, but right now in the showrooms you get the hybrid and plug-in hybrid versions. **Read the full review and watch the film presented by Shahzad Sheikh at [www.freecarmag.com](http://www.freecarmag.com)**





# Car & Classic most searched



Car & Classic reveals the ten most searched-for models on its popular classified and online auction website in the first half of 2022, and the Ford Escort tops the list once again. RS2000 versions continue to be as popular as they were in 2021: this Portugal-based [1977 Escort RS 2000 X-Pack](#) sold in June this year for £37,500. Hot on the heels of one of the most loved models in the classic car market, BMW's 3-series searches take the second spot: almost half of those searching for BMW aim for M-models (it was a quarter in 2021), an interest no doubt fuelled by the focus on the M-Division's 50<sup>th</sup> anniversary this year. Recently, Car & Classic auctioned a [1999 BMW E36 M3](#) with very low mileage for £13k. BMW's increased presence shifts Porsche further down the list.







# Most Searched

## Classic News

**W**hilst the popularity of Triumph Stag, MGBs and Jaguar E-Types is never in question, newcomers can be spotted in the search table: VW's Beetle, featured in 2021, drops off the 2022 list in favour of the marque's Golf range, especially the hot hatch GTIs of the '80s like this sympathetically restored [1982 Golf Mk1 1.6](#)

which sold this month for £25k. Land Rover has also piqued the classic car enthusiast's interest enough to appear in the top ten, dethroning the Mustangs' American muscle, one of last year's favourites. This [1981 Land Rover Series III](#) sold this spring for £31,500, strong money even for a car as beautifully presented and with low mileage.





**Emma & 911**



**Emma Raducanu: Fast laps in the Porsche 911 Carrera S at Silverstone...**







## Get The Look

### Emma

- 1 Porsche 911 Carrera S £102,800
- 2 Socks - Calvin Klein 20.00
- 3 Trainers - Secret Sales £28.00
- 4 Shorts - Shein £10.99
- 5 Nike T-Shirt - Sportsshoes.com £17.95

2



4



3



5



1



Iconic Classic Search

# What's the

# Story?

Oasis' Rolls-Royce: D'you know where it is?  
As the album turns 25, photographer Spencer  
Jones is trying to find the iconic car, can you help?

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

Photo: Copyright © Michael Spencer Jones





www.michaelspencerjones.com

Photo © Michael Spencer Jones

It is 25 years on from the launch of the third Oasis album, *Be Here Now*, released on 21 August 1997, legendary rock photographer Michael Spencer Jones is on a mission to find the white Rolls-Royce he used on the album cover.

Back in 1997, Spencer Jones loaned the 1972 Silver Shadow from Leicestershire-based Flying Spares, the world's largest independent supplier of Rolls-Royce and Bentley parts. It was sold the following year at a music memorabilia auction for £1,200 and there the trail goes cold.

To help jog people's memory, Spencer Jones has released previously unseen pictures from the photoshoot at Stocks House in Hertfordshire, notorious for its celebrity-packed 1970s *Playboy* parties. He recently posted on Twitter that he'd be interested in buying the car... if it still exists.

While Oasis changed the number plate to SYO 724F – a nod to The Beatles as that was the reg of the police van on the cover of their seminal 1969 album *Abbey Road* –

the actual vehicle registration is MDH 119K.

Neil Arman, Director of Flying Spares, said: "Supplying the Rolls-Royce for the Oasis album cover is part of Flying Spares folklore. When it came back it was missing the famous Spirit of Ecstasy mascot, which someone had presumably pinched as a souvenir. The car wasn't roadworthy even when we had it. It hadn't been taxed since 1993 and had already been stripped for parts, including the engine. We fitted a new front grille and had it resprayed specifically for the shoot. The DVLA have no record of it being scrapped though, so it could well still be out there. Even classic Rolls-Royces and Bentleys can lie forgotten under dusty sheets in garages – we call them barn finds – and this one has the kudos of being a piece of Britpop history. We'd love to help Michael Spencer Jones to locate it, or at least find out what happened to it." If you have any information regarding the whereabouts of MDH 119K please contact Flying Spares on 01455 292949 or [sales@flyingspares.co.uk](mailto:sales@flyingspares.co.uk).



Bespoke portfolios and museum standard limited edition prints are available from [www.michaelspencerjones.com](http://www.michaelspencerjones.com).

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

**Photo © Michael Spencer Jones**



**Photo © Michael Spencer Jones**







911 Special

# *American Classic*



The 911 Classic club Coupe for  
the Porsche Club of America





No. 001/001 – the badge on the dashboard sums up the rarity of this Porsche model. Guided by the principles of the newly launched Porsche Sonderwunsch programme, the experts at Porsche Classic created a car that is absolutely unique. In just two and a half years, a used 1998 911 Carrera (Type 996) was transformed into the Porsche 911 Classic Club Coupe, spelled the American way without an accent, because the car was made for the Porsche Club of America (PCA), the sport car brand's oldest and largest club.

The vehicle's special features include its Sport Grey Metallic paintwork, double-dome roof, Fuchs rims and fixed rear spoiler in the ducktail style of the 911 Carrera RS 2.7 from 1972. Many of the exterior and interior details are customised with PCA's signature Club Blue. The centre sections of the sports seats, like the door panels, are made of intricate woven leather in a Pepita houndstooth pattern. Technically – and to some extent visually – the vehicle has also been converted to a second-generation 911 GT3 including the 3.6-litre engine from that model generating 280 kW / 381 PS. The chassis and brakes also come from the GT3 of that

generation. The idea for this unique factory car arose during a meeting between representatives of the Porsche Club of America and Alexander Fabig, now Head of Individualisation and Classic at Porsche, and designer Grant Larson of Style Porsche. To keep it secret, the vehicle was known internally as "Project Grey," a nickname reminiscent of "Project Gold," the 911 Turbo (Type 993) with an air-cooled engine that Porsche Classic built in 2018 from original parts. However, the main source of inspiration for the 911 Classic Club Coupe was the 911 Sport Classic (Type 997) presented in 2009. With Sport Classic Grey paintwork, a double-dome roof, ducktail and exclusive interior details, this limited series quickly gained cult status and has long been a sought-after collector's item.

"The Type 996 is unjustly overshadowed by the other 911 ranges. That's why we were happy to choose it as the basis for demonstrating all the things we can do with Porsche Classic and the recently expanded Sonderwunsch programme of Porsche AG," says Alexander Fabig, Head of Individualisation and Classic. "In 2009, the 911 Sport Classic, a limited series of 250, had already





generated worldwide interest. However, this special model was not sold in the US. With this one-off, we've now managed to bring a similarly exciting vehicle concept to the U.S. as well.”

We wanted to work together to create something unique that would generate enthusiasm,” adds Tom Gorsuch, President of the Porsche Club of America (PCA). “The fact that the finished Porsche 911 Classic Club Coupe looks so sleek and natural is what’s really incredible about this challenging project.”

**Exterior: Double-dome roof and ducktail are the stand-out features.** The Porsche 911 Classic Club Coupe is painted in Sport Grey Metallic, inspired by the Sport Classic Grey of the 911 Sport Classic (Type 997). Twin stripes running across the bonnet, roof and rear spoiler create a particularly dynamic look. These are painstakingly painted in light Sport Grey, while on the 997 they were a foil trim that was darker than the body colour. Two fine lines in Club Blue mark the outline of the stripes. The side trim in the shape of a hockey stick is painted in light Sport Grey and bears the words “Classic Club Coupe” and a line in Club Blue.

The double-dome roof is also a detail with a motorsport connection. Tall racing drivers used to bulge the roofs to make enough headroom for wearing a helmet – the modern roof design alludes to this. The Style Porsche design concept 911 Panamericana from 1989, the Carrera GT and the 911 Sport Classic also had a roof shaped like this. Today, the double-dome roof is a classic design feature of many limited series from Porsche

Exclusive Manufaktur and the 911 GT models. The fixed rear spoiler made of glass-fibre-reinforced plastic takes the shape of the legendary “ducktail” of the 911 RS 2.7 from 1972. The third brake light is built into it. The model designation “Classic Club Coupe” appears in the middle between the tail lights. The unique car runs on 18-inch forged wheels whose cloverleaf shape immediately identifies them as legendary Fuchs rims. The spokes are painted in High-Gloss Black. Uniquely, the rim base has a Porsche logo and a thin line in Club Blue. The hub covers are adorned with a coloured Porsche crest. The brake callipers are painted Black and also have a Porsche logo in Club Blue. The mirror attachment piece is painted in High-Gloss Black. Both wings have inlaid “Classic Series” badges.

**Interior: Pepita houndstooth woven leather on seats and door panels** The interior is sporty and sophisticated, and above all highly individual. This becomes clear as soon as you open the doors and see the “Classic Club Coupe” logo on the stainless steel door sill trims. Black leather dominates the interior in combination with slate grey, partially perforated Alcantara on the roof lining and pillars. The fact that the car is an absolute one-off is underlined by the “911 Classic Club Coupe No. 001/001” dashboard badge, mentioned earlier. The centre panels of the sports seats, like the door panels, bear a Pepita houndstooth pattern woven from black and slate grey leather. Porsche first used intricately woven leather in the 911 Sport Classic (Type 997). What’s new here is that the Pepita look has been woven in a twill, which means that the





fabric runs diagonally. Club Blue decorative stitching softens the classic look of the seats. "911 Classic Club Coupe" is embroidered in this contrasting colour in the headrests. The standard three-spoke steering wheel that was fitted in the 996 has been upgraded in the same way, with Club Blue thread and leather used for the decorative stitching on the rim and the 12 o'clock mark. The round instruments are customised in a similar way to the 911 Sport Classic. The rev counter, for example, has two grey stripes with lines on the sides in Club Blue and the "911 Classic Club Coupe" logo. The Porsche Classic Communication Management Plus (Sirius XM-ready) infotainment system with Apple CarPlay and Google® Android Auto is also on board. By special request, the start screen on the seven-inch display was changed to show the vehicle designation "Classic Club Coupe". Selected accessories from the Porsche Classic product range have been modified in terms of the material or craft methods used, making them unique to match the special status of "Project Grey". These include the custom-made car cover, the vehicle key in the car colour with a leather case, and the tool bag made of

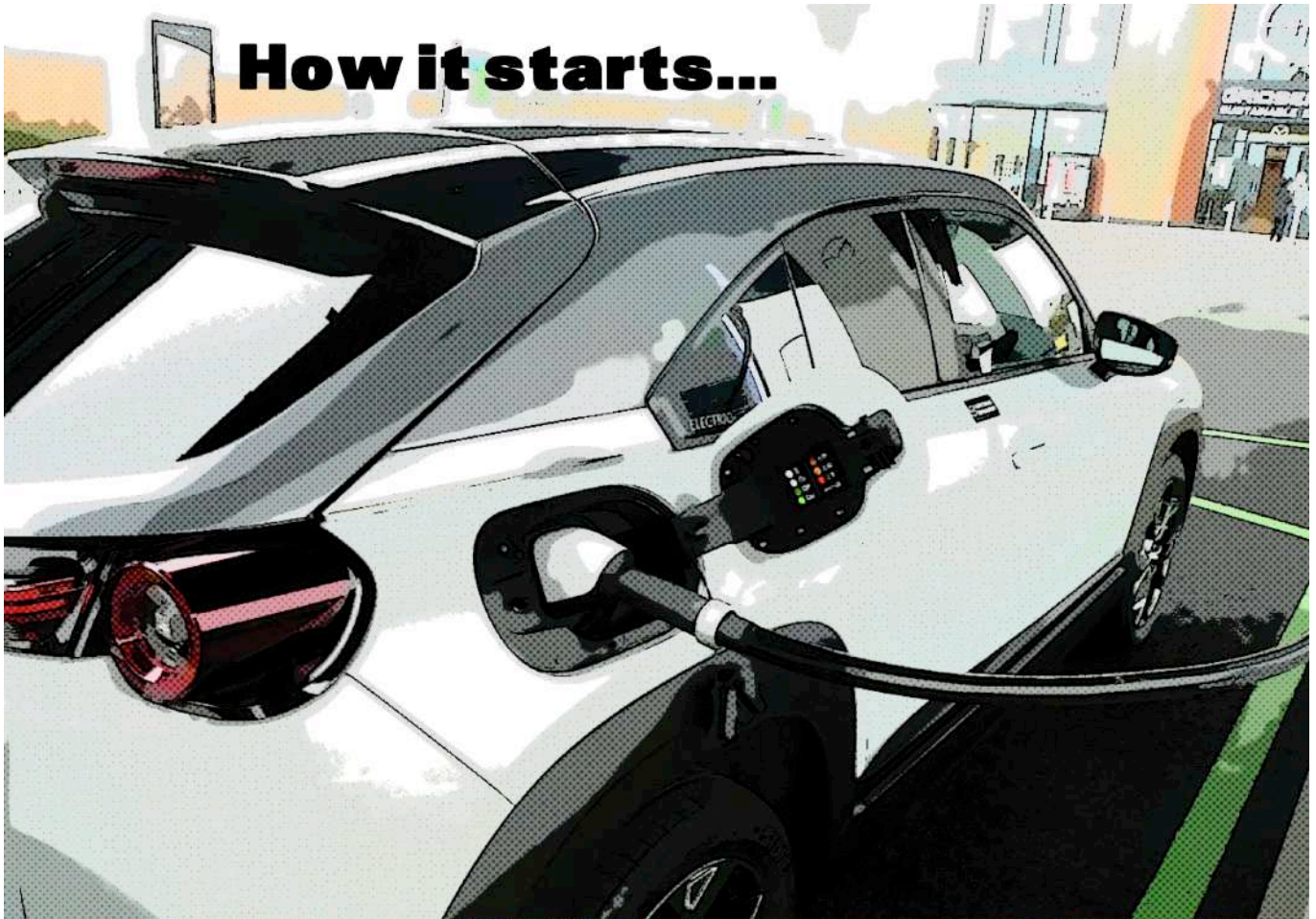
woven leather in a Pepita houndstooth pattern. A touring bag is also included.

The base vehicle is a black 911 Carrera, built in 1998. Neglected and in poor condition, it was parked at a dealership in Columbia, Virginia, where PCA executive director Vu Nguyen found it. The start of its second life began with a flight across the Atlantic. The 996 was transported to its home country and taken to the Porsche Classic workshop near the main plant in Stuttgart-Zuffenhausen. As with a full restoration, the experts completely disassembled the vehicle. Inspired by the GT3, the bodyshell was rebuilt and strengthened using new original parts as well as newly developed components. For the chassis, as well as the brakes and powertrain, in other words the engine and manual transmission, the experts opted for second-generation components that were also available in the US.

The design was carried out simultaneously to the restoration of the vehicle. The experts from Porsche Individualisation and Classic and from Style Porsche drew up proposals and regularly discussed them with the PCA.



**How it starts...**



**...where it leads**



**Don't do Electricity Car Drugs Kids**



A woman with dark hair, wearing a light blue short-sleeved dress with a wide belt, stands in a field of tall grass. She is leaning her right arm on the roof of a dark-colored classic car, which is partially visible on the right side of the frame. The scene is backlit by a bright sun, creating a strong silhouette effect and a warm, golden glow. The car's front wheel and headlight are visible. The overall mood is romantic and sophisticated.

**Jede Kurve  
ein Genuß...**

**PORSCHE**



# 50 years of Ducks



The 911 Carrera RS 2.7 from 1972  
to right now...







**D**uck tail', 'RS' or '2.7'. Today, the Porsche 911 Carrera RS 2.7 is known by many nicknames. But its significance remains unique: it was the fastest German production car of its day and is the first series production model with front and rear spoilers – the latter earning it the 'duck tail' moniker. In 1972, Porsche thereby launched a trend for rear spoilers on series production cars."

About 50 years ago, Porsche began with the development of the 911 Carrera RS 2.7. "The 911 Carrera RS 2.7 was intended as a homologation special. It was to be a very light, fast sports car," recalls Peter Falk, who was then the Head of Testing for series production cars at Porsche. Even though the model variant was based on the 911, it ended up becoming a new base vehicle for racing and rallying that featured many technical innovations. The most powerful model of the first generation of the 911 was the first 911 to be christened 'Carrera' – the crowning glory of the Porsche range. Weight, aerodynamics, engine and chassis were all worked on intensively. Around 15 engineers developed the car from May 1972 onwards, and were joined by production staff. Porsche initially planned to build 500 examples

in order to homologate the 911 Carrera RS 2.7 for Group 4 Special GT cars. It became a road-approved vehicle for customers who also wanted to participate in racing events. On 5 October 1972, the new model was presented at the Paris Motor Show, which was held at the Porte de Versailles. By the end of that November all 500 vehicles had sold. Porsche was surprised by the car's success, and was able to triple the sales figures by July 1973. A total of 1,580 examples were built, and once the 1,000th vehicle had been made, the Porsche 911 Carrera RS 2.7 was homologated for Group 3 as well as Group 4. The optional M471 equipment package led to Porsche building 200 lightweight 'Sport' versions of the car. A further 55 examples of the racing version, 17 base vehicles, and 1,308 touring versions (M472) were built. The interior of the 911 Carrera RS 2.7 'Light' (M471) was pared back to the essentials, according to the customer's requirements and the production date. Among other things, the rear seats, carpets, clock, coat hooks and armrests were omitted. Upon request from the customer, two lightweight seat shells replaced the heavier sports seats. Even the Porsche crest on the bonnet was





was initially glued on. Compared to the 'Touring' equipment package (M472), the 'Sport' weighed 115 kilograms less, with a kerb weight of 960 kg. It was priced at 34,000 German marks. The Sport package (M471) cost 700 German marks, while the Touring package (M472) was 2,500 German marks. The equipment package that was chosen therefore

defined the respective version of the 911 Carrera RS 2.7. The car's 2.7-litre flat-six fuel-injected engine produced a powerful 210 PS at 6,300 rpm and developed 255 Nm at 5,100 rpm. This enabled the Sport version to accelerate from 0 to 100 km/h in 5.8 seconds, making the 911 Carrera RS 2.7 the first production car to break the six-second mark set by





the German trade journal 'auto, motor und sport'. The top speed crossed the 245 km/h mark. (Touring 6.3 seconds, 240 km/h). The RS 2.7 became the ideal synthesis between weight, performance, aerodynamics and handling. The body was all about weight reduction. Thin sheet metal, thin windows, plastic parts and the elimination of insulation helped to decrease the total vehicle weight of the racing cars to less than the 900 kg required for the new model to be homologated. At the same time, the aerodynamics were improved. The aim was to minimise lift on the front and rear axles at high speeds in order to achieve more neutral handling. For the first time, engineers Hermann Burst and Tilman Brodbeck, together with stylist Rolf Wiener, developed a rear spoiler, testing it in the wind tunnel and on test tracks. The aim was to retain the formal closed bodystyle of the 911, to compensate for the drawbacks of the sloping rear by means of suitable and stylistically appropriate measures and to improve the aerodynamics of the 911. The elevation of the new duck tail pushed the 911 Carrera RS 2.7 closer to the road when the car was driven at speed and supplied the rear engine with additional cooling

air. The effect was achieved without any increase in drag; in fact, its top speed increased by 4.5 km/h. "During tests, we found that with a taller spoiler we could increase the top speed due to the decrease in drag. So we kept raising the rear spoiler upward by millimetres with sheet metal at the tear-off edge until we found the reversal point at which the drag increased again," explains Falk. On 5 August 1972, the three Porsche employees filed the patent disclosure document No. 2238704 with the German Patent Office. The engineers also set to work on the chassis. Porsche had experience by this stage of racing with wider rear wheels, so the development engineers tried this out on the 911 Carrera RS 2.7 as well. "We wanted to improve traction and handling with wide tyres on the rear axle because the greatest weight is found on the rear axle," recalls Falk. For the first time at Porsche, a series production car featured different tyre sizes on the front and rear axles. Fuchs forged 6 J×15 wheels with 185/70 VR-15 tyres could be found at the front, 7 J×15 with 215/60 VR-15 tyres at the rear. To make them fit, Porsche widened the body by 42 mm at the rear near the wheel arches. "When this worked well in development, production



## Porsche 911 Special



and sales, all subsequent models were fitted with this combination," Falk continues. Following the change in regulations for sports prototypes, which prevented further development due to the new three-litre displacement limit, Porsche ended a very successful era. After the racing debut of a 911 Carrera RSR (racing-sport-racing) with a

significantly widened body at the Tour de Corse in November 1972, Porsche decided to begin a new chapter in the success story of the 911 in 1973. In early February of that year, an RSR piloted by Peter Gregg and Hurley Haywood crossed the finish line at the 24 Hours of Daytona with a 22-lap lead. It was a brilliant start to the new season. Herbert Müller and





Gijs van Lennep won at the Targa Florio in May 1973. "The victory was important for us because it showed that the RSR with the larger rear wing was very fast on circuits and rally stages," recalls Falk. In its first season, the 911 Carrera RSR won three international and seven national championships – providing the foundations for the success of the 911 for decades to come. At the International Race of Champions (IROC) held in October 1973, Roger Penske from the US fielded 12 identical 911 Carrera RSR 3.0 cars in which drivers from different racing classes competed against each other. With the 911 Carrera RS 2.7, however, Porsche was not only developing a sports car for the racetrack, but a car that customers could use both as a daily driver as well as for racing. It took the grand touring car to the racetrack. Contemporary advertising described it thus: "Its repertoire: by road to the race and home again. Monday to the office. Tuesday to Geneva. Back in the evening. Wednesday shopping. City. Traffic jam. Creeping traffic, but no soot on the plugs, no complaint from the clutch. Thursday country roads, motorway, switchbacks, dirt roads, construction sites, Friday only a short distance and repeated cold starts. Saturday with holiday luggage to Finland. Carrera RS – full of inexhaustible reserves in sprints and marathons." For the first time, the 'Carrera' script adorned the side view between

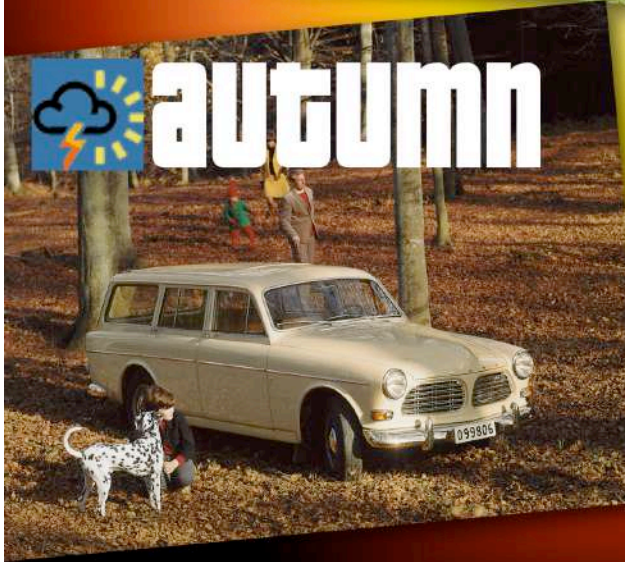
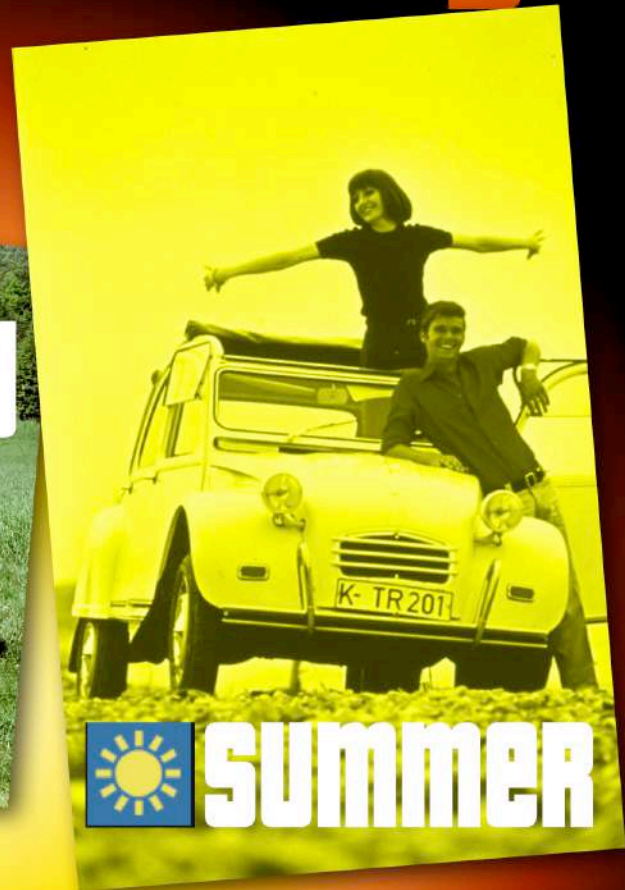
the wheel arches on the 911 Carrera RS 2.7. The Spanish word translates as 'race' in English, and RS on the rear spoiler stands for 'Rennsport', or racing. For Porsche, the 'Carrera Panamericana' was the inspiration for the new name. In 1953, Porsche claimed its first-class victory in the endurance race with the 550 Spyder. Then, in 1954, it finished third overall – a sensation that sparked the new addition to the name. In the years that followed, Porsche used the name Carrera for the most powerful vehicles with the 1954 four-camshaft/Fuhrmann engine, such as the 356 A 1500 GS Carrera or the 356 B 2000 GS Carrera GT. The Carrera script adorned the rear of the Porsche 904 Carrera GTS from 1963, and on the 906 Carrera 6 from 1965 it could be found on the wing behind the front wheel arch. According to statements made at the time, Carrera was also understood to be a "quality predicate for a technical delicacy that had proven itself on racetracks and rally circuits". In short, it was the ideal name for the future top-of-the-range model of the 911. "We wanted to assign the already famous name 'Carrera' to a production model and thought about how we could best represent that," recalls Harm Lagaij, who was a designer at Porsche at the time. They decided on the area between the wheel arches.







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



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



## Compulsory Speed Limiters



..All new cars sold in the EU must by law now be fitted with ISA (Intelligent Speed Adaptation) which will automatically adjust the speed of cars to limits. Although we have left the EU, the UK government is highly likely to implement this EU ruling for cars sold in the UK

The ABD have grave concerns that with current UK 'anti science' speed limit setting, some vehicles automatically adjusting to limits will cause issues such as bunching, dangerous overtakes and even 'rear ending' crashes. There is also danger from those occasions when temporary acceleration is needed to get out of a dangerous situation. We are starting to hear examples of ISA incorrectly reading speed limit signs. The taking away of control from drivers is itself potentially dangerous.

The ABD calls upon our Transport Minister to consider this if and when applying such a law in the UK – and for use of ISA to be optional – as is Cruise Control.

ABD spokesman Ian Taylor explains: "Speed limits were initially designed to be set at the maximum safe speed for the road. We used scientifically proven methodology to set them at levels that would maximise safety (85th percentile). If such regulations were still in place ISA would not cause so many issues. Most drivers would naturally be below the limit. Sadly the UK no longer 'follows the science' on limits. They are now set by unqualified local and national politicians, often against the advice of police experts to pander to local equally unqualified campaigners. ISA cars could become mobile road blocks travelling below the speed of naturally free flowing traffic in badly set limit areas and suddenly slowing unexpectedly. The number of speed limiters already in use in commercial vehicles has started demonstrating this. The ABD calls for a 'return to science' so that we have properly safety maximising limits, restoring them to the useful road safety tool they are supposed to be before ISA is even considered, to avoid danger being caused".

**Support The Alliance of British Drivers on Facebook:** <http://www.facebook.com/allianceofbritishdrivers>  
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**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 how not to run an old car

***BANGERNOMICS***



***isn't working***

[https://youtu.be/Zz\\_R9g04yxc](https://youtu.be/Zz_R9g04yxc)



# 63% Of Those Who Expressed An Opinion Want The Penalty Points for speeding at 30 mph or below



According to the latest YouGov/CAR26 poll, 63% of those who expressed an opinion want the penalty points for speeding at 30 mph or less to be reduced from three points to one point.

Of all GB adults who expressed an opinion on this matter, the strongest support was among Conservative voters at 68%. While supporters of the three main parties supported this change, the weakest support was among Liberal Democrat voters at 55%.

The online poll conducted between 27th-28th July 2022 asked 1797 people: 'The current, typical penalty for speeding is a £100 fine and 3 penalty points added to your driving licence. To what extent, if at all, would you support or oppose reducing the penalty points from 3 points to 1 point for those caught speeding doing 30mph or below?'

Support among men and women who expressed opinions were very similar. 63% of men and 64% of women who expressed opinions supported the change of points.

Support among the socio-economic groups was also similar at around 64% (63% ABC1 and 65% C2DE).

There's majority support across all age groups – 68% amongst 18-24 year olds, 63% 25-49, 64% 50-64 and 62% 65+.

Regionally the greatest support was in 'Midlands/Wales' with 69% who expressed an opinion supporting the change.

According to CAR26 Director, Lois Perry, "20 mph limits are being imposed across the nation, speed cameras installed, licences revoked and Speed Awareness Courses are running at an all-time high. Fixed penalties are being enforced against motorists, taxis and commercial drivers for travelling at well below 30mph, a speed considered reasonable for decades."

"This movement seems unstoppable, pushed by the traffic gurus at the UN and the WHO – and presumably loved as a huge new revenue raiser – but surely the Government can recognise and ease the pain of adjustment by long-suffering drivers? Our survey proves this is supported by the Public."

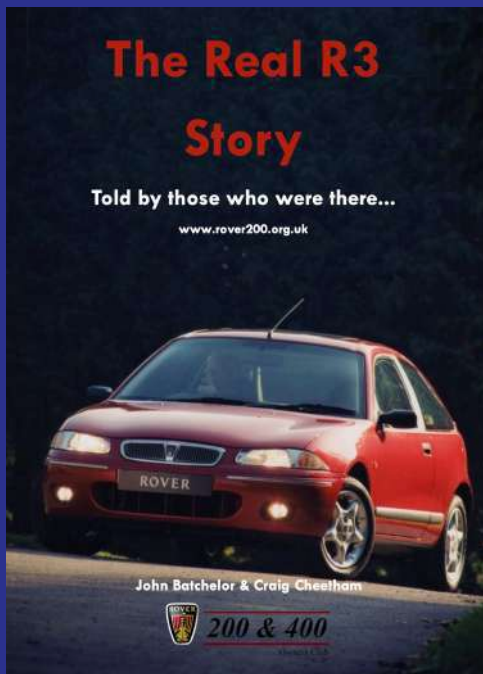
According to Howard Cox, CEO of FairFuel UK: "The Government's hatred for drivers has grown almost exponentially since 2019. Seen only as pure cash cows, motorists believe this myopic clueless administration does not have any long term road user strategy. Their love for all things net zero is clouding political common sense and is losing popular support by the day."

All figures, unless otherwise stated, are from YouGov Plc. Total sample size was 1,797 adults. Fieldwork was undertaken between 27th – 28th July 2022. The survey was carried out online. The figures have been weighted and are representative of all GB adults (aged 18+).



## FCM Book Club

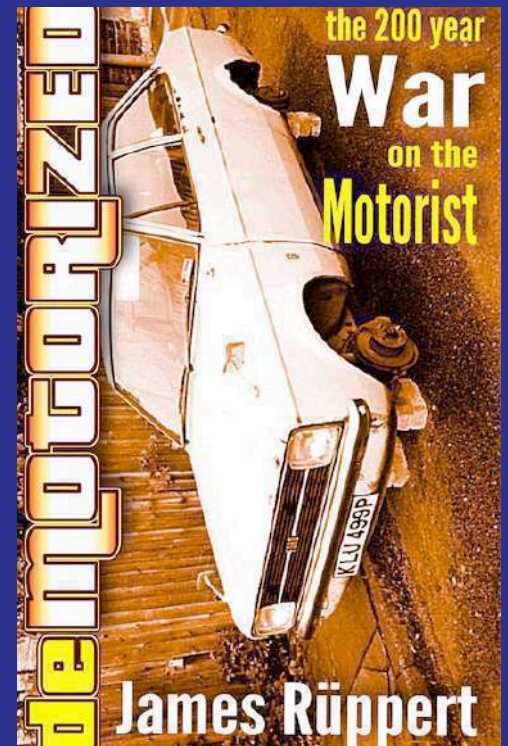
Here are books written by some of our contributors and friends. We would encourage you to go to our related [www.bangernomics.com](http://www.bangernomics.com) Site to buy books and things that supports what we do. Sticking up for the Motorist.



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.

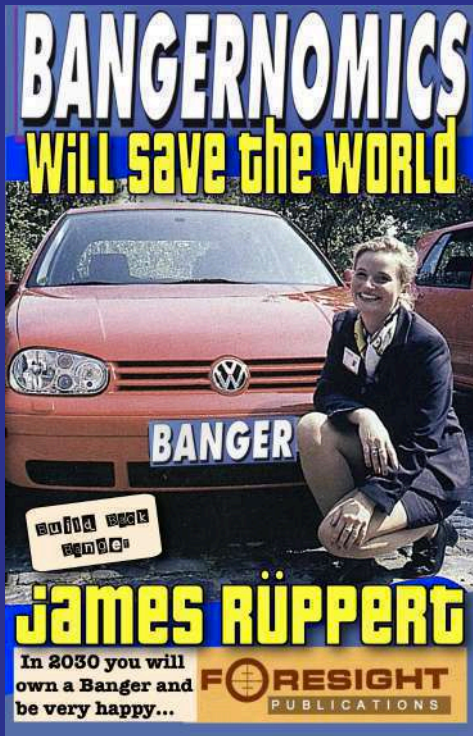


This is the not quite definitive history of how parking became an industry, governments overtaxed motorists, carmakers lied about how safe and environmentally friendly they were and tested their emissions on monkeys and humans. Also why robot cars are so dangerous and electric cars are not the answer.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

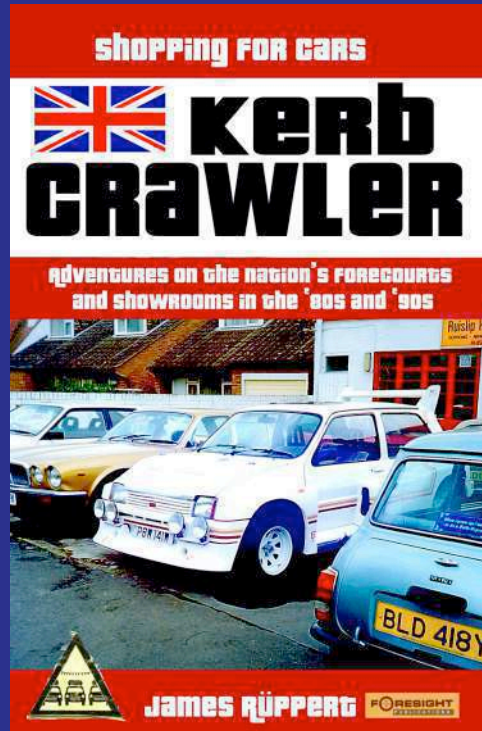




The world of motoring is in a desperate crisis. Demonised, despised and attacked from every wrong thinking government, local authority, pressure group and even car manufacturers themselves. Bangernomics is here to bring motoring back to the masses, saving time, money and automotive headaches. James Ruppert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

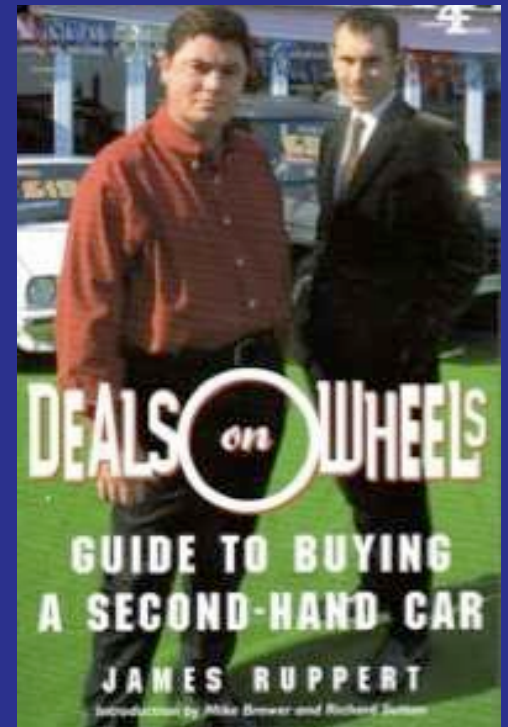
[www.bangernomics.com](http://www.bangernomics.com)



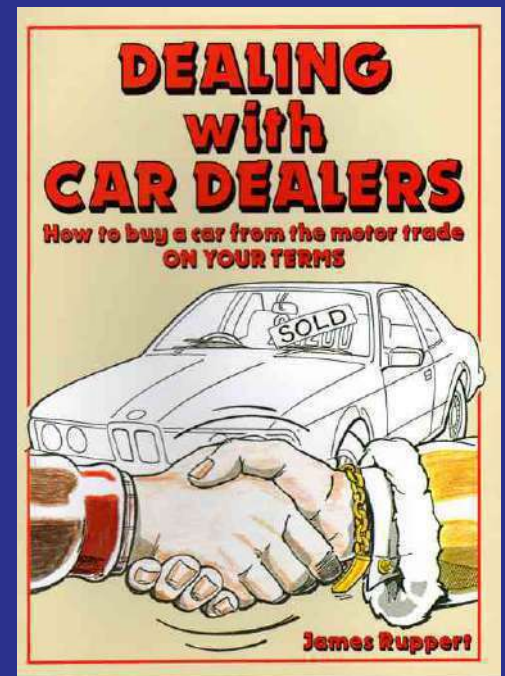
Shopping for cars can be a full time job, well it was for me anyway. In the pre Interweb age it meant actually going to look at cars for sale. It meant talking to the blokes selling the cars face to face. You learned loads lot doing it that way. With the benefit of hindsight and a time machine, some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

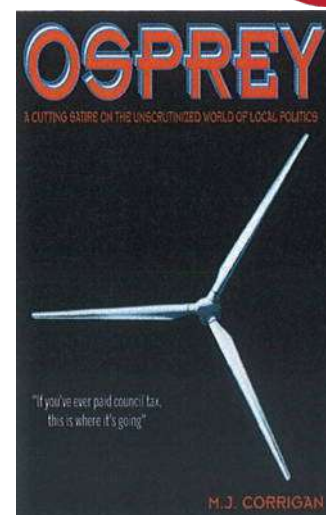


There are more books incoming, but also some of the greatest hits from 20 years or more ago. These are printed books and there are limited numbers available.



[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



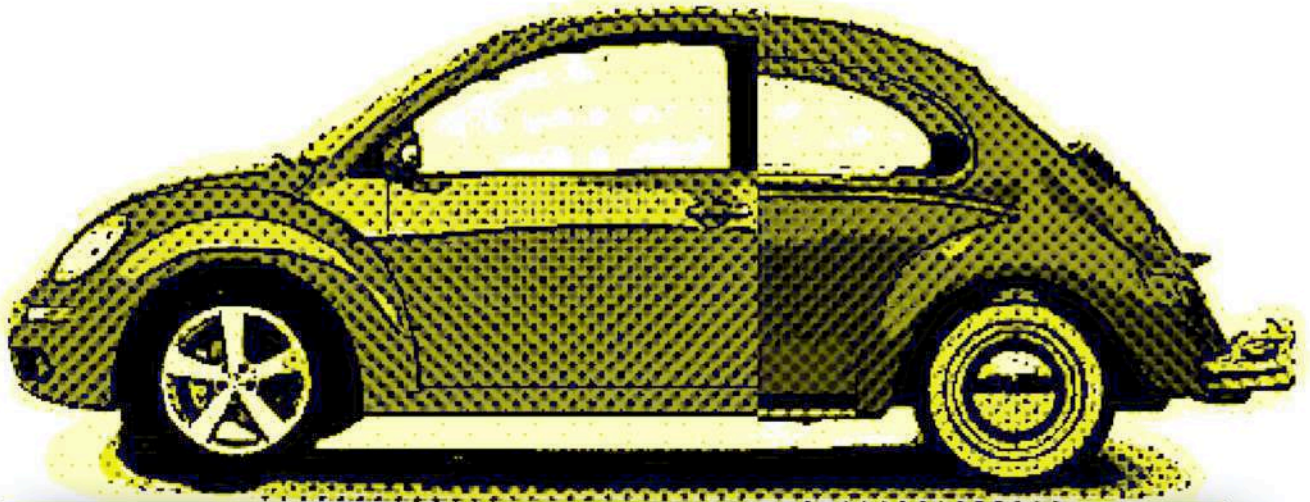
The questions, the answers, the stories...

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'

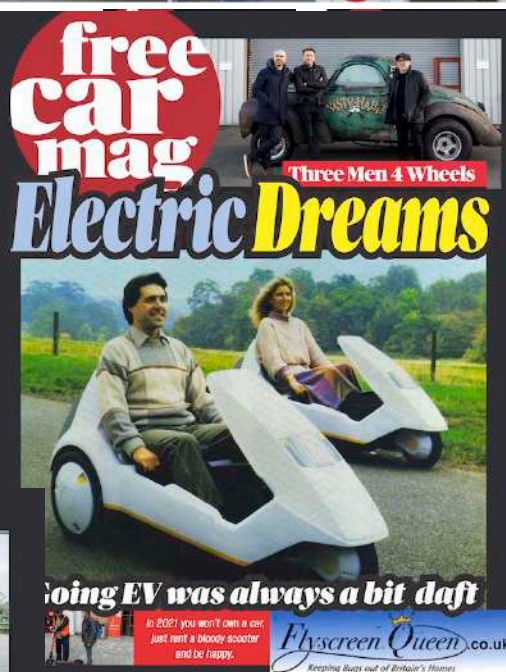
The World Economic Forum want more complicated unaffordable cars and would prefer it if you didn't drive so much and shared a bus.



## FCM 112

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.uk  
Keeping Bugs out of Britain's Homes

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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)

**free  
car  
mag**



**BONE**

**free  
car  
mag**



**Tea with  
JUDE  
LAW**

**free  
car  
mag**



**Happy 100th Birth  
Suzuki...**  
...yes that is Stirling

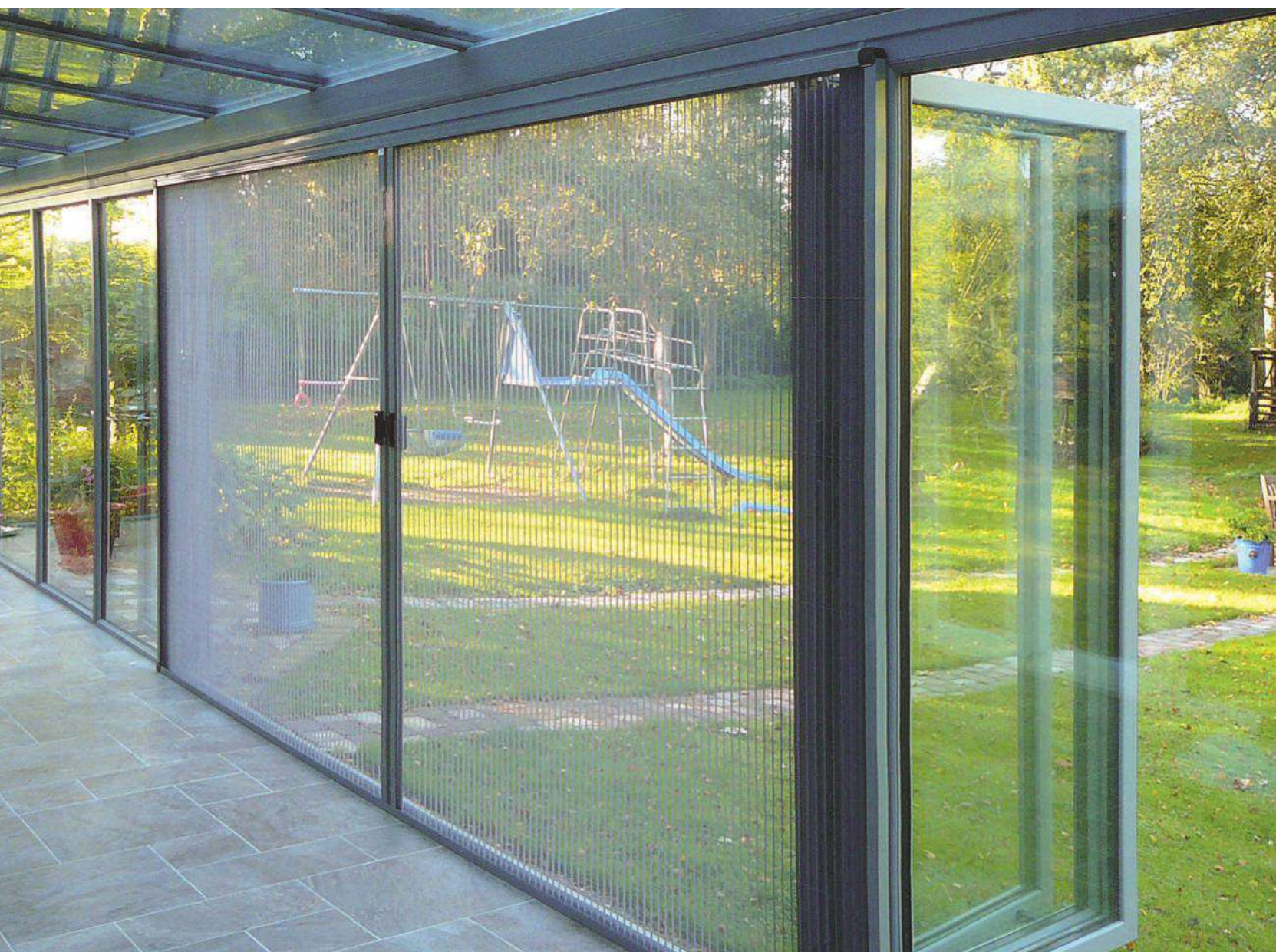


**"I'd never get anywhere without  
30 pints of my usual."**



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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