

Harrier!

free
car
mag

Top

Fun



1955 Maverick Prequel is Awesome



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



THEY DRIVE



PUT ON YOUR FCM GLASSES



Free torial

It's the Jet Aircraft issue and also choc full of Merc S Loveliness. We have a new car enthusiast King, except that he isn't. Anyone can have a 1969 Aston Martin Volante, except they can't. It will cost a rather considerable seven figure sum. Plus the fact that he is fully on board with the World Economic Forum's Agenda to see us Net Zeroed into oblivion, or at least a very bleak winter. Let's see if he can prove us wrong. See you next time...



It is 1954 and the nice Lady called Peggy Sue from Mercedes Benz delivers a 190 to the Free Car Mag regional office...

toad on the Road He's a hi-viz wearing amphibian with a motor and a croak... **the 200 year War on the Motorist** BY JAMES RUPPERT

EEERRR, LET THEM DRIVE WINE AND CHEESE POWERED MOTOR CARS

31

GOD SAVE THE DALEK'S REPUBLIC OF BRITAINISTAN

AS PER TOAD 27, WE HAVE BEEN ROYALLY SHAFTED FOR DECADES BY THE SO CALLED ELITES...

SO TOAD, HOW IS KING CHAS 3 GONNA WORK OUT?

www.freecarmag.com

free car mag Top Fun

demotorized James Ruppert

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The Only Pro Motorist Car Mag in the Universe

Toyota Aygo x



Meet the new Toyota Aygo X, which you probably perceive to be a regular Aygo on stilts. However, while it carries the Aygo name, it is actually based on the Yaris chassis so it's a little bigger as well as being taller. It follows in the wake of the very practical Yaris Cross, and is designed to give its owners a mini crossover feel, with hints of compact SUV. To think of this as an off-roader would be a mistake, but as a compact and fun

urban-roamer it fits the bill. Especially in this top of the range limited-edition guise with the bi-tone paintjob, highlighted accents on the 18-inch matte black wheels and the full-length powered canvas roof. **Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com**



NISSAN QASHQAI E-POWER



The all-new third generation Nissan Qashqai has been around since early 2021, but for 2023 there's a little refresh and more importantly, a new E-Power drivetrain that is essentially a range-extender hybrid. 'What's that then?' I hear you ask. Well to strip it down to its most basic definition, the car is essentially an EV – it has an electric motor that does all the

driving. But the battery doesn't need to be plugged-in to charge, because there's a petrol engine on board that acts as a generator. **Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com**





MG4 EV

This is the all-new all-electric MG4 EV which is now on sale in the UK starting from just £25,995. To put that into context, this is a futuristic purpose-built electric car, featuring a new modular platform that will form the basis of new EVs from MG to come; it is around the same size as an electric Volkswagen ID.3 but about the price of electric superminis like the Peugeot E-208 and Vauxhall Corsa E. Do I have your attention? On a typical PCP finance package, it would work out to be between £300-410 per month (depending on model spec) compared to £564 for the ID.3, and the residuals on the MG4 are calculated to be as high as 63.4% after three years, compared to 53.7% for the VW. Finally, let's mention the battery range – 218 miles for the standard range, and 281 miles for the longer range. **Shahzad Sheikh at www.freecarmag.com**





Elton John's Bentley

Classic News

The Bentley Continental R was a special car, Made in England and not just the Emperor's New Clothes but the first model since the '60s not to share a shell with Rolls Royce, but this particular car is even more special thanks to its first owner being car mad music icon Sir Elton John, who took the bespoke nature of the Continental to a

new level with the custom hi-fi install featuring 14 speakers (that we have found) and multiple amps all hidden or installed to look like factory fitment..Sold at auction by Car & Classic for £39,500...



Mercedes Special

STANDARD-TRIUMPH

JAGUAR

MERCEDES-BENZ

United States



The incredible story behind Mercedes-Benz sports cars in the USA



A great idea marks the beginning of the history of the Mercedes-Benz SL series-production sports cars: Mercedes-Benz was to transfer the fascination for luxurious sportiness to a compact roadster. That's what Maximilian E. Hoffman, the brand's importer for the eastern United States of America, proposed in 1953. In the dialogue which took place between the Stuttgart management and Hoffman, two sports cars were finally created: the compact 190 SL Roadster (W 121) initiated by Hoffman was technically derived by Mercedes-Benz from the "Ponton" saloons of the upper medium-size category (W 120). In addition, the concept of the successful 300 SL racing sports car (W 194) was transferred to the high-performance 300 SL "Gullwing" (W 198) for particularly discerning customers. Both sports cars were premiered at the International Motor Sports Show in New York from 6 to 14 February 1954. The 300 SL Roadster (W 198) presented in 1957 was also as a result of Hoffman's initiative.

The company was open to Hoffman's visionary input, which contributed significantly to the legend of the Mercedes-Benz SL. The two series-production sports cars from 1954 mark the beginning of a unique tradition that extends to the current 232-series Mercedes-AMG SL. Hoffman's influence is therefore certainly comparable to that of Emil Jellinek a good half century earlier: by specifying his requirements, the leading dealer for Daimler-Motoren-Gesellschaft automobiles in

Nice at the time provided the impetus for the design of the Mercedes 35 hp by Wilhelm Maybach.

The company made contact with Maximilian E. Hoffman as part of its strategy to strengthen exports to North America. Wilhelm Haspel, Chairman of the Board of Management of the then Daimler-Benz AG, personally drove forward the positioning of the world's oldest luxury car manufacturer in North America from the summer of 1948 onwards. He was aware that the United States in particular, with the world's largest automobile market at the time, had an important key function for successful global exports. Commercial vehicles were also included in the considerations – and they would even be an important driver of the company's foreign activities.

Mercedes-Benz's exports to North America took concrete shape in 1952. A decisive role was played by the Vienna-born Maximilian E. Hoffman, who first applied to be a Mercedes-Benz distributor in the United States of America in March 1952. On 31 July 1952, the then Daimler-Benz AG signed a contract with him as general distributor for the eastern USA. Sales started in December 1952, after showrooms were set up, salespeople trained and US-specification vehicles delivered. All in all, a total of 253 Mercedes-Benz passenger cars were exported to the United States in this first year of cooperation with Hoffman.

Mercedes Special





Maximilian Edwin Hoffman was born in Vienna on 12 November 1904. As a businessman, he developed a great sense of fascinating and promising automobiles, combined with a pronounced sense of aesthetics, technology and driving dynamics. In the 1930s, he and a partner founded the Hoffman & Ruppert company in Vienna, which successfully imported Alfa Romeo, Bentley, Delahaye, Rolls-Royce, Talbot and Volvo automobiles to Austria.

During the Nazi era, Hoffman, the son of a Jewish sewing machine and later motorbike manufacturer, emigrated first to France and finally to New York in 1941. After the end of the war, he succeeded in entering the business of importing European vehicles into the United States of America. Hoffman, who adapted his surname to the Anglo-Saxon spelling, presented a Delahaye in a showroom on New York's fine Park Avenue. With his excellent taste and high workload, he secured a top position in the exclusive automobile trade in the USA. As a result, he was predestined for a role as a partner of Mercedes-Benz in North America.

After the successful sales launch in 1952, Hoffman's status gained additional weight for Mercedes-Benz from May 1953: it was in this month that export director Arnold Wychodil reported to his colleagues about the importer's assessment that a Mercedes-Benz sports car was needed for the US market. Maximilian E. Hoffman was invited, and on 2 September 1953 he personally presented his plans in Untertürkheim to a group of the eight board members and leading employees of the company. He described the special features of the US market and, according to the board minutes, requested "under any circumstances, a sports

car which alone could provide the basis for the livelihood of the dealer organisation".

The result of the discussion was the development of prototypes for two sports cars. A special concern of Hoffman's was for a compact, open-top sports car. The platform frame of the Mercedes-Benz 180 (W 120) was initially envisaged as its basis. Hoffman, however, rejected a cabriolet with a long wheelbase and traditional Mercedes-Benz radiator because this shape did not correspond to his idea of a typical European sports car. The designers and stylists in Sindelfingen responded to this assessment. In fact, the 190 SL was built with a 250-millimetre shorter wheelbase (2,400 millimetres instead of 2,650 millimetres) on the platform of the originally envisaged Cabriolet A of the W 120 series. And it featured a large central star with a chrome-plated transverse louvre in the radiator grille – since then the typical face of the SL.

While Mercedes-Benz pressed ahead emphatically with the series development of the 190 SL, the 300 SL Coupé was also developed at short notice as a high-performance sports car, with technology based on the 1952 racing sports car. The trade fair premiere of both sports cars in February 1954 was a sensation. The 300 SL "Gullwing" (W 198) was launched in the summer of 1954, followed in 1955 by the 190 SL (W 121), which was presented in New York as a pre-series production model. And above all, this compact roadster became Mercedes-Benz's big draw for sales in the USA: between 1955 and 1960, it accounted for 17.75 percent of all Mercedes-Benz passenger cars delivered to the USA – Maximilian E. Hoffman's estimate proved to be correct.

Mercedes Special



The Warhol Mercedes

Famous for...



...68 Years

For the first time, a work of art by Andy Warhol from the "Cars" series and the prototype Mercedes-Benz 300 SL Coupe can be seen together



What The “Cars” series by pop art pioneer Andy Warhol (1928 to 1987) is world famous. It shows selected vehicles from Mercedes-Benz and its predecessor brands in a striking, colorful rendering typical of the North American artist. The first of his motifs at the beginning of the picture series in 1986: the Mercedes-Benz 300 SL “Gullwing” (W 198).

In the Mercedes-Benz Museum, the artwork depicting the Mercedes-Benz 300 SL and the sports car will be on display in close proximity from 21 to 26 June 2022. The original screen print comes from the Mercedes-Benz Art Collection. The vehicle is provided by BRABUS GmbH, Bottrop, combined with the proof that this is the sports car that served Warhol as a “model” for the “Cars” series.

The joint presentation is an absolute premiere. This is because the world-famous, iconic work of art and the vehicle itself have never been shown together before. The exhibition in the Atrium of the Mercedes-Benz Museum is open to the public free of charge.

“The ‘Cars’ series by Andy Warhol forms a final point in the creative oeuvre of this artist. They are works of timeless beauty,” says Bettina Haussmann, Head of the Mercedes-Benz Museum. “Now, for the first time, we are offering all art enthusiasts the opportunity to admire his depiction of the 300 SL together with the ‘prototype vehicle’ provided by BRABUS.”

The 300 SL was in production from 1954 to 1957. Only 1,400 vehicles are built at the Sindelfingen plant, largely using manufacturing methods. The “Gullwing” is one of Mercedes-Benz’s most famous vehicles – and is voted “Sports Car of the Century” in 1999.

The vehicle with number plate “EI-DR 1” is privately owned for 39 years until BRABUS GmbH buys it in 2020 and realizes that it is the exact prototype vehicle used for the “Cars” picture series. This “Gullwing” is produced in 1955 in the colour combination silver-grey (DB 180) with blue leather (DB 355) and Rudge wheels. During this time in private hands, a photo of the 300 SL with the number plate “EI-DR 1” ends up in a sports car book. According to research by BRABUS GmbH, the photo of this vehicle served Andy Warhol as the model for the first motif in his “Cars” series. The artist never saw the vehicle itself in the original. BRABUS restored the vehicle to manufacturer specifications. An expert opinion from Mercedes-Benz Classic confirms the authenticity of the 300 SL. Mercedes-Benz Classic regularly produces expert reports on high-quality classic cars of the Mercedes-Benz brand. The detailed contents of these expert reports include a description of the individual vehicle history as well as an assessment of the vehicle’s authenticity. The basis of every expert opinion is extensive research on the vehicle itself and in the extensive archives of Mercedes-Benz AG.

The Warhol Mercedes



In 1986, the then Daimler-Benz AG commissioned Andy Warhol to paint the “Cars” series to mark the centenary of the automobile. The aim is to show 80 pictures documenting the history of the automobile from the Daimler Motorized Carriage and the Benz Patent Motor Car from 1886 to the present day using 20 selected vehicles from Mercedes-Benz and its predecessor brands. Warhol cannot complete the series: up until his death, a total of 36 paintings and 13 large-scale drawings depicting eight different models were executed in 1986 and 1987. 30 silkscreen paintings as well as the drawings of the executed series are still in the possession of the Mercedes-Benz Art Collection. They are made accessible to employees and an international public both internally in the company and in Museum exhibitions.

The Mercedes-Benz Art Collection was founded in 1977. The collection focuses on the abstract avant-gardes of the 20th century and contemporary art: examples of abstraction relating to Bauhaus and classical modernism, concrete art, constructivism

and Art Informel after 1945, European ZERO Art, minimalism and conceptual art, Neo-geo, postminimalism and conceptual trends in international contemporary art, automobile-related art, international photography, video art and sculptures. The Mercedes-Benz Art Collection reflects the commitment to art as an important part of the social self-image and cultural profile of Mercedes-Benz Group AG. The company’s global presence is reflected in a greater mobility of the collection, but also in the form of increased inclusion of international positions that follow the basic orientation of the collection.

“The dialogue between art and automotive history will be given an increasingly prominent role in the permanent exhibition of the Mercedes-Benz Museum,” says Bettina Haussmann. “In addition to the artworks we are already showing in the Museum, we will be making further holdings of the Mercedes-Benz Art Collection accessible to the public from October. We are very much looking forward to further strengthening this cultural component here in our



company.”

The BRABUS Classic 6-Star Restoration of this vehicle was completed recently, some two years after it was purchased and after investing more than 4,500 hours of labor and installing countless new parts. Naturally, the restoration was to precisely the same specification in which the sports car was once delivered as a new vehicle by Daimler-Benz. Perfection is paramount and consequently this Gullwing was dismantled and catalogued down to the last nut and bolt. Any new part required was procured; serviceable original components were returned to flawless mint condition.

The vehicle body and the frame were completely stripped of paint and rust. Experienced auto body master technicians then meticulously restored it to its original condition. The scope of work also included seamless corrosion protection with state-of-the-art paint shield technologies and a perfect paint finish in the original “silver grey 180 metallic” colour.

While work on the body was going on, the entire powertrain was completely rebuilt by BRABUS. Special ‘Classic’ lubricants from technology partner Motul ensure maximum reliability for daily driving. The specialists from BRABUS Classic also did not

compromise at all when it came to the chassis and brakes. They replaced all components with new ones and thereby guarantee optimal active safety. The BRABUS upholstery shop reupholstered the two-seat cockpit true to the original and perfect in every detail. To this end, they exclusively worked with leather in the original “Blue 355” colour as well as fabric and carpeting in precisely the same “Grey L1” color and quality as once used originally ex-factory on this specific vehicle.

After work in the various departments was complete, the sports car was reassembled with maximum precision in the BRABUS Classic Manufaktur at the company headquarters in Bottrop. In the process, all mechanical wear parts as well as all seals and the entire on-board electrical system were replaced as a matter of course. After completion of the restoration, Classic Data, the leading German classic car expert organization, appraised this 300 SL Gullwing as it does every vintage Mercedes newly rebuilt by BRABUS Classic. And gave this vehicle a grade of ‘A with new car character’ for its condition.

The vehicle will remain in the possession of BRABUS Classic for the time being.

ABOUT THE ONLY THING AS VALUABLE AS TODAY'S MERCEDES-BENZ IS YESTERDAY'S MERCEDES-BENZ



The Mercedes-Benz philosophy precludes annual styling changes and the mass production of inexpensive cars. As a result, even a comparatively young Mercedes-Benz – a five-year-old sedan for example – usually commands over 70 percent of its original price. And some models actually get more valuable as they get older.

According to authoritative used car pricing guides, Mercedes-Benz cars retain their value better than any fine car built in North America. Which gives you one more reason to consider a Mercedes-Benz: its investment value.

You can buy or lease a new Mercedes-Benz warmed by the knowledge that you'll get an excellent return on your investment.

Engineers, not stylists, are the heroes of Mercedes-Benz. And their aim is doggedly single-minded. It is to build safe, comfortable, high-performance cars with as few imperfections as possible.

Form follows function

Consequently, every new Mercedes-



Benz is an exercise in self-improvement. Form follows function. It does today – it will tomorrow.

A Mercedes-Benz is also a driver's car. You always feel in touch with the

road. And as the road gets worse the ride gets more impressive.

Performance and safety

Some manufacturers boast four-wheel disc brakes as a recent innovation. They have been standard on every Mercedes-Benz for more than a decade.

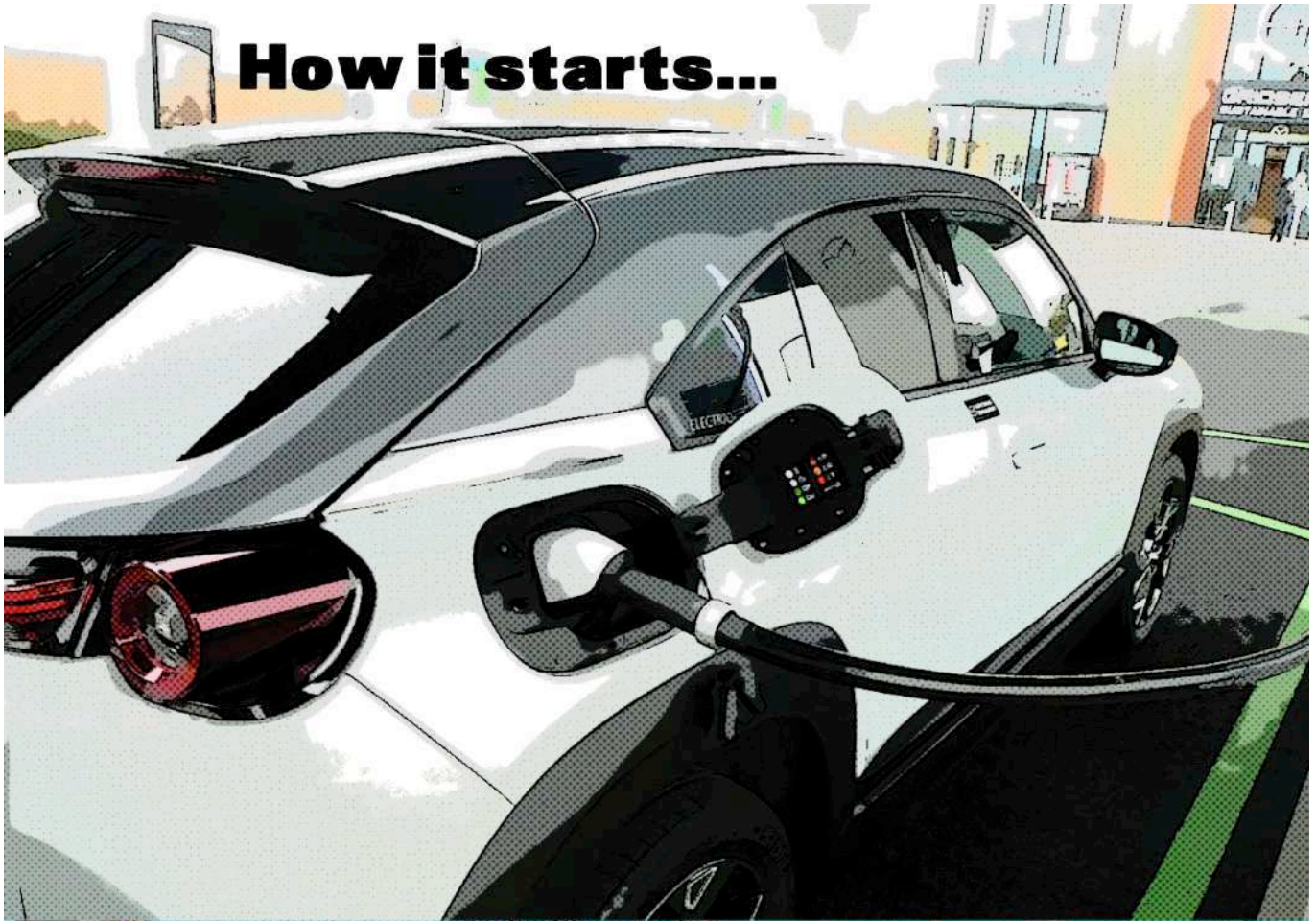
It's small wonder that a Mercedes-Benz retains its value. Every model since 1886 has represented the state of the art in automotive technology. Perhaps this is because we have a unique legacy: our founders invented the automobile.

We've never stopped trying to perfect our invention.

**A Mercedes-Benz is
engineered like no
other car in the world.**



How it starts...



...where it leads



Don't do Electricity Car Drugs Kids

Moto Guzzi Goodness

Fly like an Eagle



ABOARD THE CAVOUR AIRCRAFT CARRIER, MOTO GUZZI AND THE ITALIAN NAVY CELEBRATE THEIR CLOSE TIES, STARTING WITH THE EAGLE SYMBOL, Here is the world preview of the V100 Mandello Aviazione Navale, a limited edition of 1913 numbered motorcycles



The spread-winged eagle, the unmistakable emblem of Moto Guzzi since it was established in 1921, dates back to the military service of the company's founders, Carlo Guzzi and Giorgio Parodi, in the Italian Royal Navy's Aeronautical Arm in World War One. It was during the war that the two friends, and pilot Giovanni Ravelli, decided to go into motorcycle manufacturing once the conflict ended. Ravelli was killed in an accident in 1919 and was unable to achieve his dream. Guzzi and Parodi chose the Eagle as their symbol in memory of their companion.

The event was an emotional occasion, which included the world preview of the **Moto Guzzi V100 Mandello Aviazione Navale**, a special numbered limited-edition of the latest arrival in the Moto Guzzi family. A technology-rich motorcycle made even more striking in this exclusive version uniting two great names with indissoluble ties to the history of Italy. The project was made possible thanks to Difesa Servizi S.p.A., an in-house company of the Italian Ministry of Defence responsible for optimising the Department's assets over the last 10 years, which granted Moto Guzzi use of the "Aviazione Navale" mark for the production of the **V100 Mandello Aviazione Navale**.

Produced in a **limited edition of 1913 numbered motorcycles**, a tribute to the year in which the aviation arm of the Italian Navy was formed, the exclusive Moto Guzzi V100 Mandello

Aviazione Navale is a unique model, starting with its special livery inspired by the Navy's F-35B fighter jets. The graphics are a faithful reproduction of those of the aircraft, with the insignia on both sides of the cowl, together with the typical "jet intake" stripes. The livery is enhanced by a low-visibility tricolour rosette on the sides of the fuel tank, the emblem of the Italian Naval Aviation, and the logo of the Boarded Aircraft Unit.

Standard features include a **tyre pressure monitoring system** and **heated handgrips**, while the serial number is laser etched on the handlebar riser. Each one of the bikes comes with its own **cover** and a **commemorative plaque**.
Moto Guzzi V100 Mandello

The Moto Guzzi V100 Mandello opens a **completely new chapter in the company's history**; it eludes conventional categorisation, combining brilliant performance with the vocation for travel that lies at the heart of every Moto Guzzi two-wheeler.

This is a Moto Guzzi like never before, whose cutting-edge technology and innovative technical and aerodynamic solutions open the door to the future of the brand. The V100 Mandello is an **innovative bike starting with the design** which, as always, enhances the unique, inimitable twin-cylinder engine. Lines that eschew nostalgia, offering a modern take on the key elements of the Moto Guzzi stylistic idiom. A watershed in the brand's history, the bike

Moto Guzzi Goodness





introduces **many important technological innovations**: the first two-wheeler with adaptive aerodynamics, the first Moto Guzzi model to feature a six-axis inertial platform, ABS cornering, semi-active suspensions and a quick shift, to name just the most important.

The V100 Mandello is also the first Moto Guzzi bike powered by the new compact-block engine with sophisticated technical characteristics. Tradition is maintained by the 90° V-twin architecture, which guarantees Moto Guzzi's unique torque delivery and inimitable sound, but the project is completely new and offers impressively brilliant performance: power of 115 hp and torque of 105 Nm, with 82% already available at 3,500 rpm.

Naval Aviation Italy's Naval Aviation – *Aviazione Navale* – is the air component of the Italian Navy, created to operate at sea in close contact with its ships. Its origins date back to 1913, when the Aeronautical Service of the Royal Navy was officially formed. The Navy's aviation units are currently headed by the COMFORAER Air Forces Command, which is responsible for the organisation and coordination of the activities of all the Navy's aircraft, including maintenance, management of logistics infrastructure and training for flight and ground personnel.

Its fixed-wing aircraft and helicopters are boarded on vessels equipped with hangars and a flightdeck, on amphibious assault units and on aircraft carriers. Since the 1980s, Italy's Naval Aviation has been involved in all the main international operations.

The Cavour aircraft carrier

The Cavour (CVH 550) is a short take-off and vertical landing aircraft carrier, built by Fincantieri. It entered service for the Italian Navy in 2009.

With an LOA of 244 metres and 220 metres of runway, the Cavour is the Italian Navy's flagship, and one of the most important technological investments of the country's national defence system.

The Cavour is able to board and operate with all the aircraft used by the Italian Navy: helicopters (AB 212, EH 101, NH 90), AV-8B aircraft and latest-generation aircraft such as F-35B fighters.

The flight deck extends from bow to stern with a runway parallel with the carrier's longitudinal axis and a ski-jump, to ensure that aircraft can take off with the maximum payload. The hangar is designed to hold up to 12 helicopters or, alternatively, 8 aircraft. Handling operations between the hangar and the flight deck are managed by two 30-tonne elevators. The Cavour is manned by a fixed crew of 550 sailors and can accommodate up to 1,200.



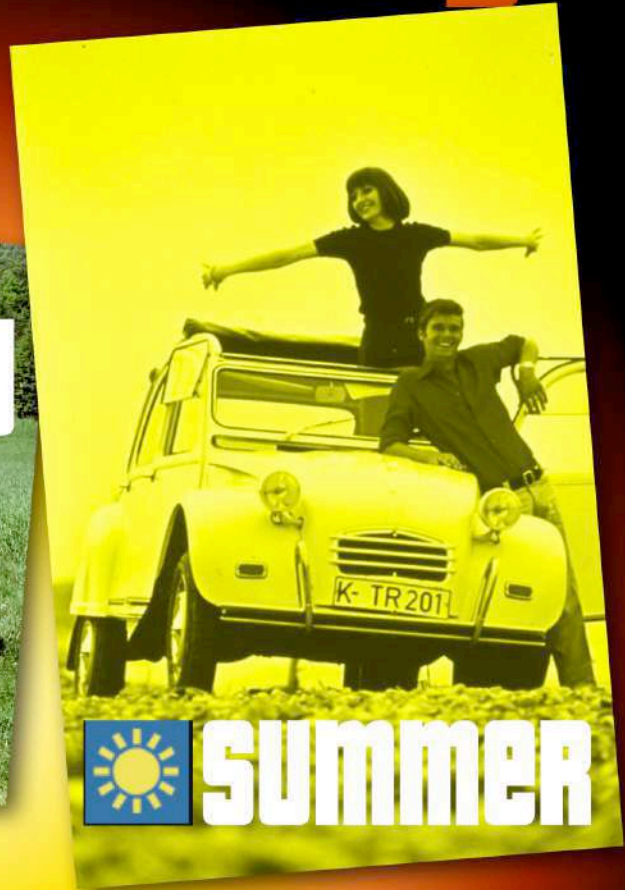
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guide to

CLIMATE CHANGE



SPRING



SUMMER



AUTUMN



WINTER

maybe it's seasonal...

ABD Alliance of British Drivers Driving Sense

Advice for Liz Truss



The Tory party have had a lamentable record of relentless attacks on drivers. They have two years to turn this around if they wish to regain the trust of the huge driver vote before the next election. The ABD urge the new PM, Liz Truss, to take the following measures on day one of office:

1. Scrap rollout of new LTNs (Low Traffic Neighbourhoods)
2. Remove powers from local councils and mayors to block roads or restrict roads
3. Remove VAT from fuel
4. Stop the ban on sales of new petrol and diesel vehicles
5. Begin dismantling of ULEZ (Ultra Low Emissions Zone) schemes and congestion charges.
6. Suspend all new 20mph zones
7. Begin programme to increase motorway limits to 80MPH.
8. Scrap VED for vehicles over 12 years old.
9. Remove all underused bus and cycle lanes.
10. Restore science and expertise to speed limit setting with national rules based upon 85th percentile.
11. Announce plan to stop the self perpetuation of camera partnership empires where fine income perpetuates empire building. 'No fines means no jobs' must end with a shift to payment only for success in casualty reduction

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/>



More advice for Liz Truss...

It is fair to say the Conservative Government has presided over the most anti-motorist polices of recent times.

So here is FairFuelUK's manifesto of what motorists, van drivers and truckers want from Liz Truss's tenancy at Number 10:

*AXE 2030 BAN ON FOSSIL FUEL NEW CAR SALES

The government should immediately remove the threat of the 2030 ban. Instead, incentivise the move to clean fuels by motivating industry and entrepreneurs to develop technologies that will not impact adversely on the economy, drivers, or businesses. Allow the market to dictate what clean fuel technology is best and affordable for all drivers not through costly, divisive and ineffective mandate.

*CUT FUEL DUTY PROPERLY A 25p cut is appropriate.

Lower fuel taxes boost GDP, jobs, wages, company investment, consumer spending, lowering inflation and business costs. Decades of economic incompetence from successive Governments has kept UK drivers the highest taxed in the world, being used as cash cows for the Treasury.

***INTRODUCE PUMPWATCH** Government is still allowing the fuel supply chain to ruthlessly exploit UK's drivers completely unchecked. The Treasury's coffers are bulging at the seams with extra VAT. An independent watchdog for fuel prices PumpWatch – a - is way overdue. It's morally repugnant that this is not up and running by now.

***END THE WAR ON MOTORISTS** by consulting with drivers themselves. For too long the green lobby has held too much sway on Whitehall policy making. Decisions have been made with little consideration for the economic viability of our towns and cities or why millions of ordinary folk need vehicles in their everyday and business lives.

***SCRAP SMART MOTORWAYS:** Most drivers will rejoice that she pledged on Wednesday to rethink hazardous Smart Motorways and bring back the sanctuary of the hard shoulder. You are right to do this. No matter how many statistics are thrown at us to say Smart M-ways are

safer, common sense says that when a 40-ton truck is bearing down on a broken down car, the only place to be safe is on the hard shoulder, not stuck on the slow lane. This is borne out by the Smart Motorways Kill Campaign which reports that motorways with hard shoulders have approximately 124 incidents each day of delay and congestion. But on motorways without a hard shoulder the number of incidents rises to 1757 – 14 times more.

***RAISE MOTORWAY SPEED LIMIT** Britain has the second lowest maximum speed in Europe at just 113kmh – far off our neighbours in France, for example, where top speed is 130kmh. Speed limits make sense. But they should be sensible. Modern vehicle stopping distances are much shorter than in years gone by, so a top speed of 80mph on dry, near empty roads with high visibility is safe. There is already proof, from research with Heavy Goods Vehicles that raising the speed limit improves productivity. One mile an hour increase in the speed limit would save 650,000 man hours a year.

***SCRAP ULTRA-LOW EMISSION ZONES** These expensive, cash-grabbing ideological schemes strangle businesses, the haulage industry, and our freedom of transport choice. They hit the poor and small businesses hardest. Put in place under the guise of saving the planet, little proof has been shown that they are cost effective.

***TEAR DOWN LTNs** During lockdown, Low Traffic Neighbourhoods were introduced as part of 'temporary' measures to create more space for walking and cycling to allow people to travel safely during the pandemic. Covid has now been controlled yet LTNs still block our inner-city roads. They cause division and commercial driver rage. LTNs were created through funding from the Department of Transport, so all UK's tax payers have been fleeced to make a few streets devoid of the internal combustion engine.

***CREATE AN INDEPENDENT ROAD USER CONSULTATIVE GROUP AND A MINISTER FOR DRIVERS**

Free Car Mag on how to prepare for the worst

BANGERNOMICS



Generator X

<https://youtu.be/ux-1raClv5I>



A two-megawatt windmill is made up of 260 tons of steel that required 300 tons of iron ore and 170 tons of coking coal, all mined, transported and produced by hydrocarbons. A windmill could spin until it falls apart and never generate as much energy as was invested in building it.

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at



r, Lois Perry, "20 mph
ss the nation, speed
revoked and Speed
ng at an all-time high.
rned against motorists,
r travelling at well below

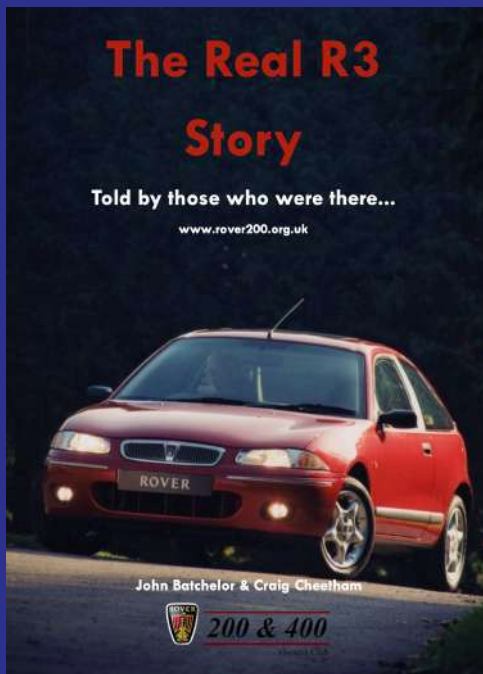
Of all GB adults who say
matter the strongest support was among

**TESLA OWNER
SAYS AUTOMAKER
LOCKED HIM OUT
OF CAR UNTIL HE
PAYS \$26,000 FOR
NEW BATTERY**



FCM Book Club

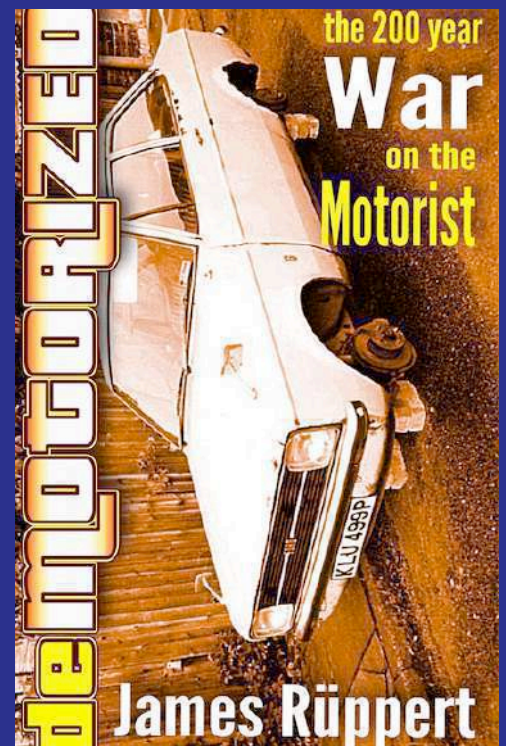
Here are books written by some of our contributors and friends. We would encourage you to go to our related www.bangernomics.com Site to buy books and things that supports what we do. Sticking up for the Motorist.



To commemorate the 25th anniversary of the launch of the third generation Rover 200 (R3), the Rover 200 & 400 Owners Club has published an 80 page full colour booklet with contributions from many of the Rover Group team that were involved with the development and launch of the car. This booklet is available to purchase online for £10 from the club. <https://www.rover200.org.uk/shop>



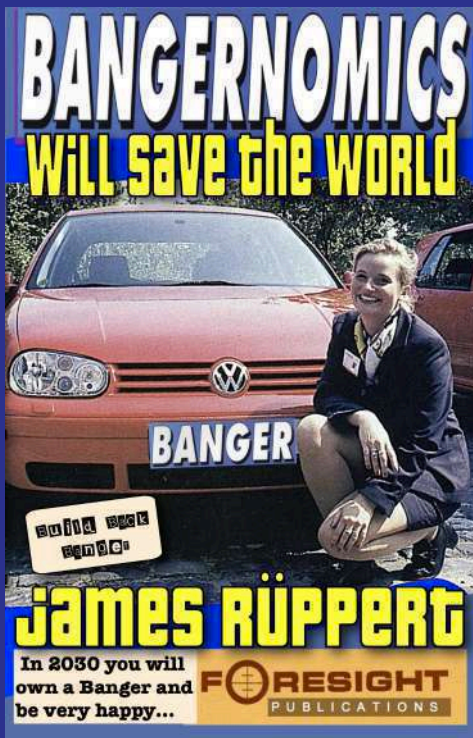
Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van, LuxoBanger or Happy Shopper (see inside for details). This Bangerpedia contains 755 models on offer in the UK car market, with descriptions, basic specifications, brief buying tips and a ridiculous rating system. James 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

Despite appearances it isn't a fact and stat based history of the boxy Bertone designed version of the British Leyland Mini. The author, Frank Kirtley, does know his cars, but not to the extent that it would bore someone who wasn't into vehicles. The book itself looks great on your bedside table, not least because the cover features a period (1980s) Dutch registered Innocenti 120 with a moon roof and added wing damage, pictured on a dusty European mountain pass. This suggests, as you read a few chapters in, that the story inside may well be 'based on a fairly true story'. Driving around Spain and France in a boxy mini whilst involved in a cold war spy plot is a massive plus point. It is straightforward, there are some twists, but it is delightful to be able to get into the back seat of the Inni and go along for the wild ride.

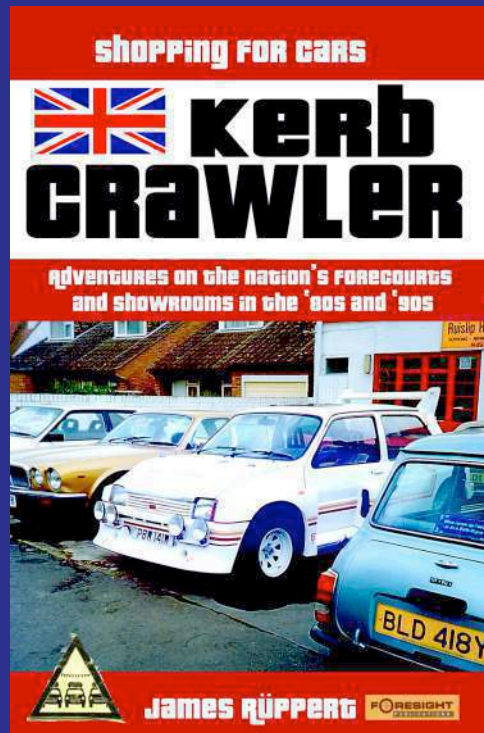
<https://www.smashwords.com/books/>



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

Get the digital version for £1 from...

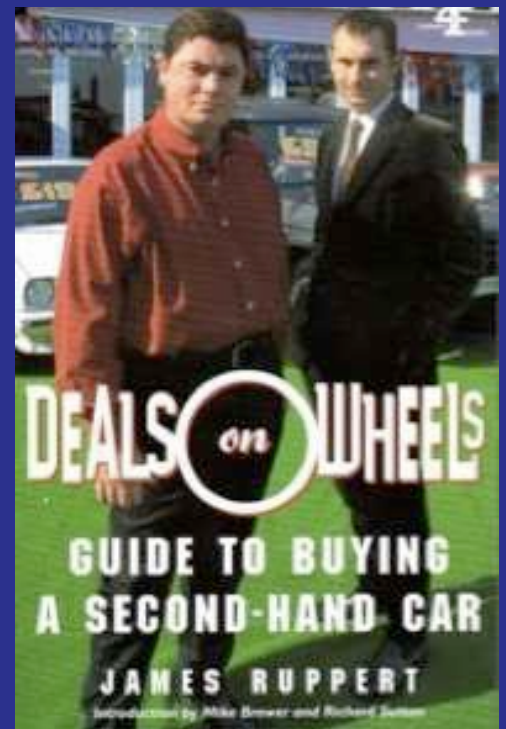
www.bangernomics.com



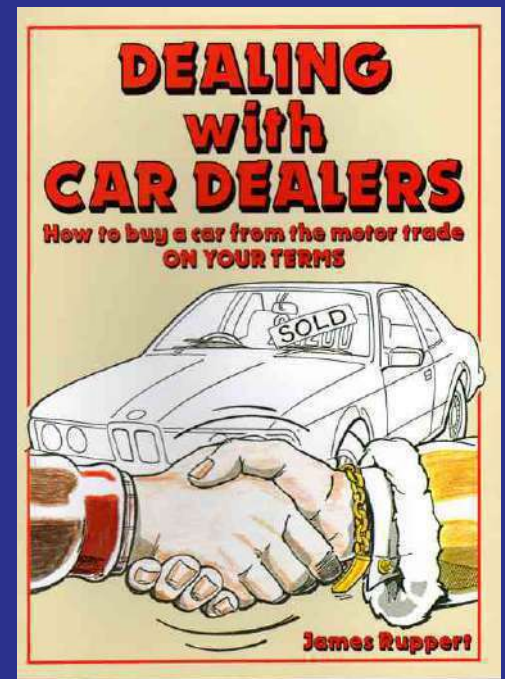
Shopping for cars can be a full time job, well it was for me anyway. In the pre Interweb age it meant actually going to look at cars for sale. It meant talking to the blokes selling the cars face to face. You learned loads lot doing it that way. With the benefit of hindsight and a time machine, some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

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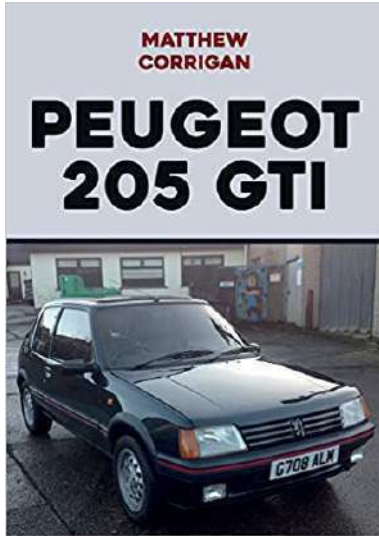
www.bangernomics.com



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



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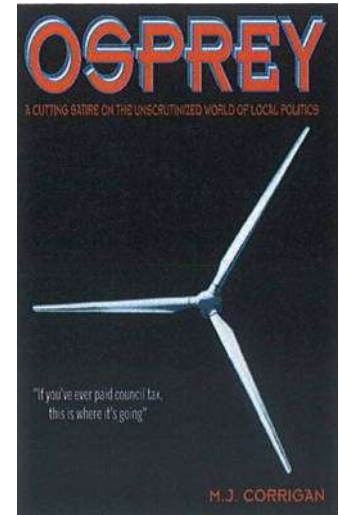
PEUGEOT 205 GTI - CORRIGAN
AMBERLEY PUBLISHING £14.99

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

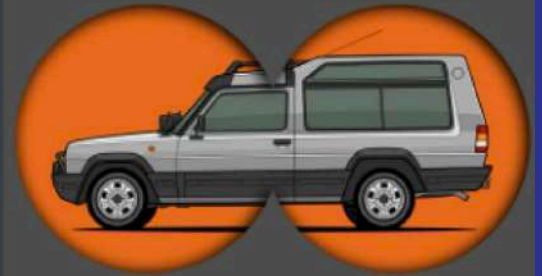
More Books by the better half of the Bangers and Classics Podcast...

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

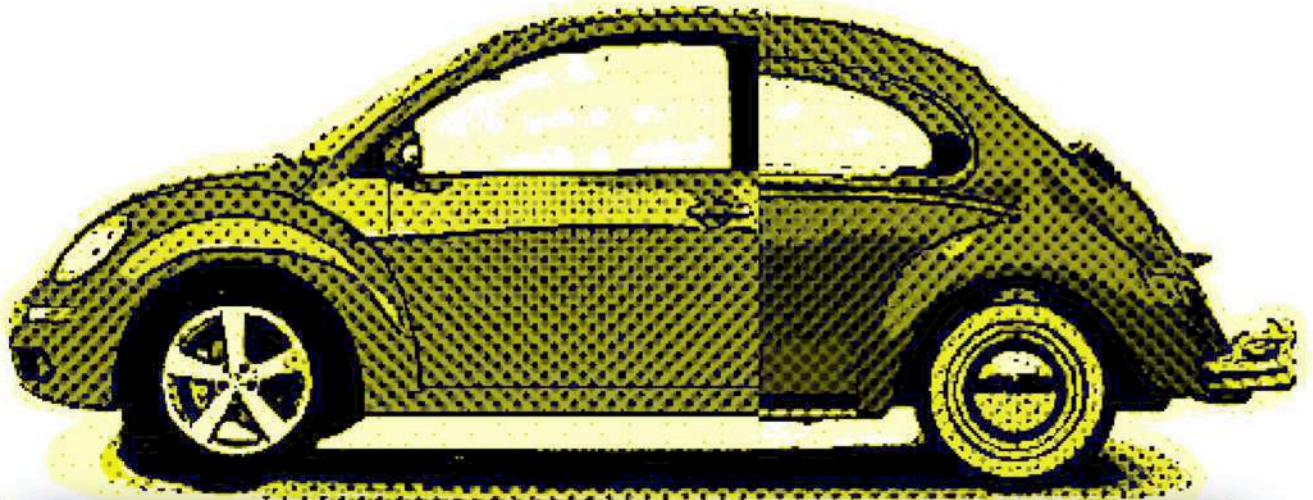


The questions, the answers, the stories...

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

Bangers & Classics
PODCAST Ruppert + Milloy



You'll drive nothing...



...and be happy

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

'Inefficient utilization of cars is also a problem. Privately-owned vehicles are only in use about 5% of the time, and even then, they tend to operate at low passenger capacity'

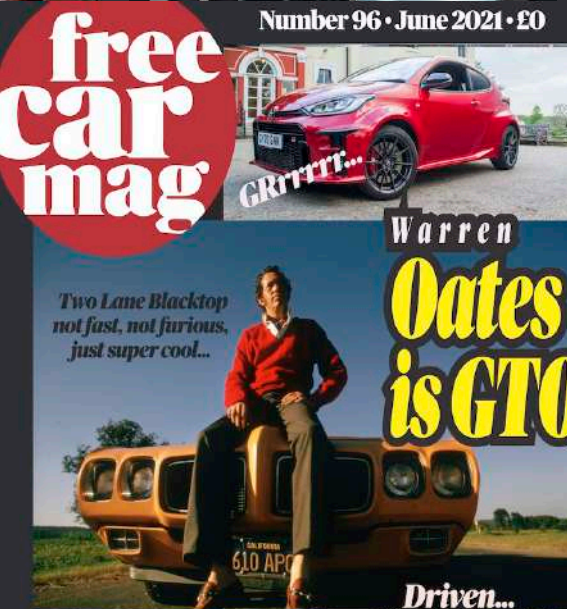
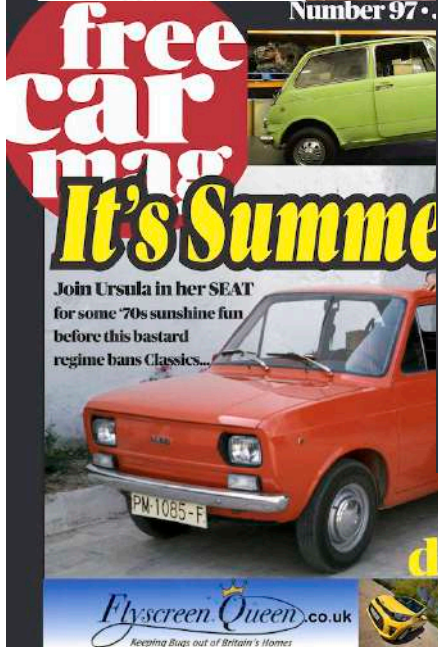
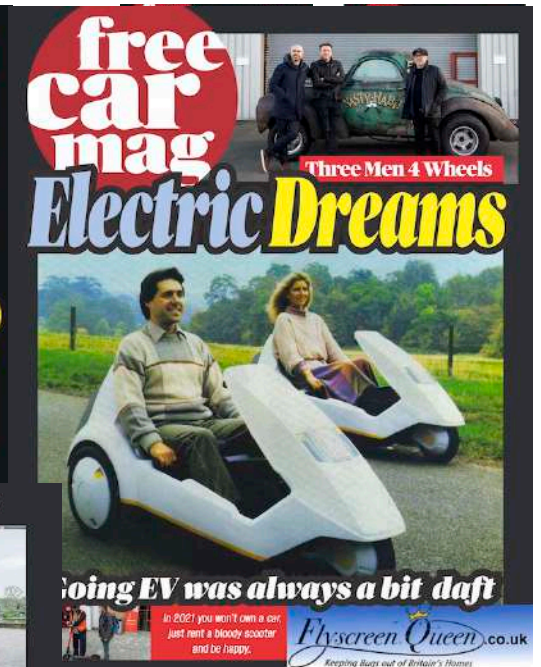
The World Economic Forum want more complicated unaffordable cars and would prefer it if you didn't drive so much and shared a bus.

FCM 113

Unlucky for some who believe that sort of thing. There will be another Mag however, we are very light on details, but no change there then, anything you think we should be covering get in touch, as we are now the only pro-motorist Mag in the Universe.

See you next time...

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**free
car
mag**

Miami

**Adult
Human
Female**

+ **an NSU TT**

BMW mixed grille

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Keeping Bugs out of Britain's Homes

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car
mag**

THE LAST DEFENDER
GWYNETH PALTROW SNOWBOUND
SNOWBOARD WORLD RECORD

**JASON
STATHAM
ON ICE**

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

**WIN
A DASH CAM**

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BONE

**Tea with
JUDE
LAW**

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**Happy 100th Birth
Suzuki...**

...yes that is Stirling

**Raised by
Wolves**

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

**free
car
mag**

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

**Ella
Eyre**

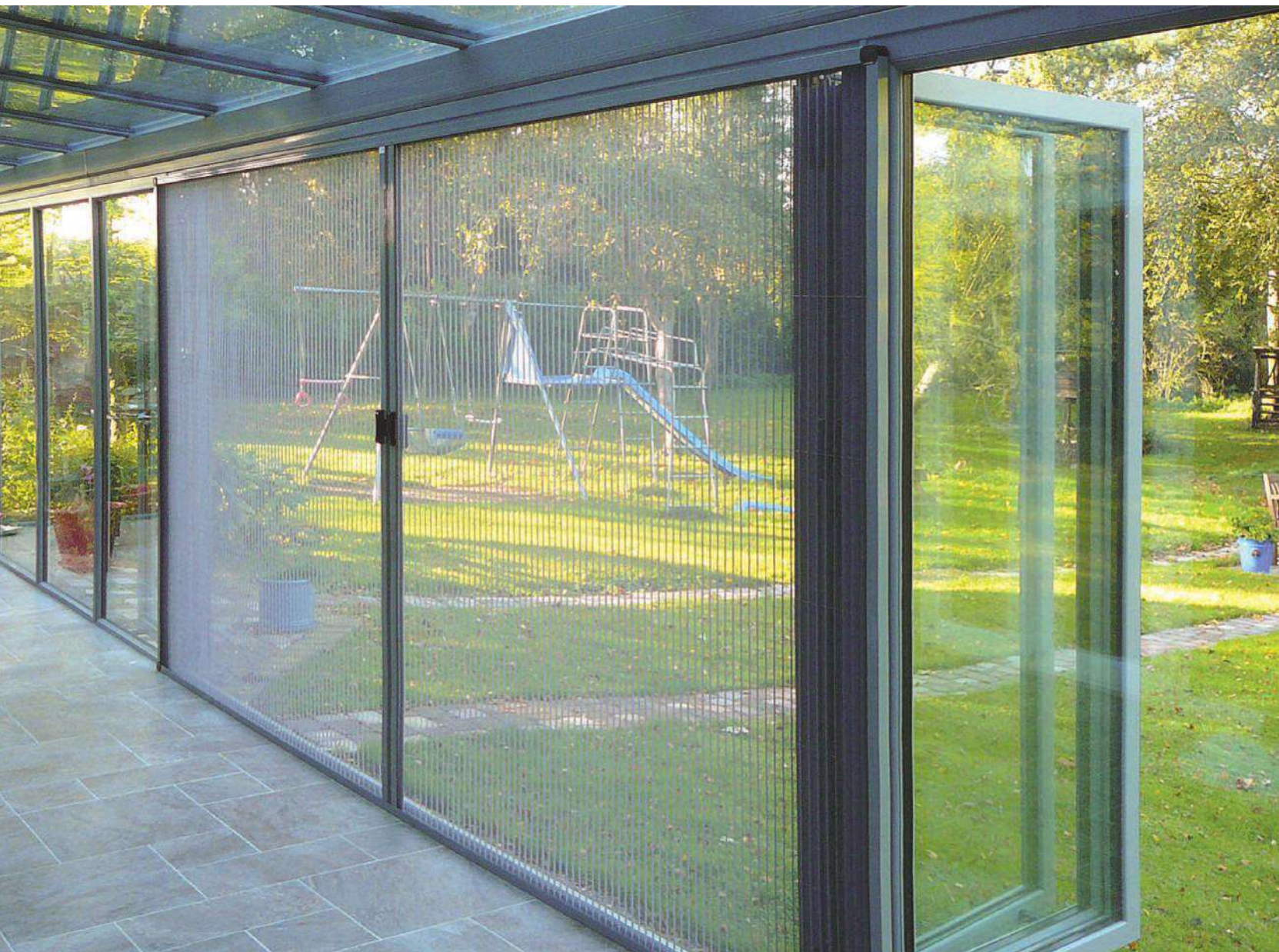
Gets Funky with
the New Fiat 500

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Keeping Bugs out of Britain's Homes

**“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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