





# THE THE TORNE CAIR PUT ON YOUR FCM GLASSES







otorists are being ripped off. Always have been. Our insane Net Zero
Government and politicians are happy
that the cars you want to own and drive are being banned from sale. Now there is actual evidence that this is costing serious money. At least Fair Fuel UK and the Alliance of British Drivers are sticking up for us. Read their report. Share it. Bother your MP. Electricity Cars are not our future. We can't afford it, let alone charge them. See you next time...

World Ecommunist Forum @EcommunistForum - 5h The Global Energy Committee has assigned you a provisional charging day for Apr 2023. Please complete the paperwork to keep your spot.







### **James Ruppert**

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The Only **Pro Motorist** Car Mag in the Universe

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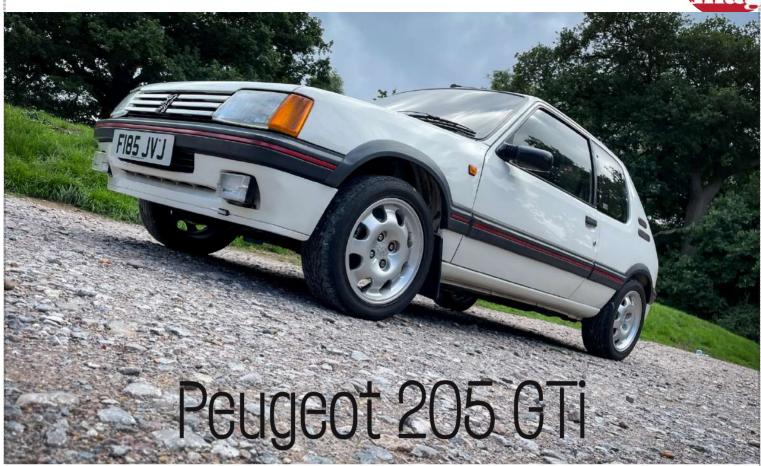


he Mercedes EQS is the S-Class of Electric Cars. It was the first EQ model based on the MEA EV platform and is powered by a water-cooled motor sending torque to the rear wheels through a single-speed gearbox. Prices start from around £100,000 for the EQS 450+ AMG Line, but add in another £7k for this 450+ Luxury. In fact, Mercedes seems to like its £7k plus increments. It produces about 333bhp and 568Nm of torque

capable of accelerating a car that weighs about 2500kg from rest to 62mph in just 6.2 seconds, with a top speed of 130mph. It offers a range of up to 453 miles. The charge from 10-80% can be done in 31 minutes with a 200kW charger and Mercedes says you can get enough charge to do 186 miles in just 15 minutes. **Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com** 







ot hatches ruled in the 1980s, and two particular GTIs sat at the top of the desirability ladder. The Volkswagen Golf GTI, arguably the progenitor of the hot hatch (precise, solid, efficient), and the upstart (feisty, fun and French) – the Peugeot 205 GTI. Like Volkswagen's GTI, the Peugeot also started from fundamentally sound basics – it was based on the hugely popular

205 hatchback, which itself ran for around 15 years from 1983. Throughout its life it remained essentially unchanged and almost unrivalled until the bigger 309 arrived in Peugeot's range. Nonetheless, the 205 is credited as the car that gave Peugeot a new lease of life.. Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com





eating a record number of over 100 entries, 'The Misfit', a 1963 Ford Anglia with a supercharged BMW engine, will represent the UK in the global Hot Wheels™ Legends Tour and stake its claim to be a 1:64 scale die-cast in the 2023 line up. Built by Michael Charalambous and only finished in 2022 after final push during Covid Lockdown, The Misfit was also voted the fans' favourite at this year's event. For the first time in the UK, the 10 finalists and their custom cars were brought together in person at Studio 434 in Potters Bar, near London, home of the Rodger Dudding collection. In front of a live audience, judges Helen Stanley, Ian Callum, Jonny Smith and host Alex Kersten spent the day assessing the cars, chatting to their creators and painstakingly scoring and vigorously debating each car…read more at www.freecarmag.com





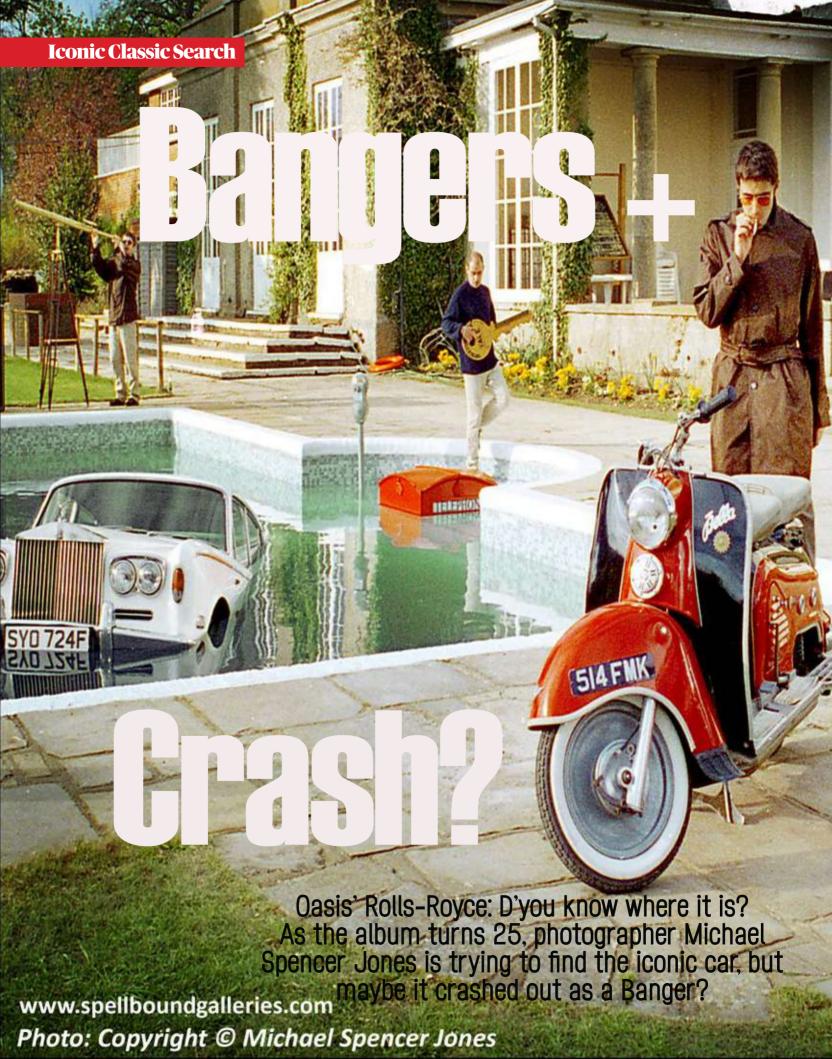
**Custom News** 

he Misfit's owner Michael Charalambous is not an engineer by trade and was previously an estate agent, but with an incredible eye for detail, coupled with the ambition of buying his dream car, a Ferrari 308GTB, he set out on a mission to build and restore a series of cars with a plan to ultimately trade up to the Italian classic. The

Misfit is his most ambitious project, pouring hundreds of hours into the project after purchasing the back of a very rotten Ford Anglia body shell. Created purely from ideas in his head, Charalambous took over from fabricator Rob Rashbrook to build a unique Hot Rod...

**READ MORE AT FREECARMAG.COM** 







lying Spares, the world's largest independent supplier of Rolls-Royce and Bentley parts, has uncovered new evidence suggesting that the 1972 Rolls-Royce Silver Shadow from the Oasis album cover ended up being banger raced.

Neil Arman, Director of Flying Spares, said: "Supplying the car in the swimming pool for Be Here Now is part of Flying Spares folklore, and people often ask us what happened to it. We sold it at a music memorabilia auction back in the 90s, but this summer we heard that the photographer, Michael Spencer Jones, was trying to find it, with a view to buying it. We put some feelers out in the trade, but no one seemed to know anything. It was a mystery, so we did a press release appealing for information.

"The story went crazy and got picked up around the world! As a result, a few leads came in, mostly clearly false trails. By far the most promising was from motoring journalist Dan Williamson. He explained that there's mythology in the banger scene about famous cars like the KLF's Ford Galaxie police car and the Jaguar from Shaun of the Dead. He recalled that the Oasis Rolls was linked to a Kent-based banger racer called Danny, so we did some detective work and managed to get in touch.

"At first, Danny was a bit reticent because he's taken stick from classic enthusiasts over the years. We are very familiar with that thorny issue, but sometimes once-great cars, even Rolls-Royces, are beyond repair. By breaking one you can keep another six on the road. To be clear, the Oasis Rolls was a wreck, totally undriveable, it didn't even have an engine. We fixed it up to look the part, but it was basically a prop.

"Back to the story. Danny sent us a photo of a black and red banger – a car he raced once, at a big Firecracker event at Essex Arena in 2003. He was told when he bought it that it was 'the Oasis Roller'. That really got our attention. It was certainly the right model and Danny knew a lot of details about the work we'd done to get it ready for the photoshoot, things hardly anyone would know.

"If this was the Oasis Silver Shadow, it had a different grille, axels from a Series 1 Jaguar and a V6 engine from a Ford Granada... and it got smashed to pieces at Firecracker! That seems a suitably rock n roll ending, but it isn't definite, there's no paperwork to prove it conclusively, so it could still be out there, maybe."

As well as the cover for Be Here Now, Michael Spencer Jones also shot the covers for the first two Oasis albums, Definitely Maybe and (What's the Story) Morning Glory?, The Verve's Urban Hymns and Suede's Stay Together.

Bespoke portfolios and museum standard limited edition prints are available from <a href="https://www.michaelspencerjones.com">www.michaelspencerjones.com</a>."If you have any information regarding the whereabouts of MDH 119K please contact Flying Spares on 01455 292949 or

sales@flyingspares.co.uk.



### **Classic Roller**











efender specialist, Twisted Automotive, has lifted the covers off 16 vehicles that have been barn stored since coming off the production line six years ago.

Sixteen factory-fresh classic Land Rover Defender 110s are now available to buy. The vehicles have less than 30 miles on the clock. There is just one Utility Wagon and one Station Wagon available in each colour, all based on the original XS spec (the highest Land Rover Defender spec at the time).

By opening its barn doors, Twisted Automotive is inviting people to reserve the last of a generation, never to be replaced.

In 2015, Charles Fawcett, founder and Managing Director of Twisted Automotive, ordered over 200 Land Rover Defenders.

He explained, "I went to the Defender production line at Solihull to meet the men and women building the vehicles. These sixteen 110s were hand-picked for their chassis numbers and build dates. They were all registered in 2016 - after

production ceased - identifying them among the last off the line and, arguably, more collectable. They're special, and when twisted, each one is the only one. Hence the limited run is called One of One."

He added, "All of the 16 will be Twisted, but exactly how depends on the lifestyle and tastes of the customer. The Twisted way isn't to tell people what their Defender should be; it's to work with them to create a Defender that's the best fit for them."

Customers can choose their powertrain. The two options are the TVS 2.3L 4-cylinder turbocharged petrol (308BHP and 350Lb/Ft torque) or TTD 2.2 4-cylinder turbocharged diesel (174BHP and 310Lb/Ft torque).

Build slots are open for delivery in 2023 – 40 years after the launch of the original One Ten.

Twisted's One of One Defenders are available to reserve, starting from £135,000 + VAT for the 2.2 TTD Utility Wagon in the UK.





### **Specifications:**

Powertrain: When launched, two engine choices were available on the One Ten: a petrol and diesel 2.3-litre.

Twisted is offering a choice of powertrain.

TVSn 2.3L 4-cylinder turbocharged petrol 308BHP and 350Lb/Ft torque Six-speed manual gearbox Twin scroll turbocharger Forged steel crankshaft and conrods ULEZ-compliant

TTD 2.2 4-cylinder turbocharged diesel 174BHP and 310Lb/Ft torque Six-speed manual gearbox ECU upgrade with performance air filter Full stainless exhaust system from DPF back

#### Mechanicals:

Suspension is replaced with Twisted's progressive system which incorporates dual rate springs, custom damped shock absorbers and upgraded anti-roll bars. The brakes are replaced with performance six pot fronts and four pot rears. The entire chassis is coated.

#### **Exterior:**

The most noticeable additions are the Twisted Classic 18" alloy wheels available in different colours and shod in BF Goodrich all-terrain tyres. Look a little closer and you begin to notice the raft of billet items and Twisted's stage one front end conversion. This is further enhanced with Lazer daytime running and driving light front bumper and a purposeful steering

guard. Along with LED lighting all around, wing mirrors are colour coded. The sidestep tops are finished in black.

The crossmember is painted to lengthen its lifespan, with the towing electrics integrated. Finally, a full-width tubular step bumper is added as the perfect footrest for changing muddy boots.

### Interior:

Twisted's One of One is stripped out, panels are realigned and the vehicle is made thoroughly watertight. Once completed, Twisted's dual-layer soundproofing is fitted and premium black carpet is installed over the top. The seats and key touch points around the car are trimmed in the customer's choice of leather and stitch colour. Twisted's classic leather-trimmed steering wheel makes the driving experience more engaging.

Entertainment hasn't been forgotten. Twisted's double din media system with Apple CarPlay, DAB radio and reversing camera means your driving playlist is never more than a touch away. This is further enhanced with an eight-channel premium audio system that offers crystal clear sound quality, whatever the volume.

The load space gets twisted too, with Utility models getting custom-trimmed Alston Techno-Suede side panels and Station Wagons getting matched leather trim lock-and-fold seats.





Twisted's One of One Defender is both a celebration of the launch of the One Ten and a nod to the progression that was made by moving from the Series models. Passenger comfort was considered, along with driving enjoyment and practicality - things Twisted prides itself on 40 years later.

Pricing: Utility Wagon (5-seater):

2.2 TTD from £135,000.00 + VAT

TVS from £174,500.00 + VAT

Station Wagon (7-seater):

2.2 TTD from £145,000.00 + VAT

TVS from £184,500.00 + VATCustomer enquiries should be made via: <a href="www.twisted.co.uk">www.twisted.co.uk</a> or <a href="mailto:info@twistedautomotive.com">info@twistedautomotive.com</a> or +44 (0)1845 574 990







Billy, welcome to Free Car Mag! Firstly, many congratulations on reaching the semi-finals of the show last year. We absolutely loved your enthusiasm and your builds. Can you tell us about some of your highlights from the show?

Probably winning the dovetail challenge, that was proper joinery/ carpentry and what I'm good at. We obviously had little time and under the pressure of filming, but I was really pleased with my finished results. It was a straight competition, it was clear to see which was the best, the results couldn't have been disputed so the judges couldn't deny me my win, i.e. the judges couldn't say 'well that won because...' You could either make dovetail joints or you couldn't, no tweaking the rules.

#### When did you first get into woodworking?

My mother used to rectify people's horses that had problems. They would send them to her if the horse was doing things wrong for example bucking after jumps or feared traffic etc or even if they didn't have problems, but they wanted to improve their jumping etc. She is a great horse woman and that's what I grew up around. I first started by making jumps for her, for the horses when I was eight years old.

Can you tell us a bit about your woodworking journey, from picking up your first chisel to appearing on 'Britain's Best Woodworker.'

I was Home Educated, and this allowed me to learn pretty much what I wanted, when I wanted. I first started mending items on the horse yard my mother owned. I love mechanics as much as carpentry, so an ideal way to mix the two was to build a campervan which I did when I was fifteen years old. It ended up being featured on 'George Clarkes Amazing Spaces.' George thought it was amazing which obviously I was proud of. Bentham teen mechanic transforms camper van | Lancaster Guardian: https://www.lancasterguardian.co.uk/news/bentham-teen-mechanic-transforms-camper-van-658963

### What has been your most favourite woodworking project in your career and why?

For me, it has to be the canal boat; 'MatildaJayne.' There were so many skills needed to pull it off from cutting the back off and rebuilding it using design, welding, carpentry skills etc to designing the layout. I was really pleased to be featured on 'George Clarkes Amazing Spaces' and the response was off the scale. I think both Channel 4's 'ALL4' trailers combined have over 20 million views!

I understand that you are not only talented with the woodworking tools but also handy with the spanners. Can you tell us about some of your automotive projects and how you got started in automotive mechanics?

I've always loved cars, but my mum bought me a Nissan Micra rally car for my fourteenth birthday, that's when I really got hands on as





I had to do all the repairs, rebuilds and body repair when I crashed it myself. I have an obsession with Volkswagen LT's, I saw one going to the scrap yard and it had had over three pages of fails on the MOT sheet. Always up for a challenge, we needed to be in France in ten days, so I had to get it roadworthy. On day ten, I took a picture of it in Amiens. The Telegraph covered the story 'Ten Day Challenge.' https://www.telegraph.co.uk/cars/classic/rustbucket-roadworthy-10-days-vw-van-restored-teen-bet/

I then read that you couldn't install the awesome engine; the 'Cummins 6bt', so that was my next challenge. Guess what? I did it! It's absolutely awesome and my pride and joy. Most of the parts were from scrap yards and breakers. I absolutely love the wagon and it's some machine.

Woodworking and automotive engineering seem like quite different disciplines but there are companies like 'Morgan Sports Cars' who combine the two. How do you switch between the two and which do you prefer?

I enjoy them both the same, when I'm working on a vehicle, I think this is great and I'm just going to do mechanics, then a carpentry job will come in and I'll think I really miss this! I love my work and choose what I enjoy doing so I enjoy them both equally.

Can you tell us about any current or future woodworking or automotive projects you working on or looking forward to starting?

have started building my own recovery truck, putting a more powerful engine in my Micra and wide arching it and getting nagged by my mum to finish her Morris Minor, which to be fair I have left too long! I'm making some oak doors and windows for an old barn also.

Finally, what is your dream car or vehicle Billy?

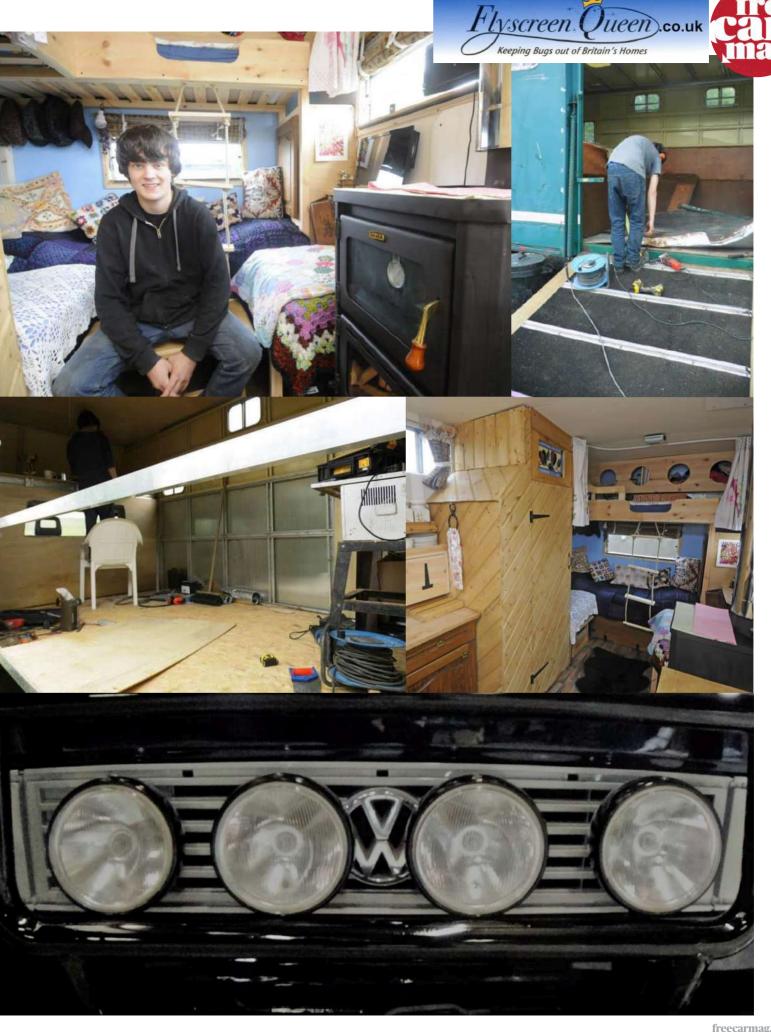
My rally car, but I wouldn't turn a R34 Nissan Skyline in Bayside Blue away!

Thank you, Billy, for taking the time speak to us at Free Car Mag. Your achievements are certainly inspiring and are sure to motivate young and old to head into the garage or workshop and pick up the tools! We greatly look forward to seeing your future projects.

You can follow Billy's progress on Twitter: @JayneWalden1 and on Instagram: billyarthurwalden.

Photographs courtesy of Billy & Jayne Walden









maybe it's seasonal....

# Alliance of British Drivers Driving Sense 2030 Diesel/Petrol Ban Bad

The highly respected Centre for Economics and Business Research (CEBR) study was commissioned by FairFuelUK, The Alliance of British Drivers (ABD) and The Motorcycle Action Group (MAG). The key findings are:

- This is a study that uses official government methodology to compare the projected environmental benefits from the proposed bans on the sale of fossil fuel powered vehicles with the likely costs.
- The study shows that the environmental benefits from the proposed bans are dwarfed by the additional costs.
- The study assesses economic impacts over the period 2022 until 2050. 2022 prices are used as a common baseline and all costs and benefits are discounted to a 2022 base year (with selected values also presented on an annual/undiscounted basis).
- Using the government's values for reduced carbon emissions, the value of the environmental benefits add-up to £76 billion. In contrast, the assessed costs add up to £400 billion. These costs are FIVE times the benefits; even when using the government's own valuations of the environmental benefits.
- The study shows that the major costs from the proposed ban are likely to be additional costs of: I. New vehicle purchases of £188 billion (in extra costs).
- II. Increased time lost due to waiting whilst recharging EVs, valued at £47 billion.

III. Infrastructure for electricity generation and additional charging points of £99 billion.

Even the overall environmental benefits are rather lower than might be assumed since approximately 50% of any reductions in emissions from usage are likely to be offset by increased emissions in vehicle production. Furthermore, this analysis does not take account of the likely increased emissions and other social costs from the massive increase in mining likely to be required by EVs. These extra emissions will be transnational in nature, relating to the processing of raw materials and associated shipments across the globe.

Finally, there is likely to be a loss of tax revenue of £5.8 billion per annum (£2.7 billion when discounted to 2022 base year terms), on average, in the scenario of a ban in comparison to a no-ban scenario, as fuel duty and VAT dwindle away. The annual revenue loss is £198 million in 2030 (£150 million when discounted to 2022 base year terms), rising to about £16 billion in 2050 (£6 billion when discounted). We assess that replacing this revenue, for example, would require increasing the rate of VAT or the basic income tax by an increasing amount throughout the period of analysis, peaking at an increase of 0.8% for VAT or 1.1% for the basic rate of income tax in 2050.

From the perspective of the average household, these additional costs over the period 2022 to 2050 amount to a total of £14,700 per household in 2022 terms. Using undiscounted values, this is an impact of £27,400 per household, or just under £1,000 per household per year from 2022 until 2050.

The study also looks at how sensitive the results are to a range of different assumptions. For instance:

- Using a 'social cost' valuation of the benefits as proposed in the Stern Report rather than the government's current valuation approach reduces the assessed NPV (Net Present Value) by £26 billion.
- Assuming that investment could alternatively be made in generating widespread usage of low carbon fuels to replace existing fuels reduces the assessed NPV by £15 billion. It is conventional in policy analysis that where a policy appears to have assessed costs well in excess of the benefits that the policy at the very least needs to be scrutinised extremely closely to see if, on balance, it still makes sense.

We strongly recommend that HMG commissions an independent analysis of the costs and benefits of the proposed policy and compare this to other viable options to see whether it should proceed with the proposed bans

The full report 'Economic impacts of the 2030 – 2040 bans on the sale of fossil fuel vehicles' can be found on the Fair Fuel UK website: https://fairfueluk.com/

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/





### Ban will cost 5 times+ alleged green benefits

Economic impacts of the 2030 – 2040 bans on the sale of fossil fuel vehicles

A Cebr report Funded by FairFuelUK, the Alliance of British Drivers, and the Motorcycle Action Group

October 2022







The 2030 Diesel/Petrol Ban will cost at least 5 times the alleged environmental benefits Key Findings in a Pioneering Cebr Economic Report Sanctioned by the Fair Fuel APPG for Motorists and Hauliers, & Funded by FairFuelUK, ABD and MAG:

The environmental benefits from the proposed 2030 bans are dwarfed by the considerably additional costs.

Environmental benefits from the 2030 ban add-up to £76 billion. In contrast, the assessed costs add up to £400 billion.

These costs are FIVE times the benefits; even after using the government's own valuations of the alleged unproven environmental benefits.

There is likely to be a loss of tax revenue of £5.8 billion per annum (£2.7 billion when discounted to 2022 base year terms), on average, in the scenario of a ban in

comparison to a no-ban scenario, as fuel duty and VAT dwindle away.

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Furthermore, this analysis does not take account of the likely increased emissions and other social costs from the massive increase in mining likely to be required by EVs. These extra emissions will be transnational in nature,

## Free Car Mag on the most important reports



https://youtu.be/ZyjJW8tED7U



cAs Europe faces its worst energy crisis in living memory, Net Zero Watch has warned ministers and MPs in London and Brussels that they have a choice between exploiting Europe's untouched fossil fuel resources or inevitable relegation of the continent to second world status.

It is matter of real concern that most MPs and ministers still oppose drilling for gas and oil in European waters and the North Sea, and even more importantly, still reject shale gas exploration, blocking a vital energy resource for Europe's and the UK's future.

Europe's fossil fuel resources are the subject of a new paper published today by Net Zero Watch. The paper surveys the scale of resources and concludes that they are large enough to make a significant difference to both price and energy security, opening up the path to a more secure future.

Europe's energy resources are far from trivial, with

coal reserves amounting to nearly 13% of the global total, sufficient to support current levels of production for nearly 300 years.

According to the European Commission, technically recoverable shale gas resources in Europe amount to some 14 trillion cubic metres, between four and five times greater than the proven reserves of natural gas. In other words, shale gas would be sufficient to support current levels of European gas production for more than 50 years.

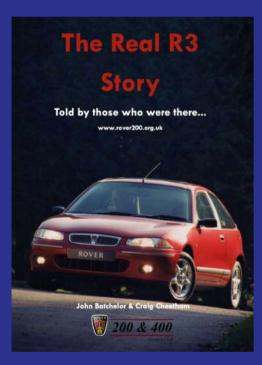
In 2014 the European Commission concluded that 'the volumes produced will not make Europe self-sufficient in gas, but could help to reduce prices'. That conclusion is obviously correct, and applies with equal force to coal, oil, and conventional natural gas resources.

Go to www.netzerowatch.com for the full feature



### **FCM Book Club**

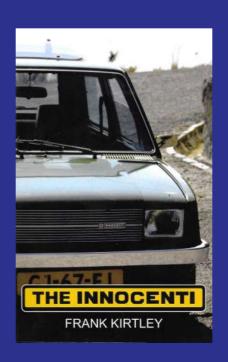
Here are books written by some of our contributors and friends. We would encourage you to go to our related www.bangernomics.com Site to buy books and things that support what we do. Sticking up for the Motorist.

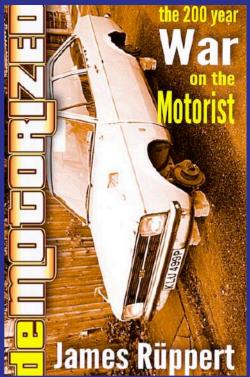


o commemorate the 25th anniversary of the launch of the third generation Rover 200 (R3), the Rover 200 & 400 Owners Club has published an 80 page full colour booklet with contributions from many of the Rover Group team that were involved with the development and launch of the car. This booklet is available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



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

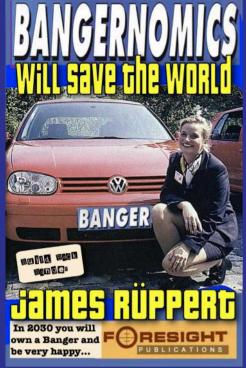


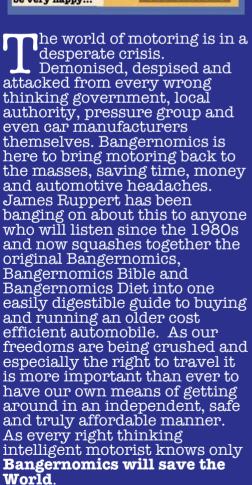


his is the not quite definitive history of how parking became an industry, governments overtaxed motorists, carmakers lied about how safe and environmentally friendly they were and tested their emissions on monkeys and humans. Also why robot cars are so dangerous and electric cars are not the answer.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

espite 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.

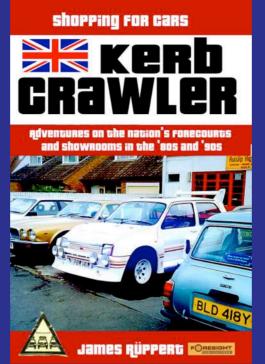
https://www.smashwords.com/books/





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www.bangernomics.com



I hopping 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

# CAR history rebooted SUSSIFIED FUNDAMENTAL SRV

ust imagine if BMC had not been so terrible, that Elvis ran a car company, levitating motors were a reality along with steam powered gentleman's carriages and an electricity car designed by and for gentleladies...well, wonder no more. Here is a fully illustrated book which rewrites and redraws automotive history. As well as old stories revised and refreshed. there are new drawings, stories and much else besides. The alternative histories covers vans, trikes, lorries and pretty much

James Rüppert

flying cars as well as designers with different careers, the cold war and all sorts of other made up nonsense. There is also some truth. Even the made up tales contain rather a lot of verifiable, fact checkable goodness.Only someone arrogant enough to think they know better would even attempt to rewrite history. James Ruppert is stupid enough to believe that his takes on automotive history would interest anyone else. Except that the column he did for Classic Car Buyer a few years ago certainly triggered readers enough to make him think that they should be

revisited in Autofutropolis.

www.bangernomics.com

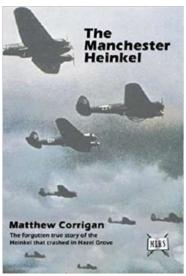


## PEUGEOT 205 GTI



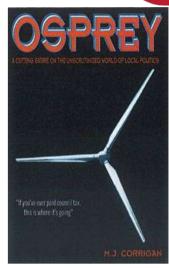
### PEUGEOT 205 GTI - CORRIGAN AMBERLEY PUBLISHING £14.99

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

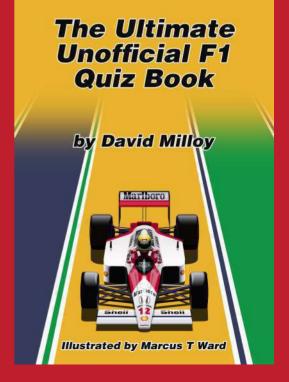


The questions, the answers, the stories...

by David Milloy

### THE ULIMATE 'BOOKS' BY DAVID MILLOY £8.00

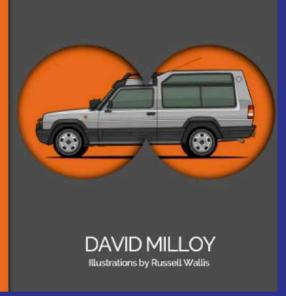
Packed with facts, trivia and statistics, The Ultimate Quiz Books are the guiz books that not only gives the answer to each of its multiple-choice questions but also tells the story behind it. So if you've ever wanted to know the story behind a certain car being mentioned in a National Security memo 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.



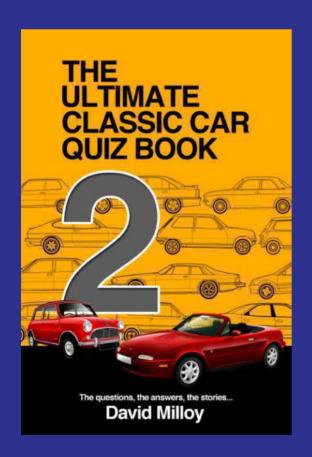
### FCM Book Club 2

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 GREAT CARS YOU (PROBABLY) WON'T SEE ON THE ROAD



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.



f 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 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.

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### ...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 114

It will be Christmas and we have asked Santa for something spectacular. Turn up to see what he actually delivers. Meanwhile, 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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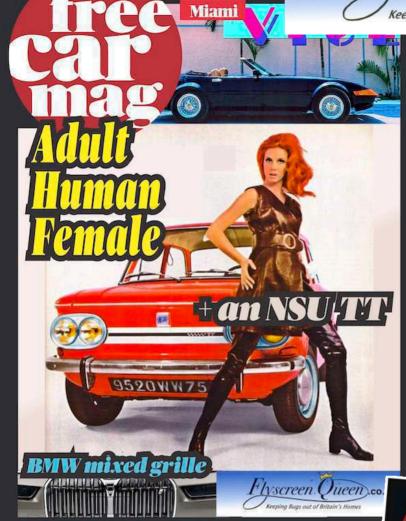




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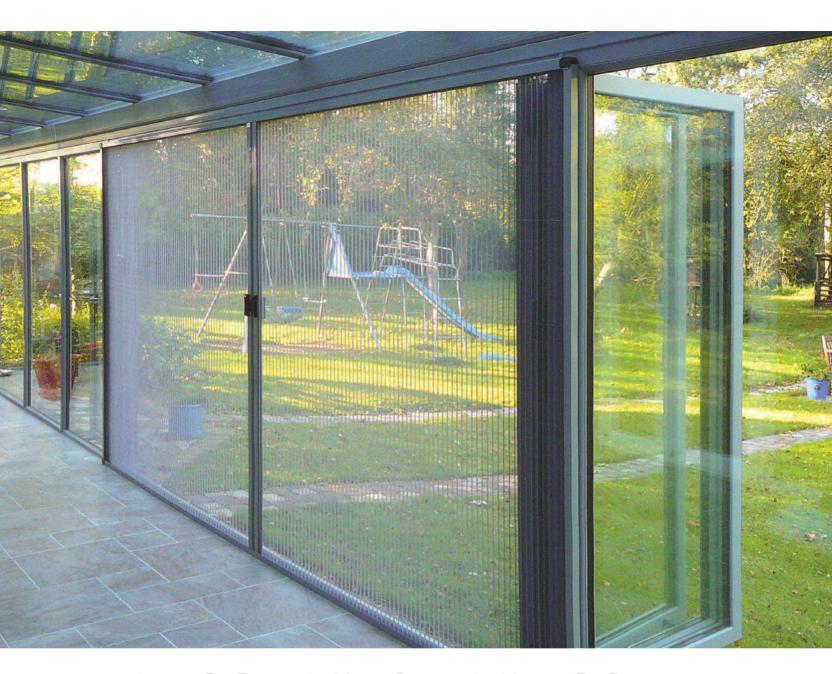




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