

Caterham

free  
car  
mag

In

2023

don't be a number

drive  
free



It is time to stand up to autotyranny



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

GET ON MY  
DAD'S BUS...

**ULEZ**  
**Wanke**

**BANGER**  
**NOMICS**





# Free torial

Happy New Year. We want to be positive, but it is getting difficult. If we don't wake up and shape up now, we are doomed. The controlled zones are now incoming to a major city near you. It is time to decide whether you are just a tax paying number or prepared to be free and drive where you want without some tinpot bureaucrat deciding for you.

Thanks for sticking with us for yet another year.

See you next time...



Free Car Mag are ready to take 2023 head on...

**toad on the road** He's a hi-viz wearing amphibian with the 200 year on the Motorist

34

6

I AM THE NEW NUMBER 2, YOU ARE NUMBER 6

www.freecarmag.com

DARLEKS CAN'T RIDE PENNY FARTHINGS

ON YER BIKE...

MOKES AND SEVENS NOT IN THE LATEST BANGERPEDIA

RÜPPERT'S Modern Classic 1980-2000

bangerpedia

BY JAMES RÜPPERT



## James Ruppert

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# The Only Pro Motorist Car Mag in the Universe

# 23 things to think about...

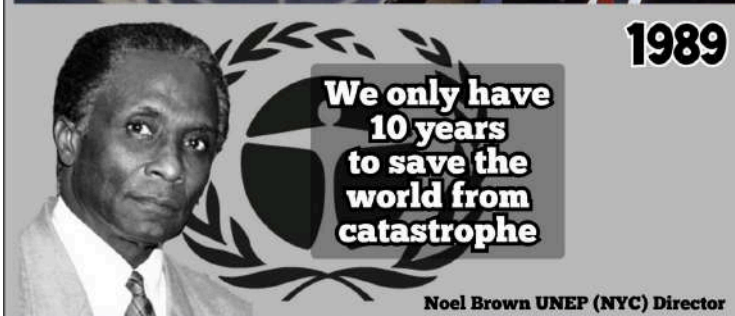
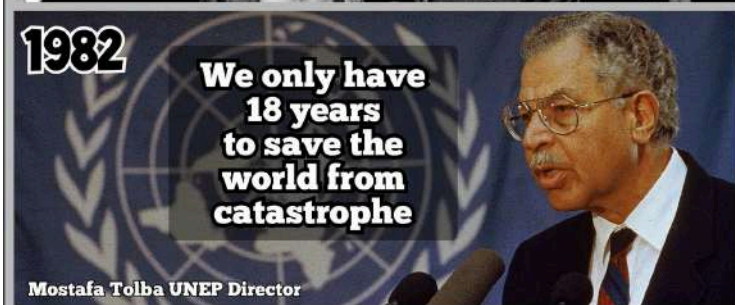
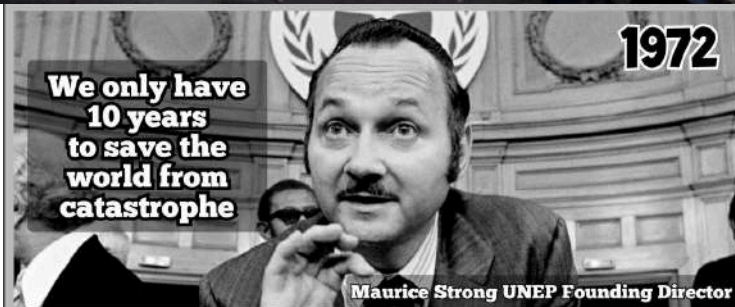



Free Car Mag have some suggestions about how to approach 2023. We want you to all be positive and to think about how you could make your motoring life better. Mostly you have to question everything, so if you are not down the same rabbit hole as us, here are some places that you can start digging.  
Spread the word and fight back

For a start you could be as cool as Hardy Amies and his models doing a photo shoot with Ford in the '70s.



Politicians are never on your side. The above had to borrow a supermarket worker's Kia to pretend he was one of us. Yet he is fully on board with Net Zero, the end game being to stop you buying a brand new petrol or diesel car in 2030. Politicians do not understand or like drivers, except the taxes that we pay.



A large line of tractors, including various models and colors like red, green, and blue, is moving along a paved road. The tractors are part of a protest or demonstration, with some carrying flags. The road is flanked by green trees and a grassy area. The scene is captured from an elevated perspective, showing the length of the tractor line stretching into the distance.

🇳🇱 No farmers, no food. 🇳🇱  
Support the Dutch farmers.  
Resist the 2030 agenda.

Small Cars are in danger, replaced by two ton battery vehicles. Motor manufacturers are not helping matters by deleting entire model lines, see Ford Fiesta (Not pictured).



NEVER FORGET, THE WORLD'S ELITE PUT MILLION DOLLAR LIMOUSINES ON BILLION DOLLAR JETS TO FLY AROUND THE WORLD TO TELL YOU TO REDUCE YOUR CARBON FOOTPRINT



Friends of Science Retweeted  
Billy Carson II @4bidnKnowledge · Nov 22  
800 private jets flew to Egypt to tell you to ride your bike to work. Climate Change 🇪🇬



288 6,974 14.9K

IN CASE YOU  
DID NOT KNOW  
ABOUT THIS

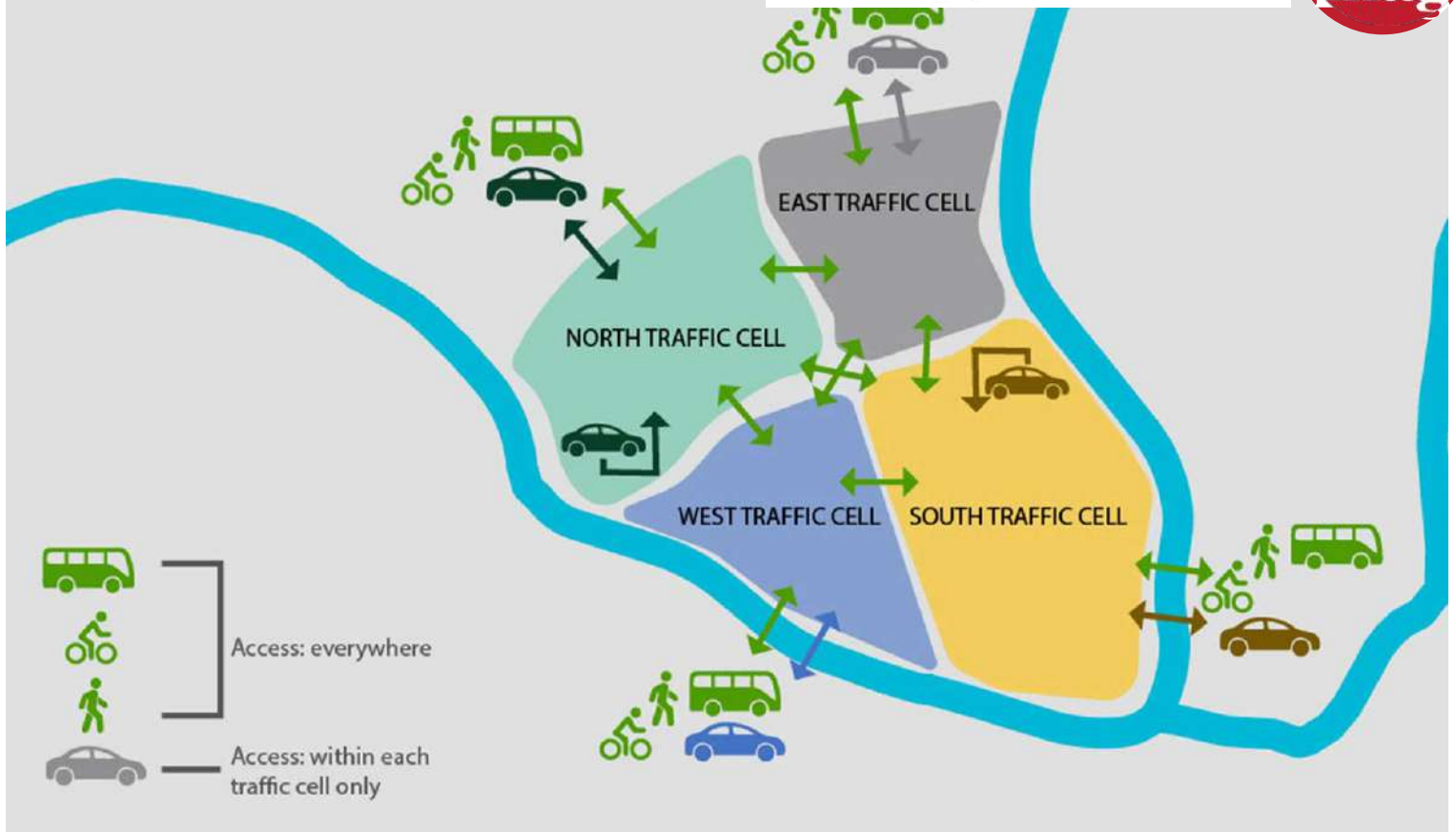


A two-megawatt windmill is made up of 260 tons of steel that required 300 tons of iron ore and 170 tons of coking coal, all mined, transported and produced by hydrocarbons. A windmill could spin until it falls apart and never generate as much energy as was invested in building it.

**Total metals required for one generation of technology to phase out fossil fuels**

Metal	Required Production (tons)	Known Reserves (tons)	Comment
Copper	4,575,523,674	880,000,000	Reserves cover 20% of requirements
Cobalt	218,396,990	7,600,000	Reserves cover 3.48% of requirements
Graphite	8,973,640,257	320,000,000	Reserves cover 3.57% of requirements
Lithium	944,150,293	95,000,000	Reserves cover 10% of requirements
Manganese	227,889,504	15,000,000,000	Adequate reserves
Nickel	940,578,114	95,000,000	Reserves cover 10% of requirements
Silicon (metal)	49,571,460		Adequate reserves
Silver	145,579	530,000	Adequate reserves
Vanadium	681,865,986	24,000,000	Reserves cover 3.52% of requirements
Zinc	35,704,918	250,000,000	Adequate reserves
Zirconium	2,614,126	70,000,000	Adequate reserves





Local authorities want to put you in a cell. Here is the one that Bath Council will imprison you in...

The Alliance of British Drivers at least will stand up for motorists and her is a local group making a good point about the London ULEZ. Avoid any policy dreamt up or recommended by the World Economic Forum. Always bad, always against the interests of all citizens.

**ABD\_Sussex** @ABD\_Sussex · 2h

So if you live in say Sevenoaks and work in Chislehurst you will have to pay £12.50 a day ULEZ, £25 if a shift worker. Same if you work in Amersham and work in Harefield Hospital. These are what most consider rural areas. Khan is power crazy.

1 retweet, 2 likes

TopLink



Agenda

Initiatives

Reports

Events

About

Digital Transformation > The driverless car revolution



Share



Autonomous vehicles will reinvent personal transportation and have a transformative impact on the automotive industry.

These are not really resolutions and nowhere near 23 of them, these are just pointers to what's going on at the moment and just a heads up. We really do think that you ought to buy if you can, something interesting So in 2023....

# Mostly Buy a Caterham







# Budabest

Lightweight, simple, absolutely perfect...

Introducing KAMM Manufaktur, a new and exciting automotive brand from Budapest, dedicated to creating the perfect interpretation of the legendary 912 sports car.

Founded by Miklós Kázmér in Budapest, Hungary, KAMM focuses solely on the 912 sports car produced between 1965-1969. Renowned for being the lightest of all the road-going 911/912s, but with a better balance than a typical 911, the 912 may not be an obvious choice for a restomod, but its slim, simple lines, outstanding handling and iconic 4-cylinder engine makes the 912 the perfect choice for a KAMM creation.

The KAMM 912c is an exquisitely engineered, beautifully built, modern take on the 60s sports car icon. In an age where electronics take over many of the driver inputs, the KAMM 912c offers something different in the world of restomods in that it maintains the charm of a 1960s racer, with sensitive updates, instead of trying to completely modernise the 912 driving experience.

KAMM improves on perfection, without compromise, building on existing greatness to create the KAMM 912c. Taking an original 912, KAMM engineers restore every donor car to perfection, providing the perfect basis for a bespoke creation. Steel is replaced with carbon, seamlessly blended without trace, ensuring flawless fit and finish.

KAMM engineers enhance the chassis, brakes suspension, wheels and tyres and replace all original elements with brand new, factory parts including lights, fixings, and rubbers.

Swiss air-cooled experts *JPS Aircooled* assist with the creation of a bespoke, high-performance, 170hp, 4-cylinder engine providing the ultimate in reliability combined with exemplary performance, helped by a kerb weight of less than 750kg.

Bespoke paint finishes and interior redesign completes the transformation before a thorough evaluation by KAMM Founder Miklós Kázmér to ensure every 912c is worthy of the KAMM name ahead of client delivery.

Whilst the KAMM 912c is perfectly at home on the race track, the car has also been designed to be used regularly as a road car. KAMM developed the 912c to appeal to drivers seeking an updated classic racer experience with a truly analogue feel. Rear seats can remain, audio options are suggested, luggage areas are carefully trimmed, and air conditioning has been added for cabin comfort on road and track. The attention to detail shines through, as seen in elements such as the bespoke door mirrors, which not only look beautiful, but also perform perfectly at speed.



KAMM Founder Miklós Kázmér said, "The KAMM 912c has been years in the making, and I am proud to share my vision of the perfect 912 to the world. Budapest has a surprisingly well-developed car culture born out of a desire for individuality. During the socialistic era, drivers had to be creative, home-tuning whatever cars they could get hold of into race machines. This love of car culture, and a burning desire to make whatever was available as fast and as beautiful as possible, spawned a talented and dedicated Budapest car scene. In the 90s things changed as borders opened and Hungarians gained access to western cars and Hungarian car enthusiasts evolved. KAMM is a proud son of Budapest car culture, striving to turn original classic cars into fast, reliable, and perfected versions of themselves, all whilst keeping the analogue driving experience intact."

The KAMM 912c will enter full production in 2023 priced at €325,000. Clients may buy a complete car from KAMM or supply their own 912 for conversion. Bespoke specifications can be quoted on request.

Build-slots are now available for the first, strictly limited, run of the KAMM 912c. For more information email KAMM directly at [info@kammanufaktur.com](mailto:info@kammanufaktur.com)





# *Mint & Boxed*



Small perfectly formed and very much boxed...



**G**lobally renowned for its original specification classic wiper and mirror products, British Motor Heritage (BMH) subsidiary Tex Automotive is now offering an ever-increasing range of enthusiast car parts and accessories, plus a mouth-watering selection of rare or, in some cases, unique 'mint and boxed' model cars.

A collectors' goldmine, the selection has been amassed over many years by BMH in its role as global licensee for the Austin, Austin-Healey, MG, Morris, Rover, Triumph and Wolseley brands. It comprises everything from one-off prototypes to limited edition runs, all boxed and in mint condition. A selection of the offerings can be found at [www.texautomotive.com](http://www.texautomotive.com). However, it is only a fraction of the total stock, with more examples being added to the website all the time, so collectors are advised to make regular visits to the site in order not to miss out on this exciting opportunity.

Currently viewable are such gems as the Kyosho 1/18<sup>th</sup> scale 1959 Le Mans Triumph TR3S (£41.25 plus VAT) and highly-detailed Sun Star 1/36<sup>th</sup> scale RAC Austin Minivan (£55.00 plus VAT). Also recently uploaded are a splendid selection of the Corgi 1/76<sup>th</sup> scale Trackside miniatures that are compatible and therefore the perfect complement to '00' gauge model railway layouts. Now rarely obtainable from other sources, these highly collectable items range from individual cars and vans priced at just £3.50 plus VAT to three-piece sets for a mere £8.50 plus VAT.

The classic car parts and accessories also available at [www.texautomotive.com](http://www.texautomotive.com) include no end of useful items from EBC replacement brake parts to Samco silicone hoses and fuel caps to Renovo car care products, not to mention such ideal and eminently affordable all year round gifts as leather driving gloves and branded key fobs.

Bugatti Book

# Well Read



First copy of new Bugatti EB110 book sells for £39,000





**A**t Pebble Beach on 19<sup>th</sup> August 2022, the first copy of the recently launched book 'The EB110 & The Last Bugatti Racing Cars' sold for a staggering £39,000 (\$46,000).

Written by Johann Petit and Pascal van Mele, and edited by Julius Kruta – Bugatti historian and former Head of Tradition at Bugatti Automobiles S.A.S – this ground-breaking 440-page work contains 700 period photographs, historic images and original sketches, the majority of which have never before been published.

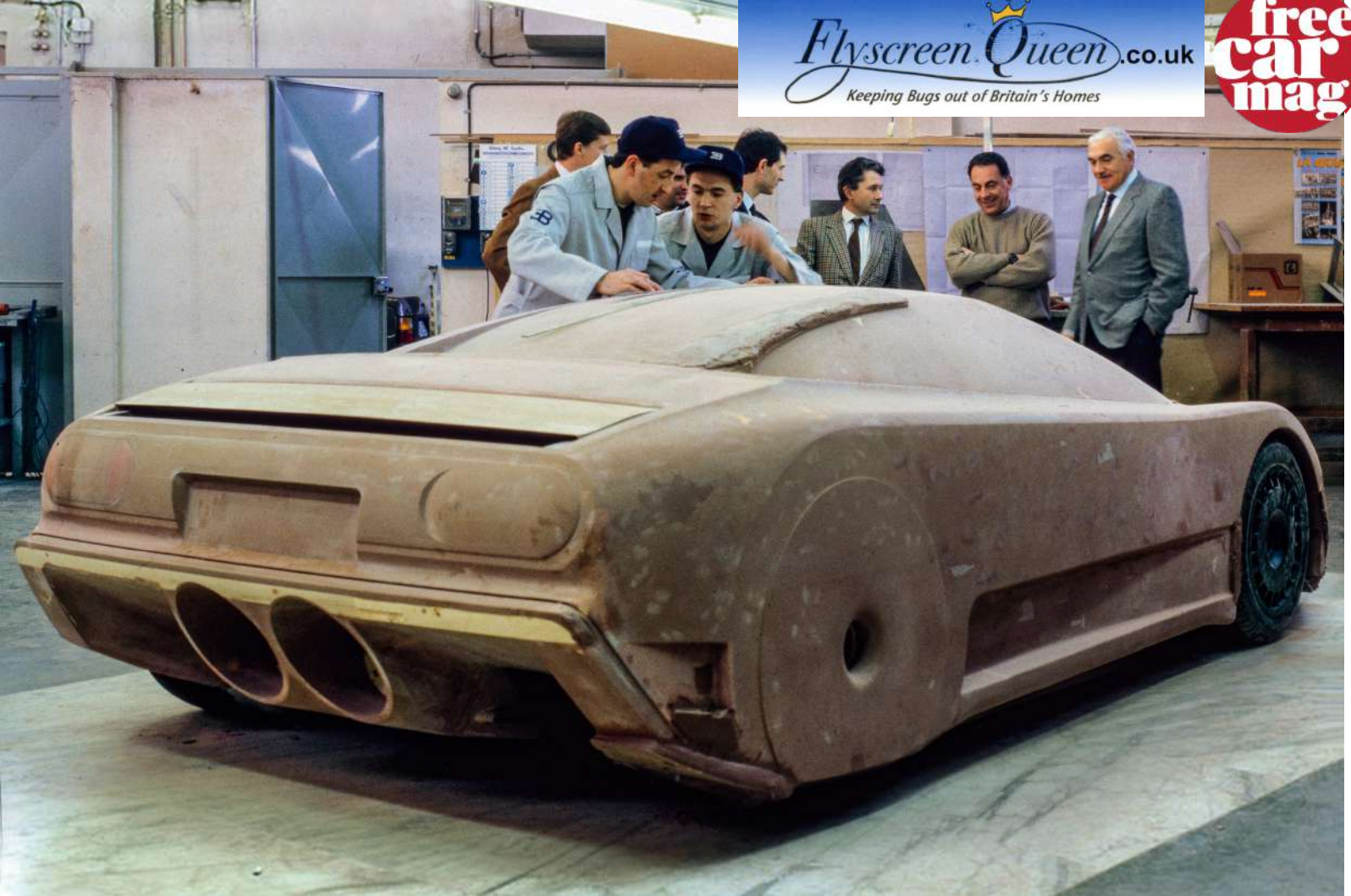
Says Julius Kruta, "It is the pictures, as much as the text, that transport the reader through the extraordinary tale of the EB110 – the birth, growth and abrupt end of that remarkable supercar, and the revolutionary factory behind it. The story of Romano Artioli's burning ambition to create a world-beating car in a futuristic factory – and the tragic ending to those dreams – reads like a Hollywood film script. This is a car that set benchmarks and broke world records – an instant automotive icon – yet the only references available to the public tend to be period articles in motoring magazines."

The springboard for this seminal book was a shorter work on the last Bugatti racing cars, launched at Rétromobile in 2020. But such was the enthusiasm it generated, the editor and authors decided to start again from scratch, as Kruta explains:

"When our earlier book on the last Bugatti racing cars caused a tsunami of interest, we realised there was a pent-up need for a comprehensive work on the whole Bugatti EB110 story: something that captured the dream, the birth, the development, the dazzling success of the no-expense-spared fairytale. And, too, its abrupt and tragic end. So we 'pulled the handbrake' and started again. It struck us at the time that this was wholly in keeping with the EB110 itself, which was fully developed and finished as an original design with an aluminium chassis – only for Romano Artioli to 'pull the handbrake' and develop a totally new car, this time with its famous carbonfibre chassis.

"So this is exactly what we did with our book, 30 years later. We worked tirelessly to acquire many hundreds of never-before-seen period images of





Artioli and other key protagonists, the car and the goings-on at the factory, and painstakingly crafted the text to tell the full – at times shocking – tale. We have now proudly launched the book: *The EB110 & The Last Bugatti Racing Cars*. The fact that at Pebble Beach, a buyer bid £39,000 for book 001 in the limited-print run of 330 copies, is overwhelming, and more than vindicates all our hard work.

“We genuinely believe there will never be another book like it. As Ettore Bugatti once said, “if comparable... it is no longer Bugatti.”

Book 001 was sold at auction, at the exclusive Chairman's Dinner at Pebble Beach, for £39,000 sterling – with all proceeds going to the Pebble Beach charity. It was bought by the owner and curator of The Pearl Collection.

Three versions of the book have been published, with identical content but three different covers:  
110 copies of 'GT Edition' (black cover)  
110 copies of 'LM Edition' (blue cover)  
110 copies of 'IMSA Edition' (silver cover)

Weight: c.6kg  
Dimensions: 33cm x 33cm x 3cm  
Format: Hardback  
Language: English  
Publisher: 110%  
ISBN: 978-3-00-072932-4

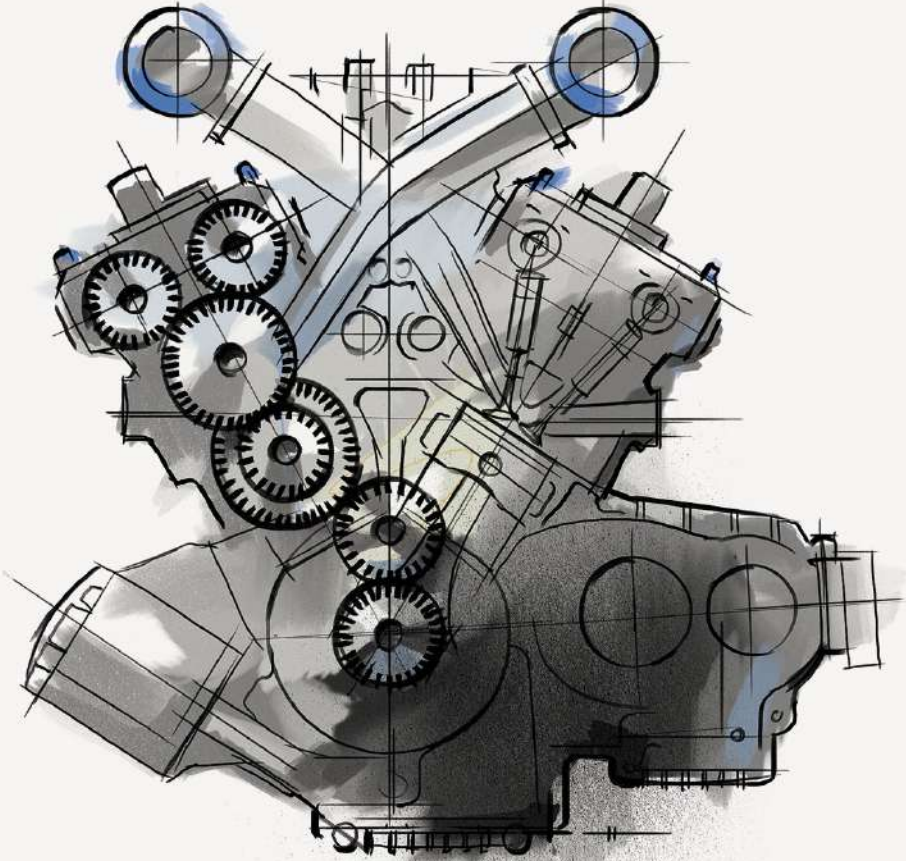
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Romano Artoli, the CEO of SNECMA  
Jean-Paul Bechat and Gérard Fouilloux  
in the Sofitel Hotel in Paris, signing the  
legal documents to take over full  
ownership and control of the Bugatti  
marque.

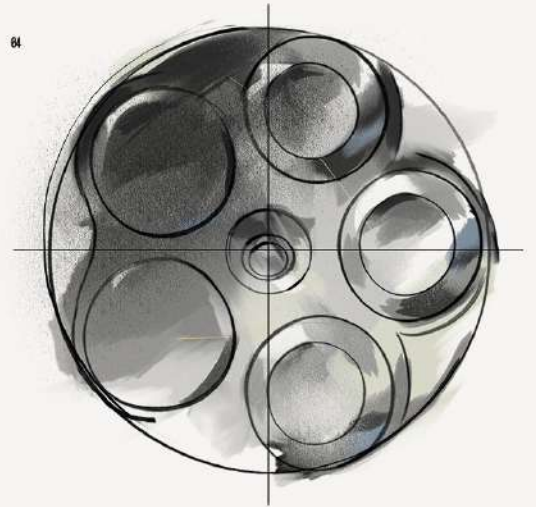
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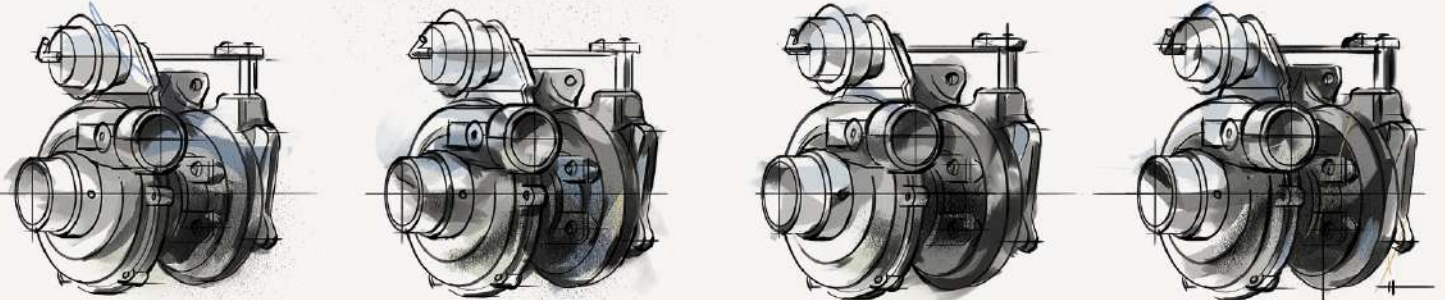
83 The camshaft gear train of the EB110 engine. In comparison with chain or belt drive, gear-driven camshafts provide the most accurate camshaft timing over the life of the engine, with virtually no need for maintenance.

84 A close-up of the five valves — two exhaust valves and three inlet valves — all similar in dimension. Compared to a four-valve engine the benefits of a five-valve design are a higher maximum RPM and thus higher power outputs over the more common and less complex four-valve construction.

84



82





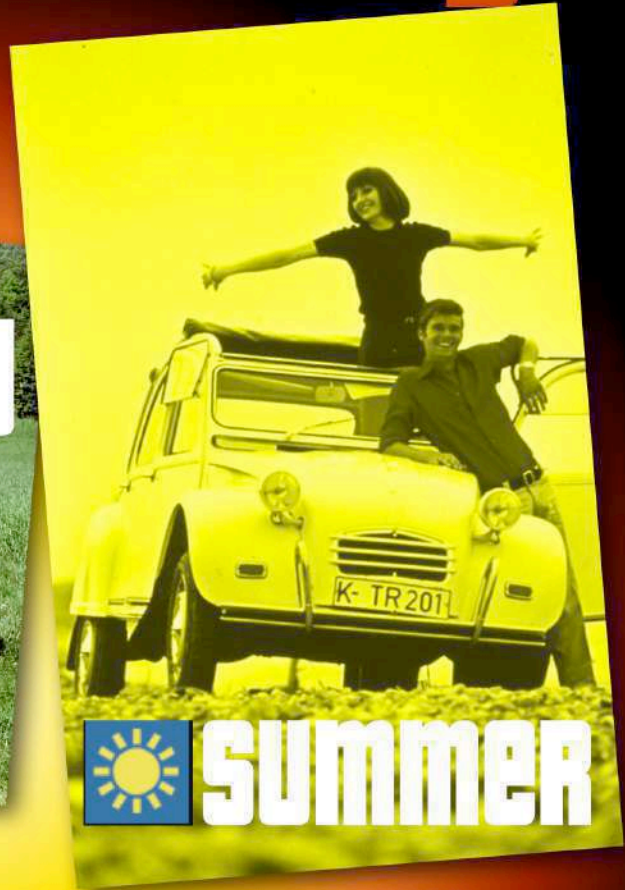
*Let them  
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Minis*

  
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**car mag** **CLIMATE CHANGE**



 **SPRING**



 **SUMMER**



 **AUTUMN**



 **WINTER**

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

## London Mayor should Reveal Charging Plans



London Mayor Sadiq Khan has suddenly convened a meeting of the Greater London Assembly on 17 November. The aim is to rubber-stamp his ambitions to bring in “road user charging schemes” including making the Ultra Low Emission Zone (ULEZ) London-wide. [1]

Using the cover of the fallout from the Chancellor’s Statement, the Mayor seeks to push ahead with his deeply flawed plans. His claims of ‘thousands of deaths each year from air pollution’ don’t add up – they are not real people but a contrived figure. Despite being holier-than-thou on air quality, he plans yet another large New Year’s firework display. [2]

The Mayor has no clear mandate from his last Manifesto, or from his recent ULEZ consultation. A whistleblower revealed that his plans were deeply unpopular, with 66% against and only 24% for. [3]

His consultation is of dubious legality, as it withheld essential information from the public on the money he would make and the substantial costs. His own consultants’ report showed that his plans would disadvantage many Londoners, but also let slip his assumption of having full London-wide road pricing in place by 2026. [4]

The Mayor must come clean over whether his consultation was ever for real and if decisions had been made in advance regardless of due process. A Transport for London webpage seen earlier in the year has revealed that road user charging systems were already being built: [5]

“London... is now looking to lead the way in introducing a new, more sophisticated type of road pricing. Join TfL now and make this happen. Help us build the next generation road use charging platforms. All being built in the cloud.”

The cash-strapped Mayor is also pushing on under two other pretexts; achieving a fantasy world known as ‘Net Zero’ that can only be achieved through massively disrupting everyone’s lives, and reducing car and motorbike use in London by 27% by 2030 (read: driving people off the road). [6]

The ULEZ consultation revealed many reasons why the Mayor should not go ahead. His failure to release the damning results for a balanced debate is one good reason why Greater London Assembly Members must reject his plans.

**See Sources on the ABD website/**

**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/>**





# Manifesto 2022 – 2023

**It is fair to say the Conservative Government has presided over the most anti-motorist policies 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**

The New Year is here  
what's next?...

***BANGERNOMICS***

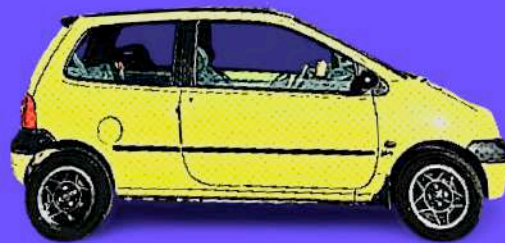


***2023: Coming Soon***

<https://youtu.be/8wWYsld0pyo>

# Buy Now...

## RÜPPERT'S Modern Classic 1990-2000



# bangerpedia

FOR SIGHT  
PUBLICATIONS

**T**he golden era of Bangers now available from your local book provider. Over 528 Bangers reviewed and rated. Also available as a PDF instantly for less than a cup of tea. Get in contact if you want a copy right now...

# WOULD YOU BUY A MADE-IN-CHINA ELECTRIC CAR? THEY'RE COMING.

**NETZERO**  
WATCH

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

**NETZERO**  
WATCH

POLITICAL TURMOIL FOR GERMANY OVER MOTORWAY SPEED LIMITS TO SAVE ENERGY

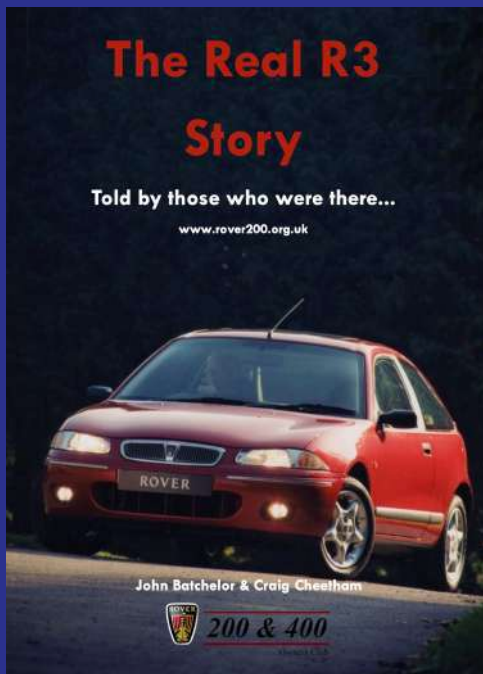
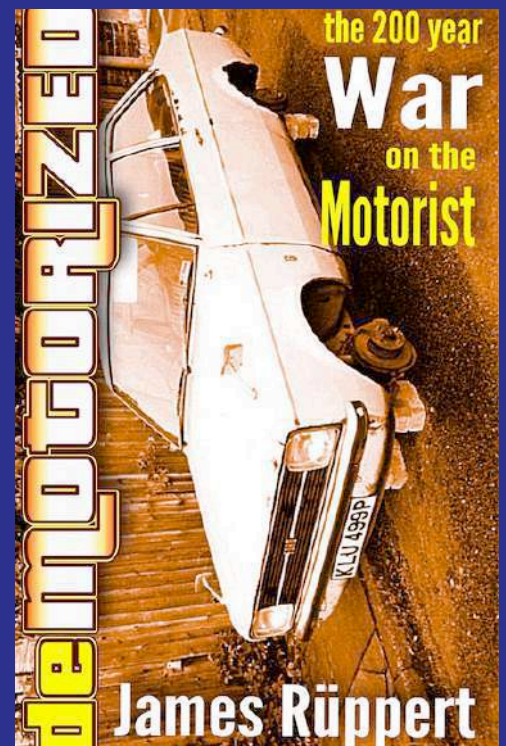
**NETZERO**  
WATCH

USED EVS 'TOO EXPENSIVE' COMPARED WITH DIESEL AND PETROL VEHICLES

**NETZERO**  
WATCH

## 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 support what we do. Sticking up for the Motorist.



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.

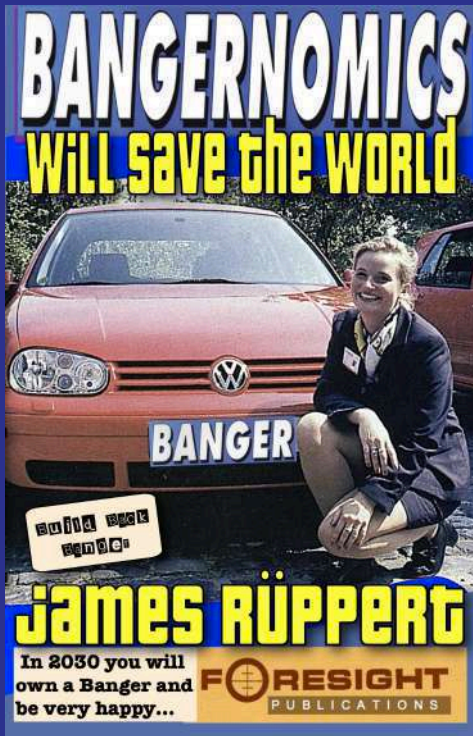
This is the not quite definitive history of how parking became an industry, governments overtaxed motorists, carmakers lied about how safe and environmentally friendly they were and tested their emissions on monkeys and humans. Also why robot cars are so dangerous and electric cars are not the answer.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

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>



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.

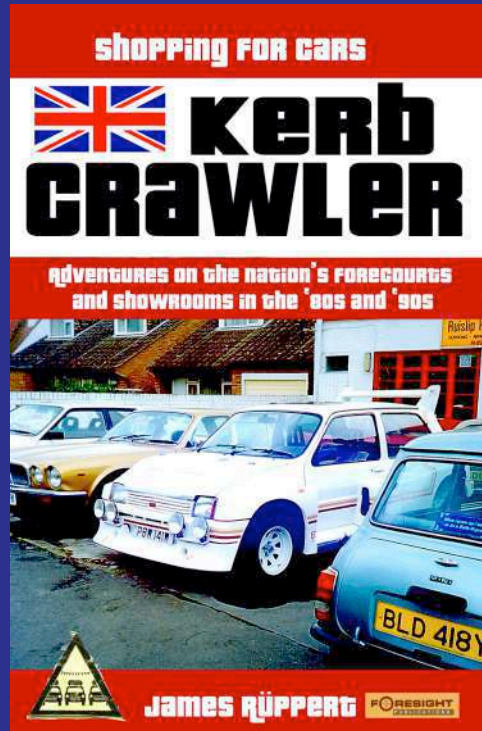
<https://www.smashwords.com/books/>



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...

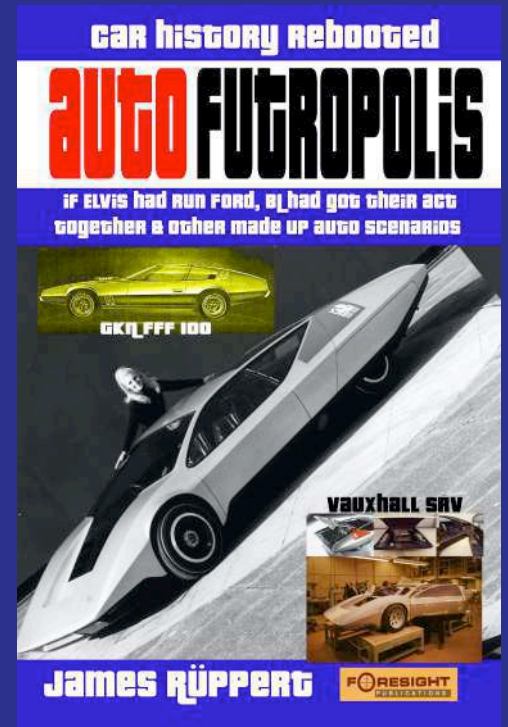
[www.bangernomics.com](http://www.bangernomics.com)



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 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...

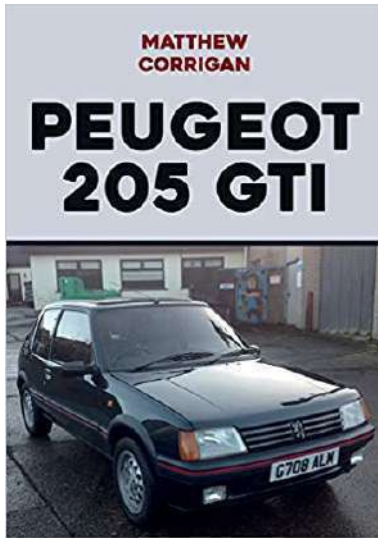
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Just imagine if BMC had not been so terrible, that Elvis ran a car company, levitating motors were a reality along with steam powered gentleman's carriages and an electricity car designed by and for gentleladies...well, wonder no more. Here is a fully 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 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](http://www.bangernomics.com)



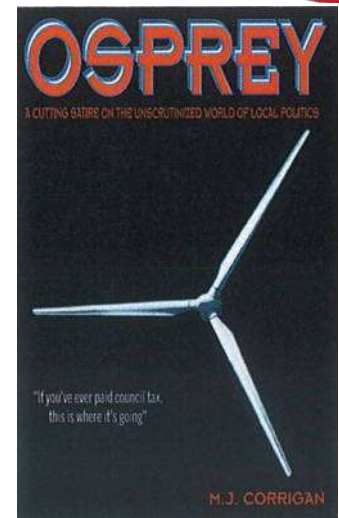
**PEUGEOT 205 GTI - CORRIGAN**  
**AMBERLEY PUBLISHING £14.99**

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

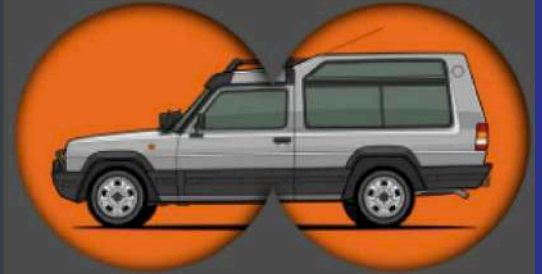
More Books by the better half of the Bangers and Classics Podcast...

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...



# 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'

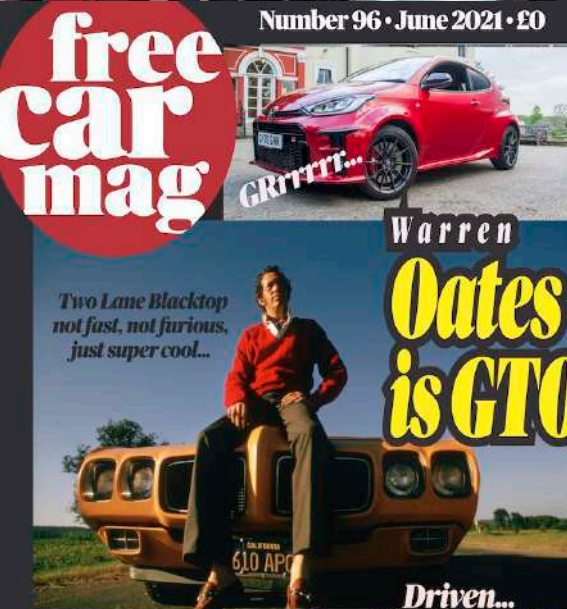
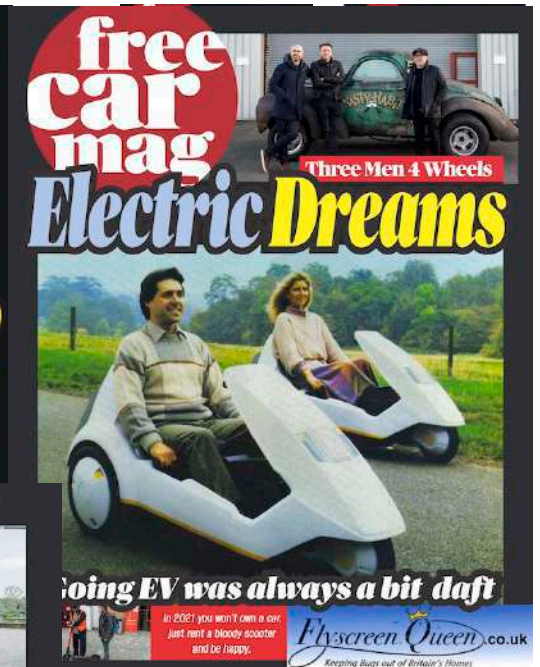
The World Economic Forum want more complicated unaffordable cars and would prefer it if you didn't drive so much and shared a bus.

# FCM 115

It will be 2023 and let's hope it will be a more Free Car friendly environment. Meanwhile, anything you think we should be covering get in touch, as we are now the only promoterist Mag in the entire Universe and that's official.

See you next time...

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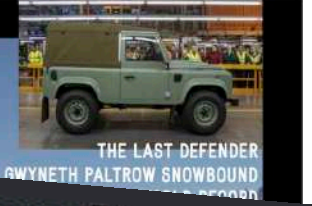
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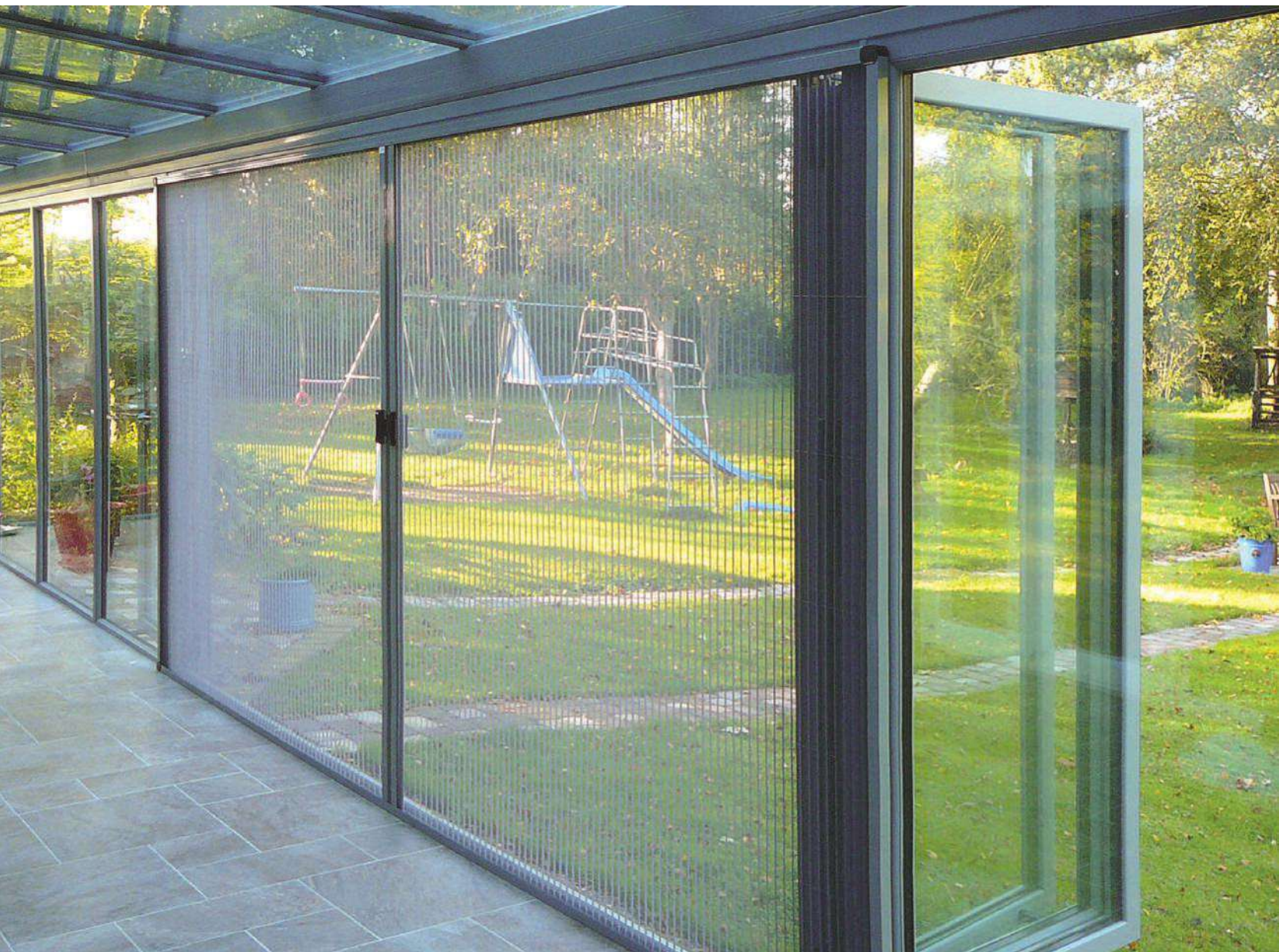


...yes that is Stirling Moss  
motorsport  
motoreasy

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