

**free
car
mag**

Dutch Farmers defy
Government
Tyranny



***They're coming for
your Tractors...***



but not Ferruccio's Lamborghinis



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John Kerry Declares War on US Farmers: Gov't Farm Confiscations 'Not Off The Table'

Fact checked

May 17, 2023 Baxter Dmitry News, US 19 Comments



Small farms are significant emitters of nitrogen, according to Biden's "climate czar" John Kerry who is pushing for the U.S. federal government to crack down on farming in America to combat "global warming."

ZeroHedge

On a long enough timeline the survival rate for everyone drops to zero.

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John Kerry Would Love For Farmers To Stop Farming



BY TYLER DURDEN

WEDNESDAY, MAY 17, 2023 - 10:00 AM

Authored by Eric Utter via American Thinker,

Special presidential envoy for climate John Kerry recently warned that the world can't tackle climate change without first addressing emissions from [agriculture](#).

NUMBER 120 / 2023



Free^{torial}

Plenty to read by some very fine writers. Matthew Corrigan beautifully encapsulates the sheer joy of driving. Meanwhile, Kiran Parmar drives the latest Lexus RX and reassuringly introduces us to Matilda who has only gone and bought herself a classic as her very first car. That should give us all hope in a world where our freedoms and food production is under threat. Only a fool would have threatened Ferruccio Lamborghini. See you next time...

Free Car Mag Tractor Correspondent, Debra Brown prepares to field test a Massey Ferguson...



toad on the road

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

39

I'VE GOT A LAMBORGHINI

THAT'S A LAMBO CROSS R TRATTORI SHALL I EXTERMINATE HER?*

IT'S ALL A DISTRACTION FROM THE IMPORTANT STUFF LIKE NET ZERO, LTN, LEZ...

BY JAMES RUPPERT

HOW DO POLITICIANS GET AROUND IN THE YOU KAY THESE DAYS?

www.freecarmag.com

* COULD WELL BE EXTERMINATED BY THE TIME YOU READ THIS

the 200 year War on the Motorist

DE MOTORIZED James Ruppert



James Ruppert

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



Hyundai Ioniq 5

Do When the Hyundai Ioniq 5 was introduced just over a year ago, jaws dropped. This all-new, all-electric crossover referenced Hyundai's inaugural production car, and indeed South Korea's first car, the Pony, from 1975. Squint and you'll recognise the proportions and silhouette, the sharp edges, blunt front and rear ends, and the early hatchback style. There the similarity ends. Despite the Ioniq 5's hat-tip to its ancestor, it's

resolutely as far from that car in every other sense as a modern super-computer is from an abacus.

Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com



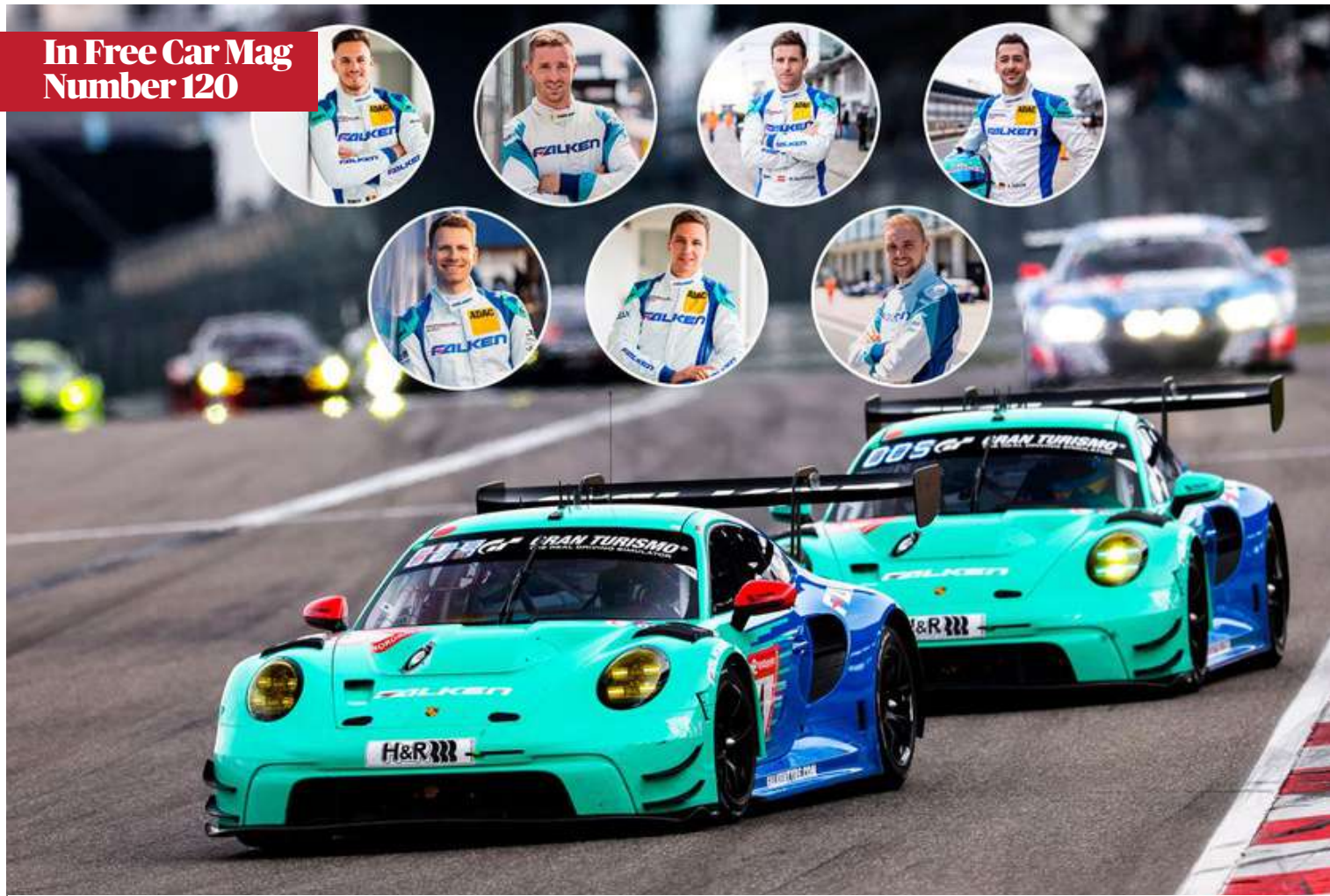


Suzuki Swace

The This is the brand new 2023 Suzuki Swace. You're looking at the pictures on this page and thinking one or both of two things: a) that it looks exactly like the previous Suzuki Swace and/or b) it looks a lot like a Toyota Corolla Estate. Frankly you're right on both counts. The Suzuki Swace is indeed just a rebadged Toyota Corolla Estate which the brand first introduced to the UK

market in 2021. I say, introduced to the UK, however, Toyota actually makes the Corolla Estate here, and as such the Suzuki is also made here, and in fact, is exported from here to European markets. **Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com**





This year, two Porsche 911 GT3 R will go on the attack at the probably most demanding race track in the world. With up to 565 hp from 4.2 litres of displacement, the #33 line up, driven by Klaus Bachler, Sven Müller and Alessio Picariello, has plenty of sports car experience and power. In the #44, Tim Heinemann, Nico Menzel, Joel Eriksson and Martin Ragginger offer a great balance of speed and experience.

Falken at the Green Hell



24 Hours of Racing



Motorsport

Falken has been taking on the challenge at the Nürburgring since 1999. The appearances of the Nissan Skylines and BMW M6 GT3 in the Falken factory colours have left a lasting memory for fans. This year, Falken is also celebrating its 40th anniversary, with its guests and fans around the track:

Falken was founded in 1983 in Japan as a high-performance brand, the same year the first Falken tyre was launched. Porsche GT3 number 44 for Falken Motorsports came in 10th place overall driven by Tim Heinemann, Joel Eriksson, Nico Menzel, and Martin Ragginger.





RX-tacy

In issue 100 of Free Car Mag, we road tested Lexus' entry level baby SUV, the 'UX' This month we are behind the wheel of its elder brother, the 'RX,' the biggest SUV Lexus makes for the UK market. Kiran Parmar does the driving, takes the excellent pictures and reports back on why we should consider



The 2023 RX is the all-new, fifth generation version of the popular model which we first saw in 1998. Our test car is the 350h – equipped with a 2.5 litre, four-cylinder engine plus electric motors making it a self-charging hybrid which produces a total of 247 bhp. Lexus also makes a RX450h; a plug-in hybrid electric model and a range topping RX 500h – a performance focused turbocharged hybrid.

The 350h will do 0-62 mph in 7.9 seconds and reach a top speed of 124 mph. It is equipped with E-Four electric all-wheel drive as standard. At first glance, the RX is a large and striking looking vehicle with impressive road presence and an aggressive wide stance.

With its superbly comfortable electrically adjustable, heated, and cooled memory seats, high commanding drivers view and 14-inch touch screen near the steering wheel you feel like a pilot in charge of a state-of-the-art high-tech aircraft. Taxiing to take-off is not a problem in such a huge car thanks to the 360-degree panoramic view monitor which you can quickly access with a physical button. This gives you a bird's eye view of your surroundings so you can easily navigate parking and confidently move away from other cars in a tight car park knowing you are not going to have a prang. With the hybrid battery charged you can move away in EV mode and the internal combustion engine fires up seamlessly and so quietly once you are on the move, you hardly feel the difference. If you plant your right foot the engine can sound slightly harsh upon acceleration but becomes almost whisper quiet when you are up to

speed. Cruising on the motorway at 70 mph is indeed effortless and often feels like you are doing only 30 mph as the RX is so beautifully built and quiet.

The 12-speaker sound system sounds beautiful and the clarity is brilliant with FM, DAB, USB Audio (CD quality 'Lossless' files accepted), Bluetooth, Android Auto and Miracast at your disposal. The touchscreen infotainment system is one of the best we have tested and is easy to get used to, the only small criticism we had was we wished we could zoom in further on the Lexus navigation map. Plug your phone in with a USB data cable and the 'Android Auto' system takes over providing you with 'Google maps' with superior navigation and a far more detailed map which allows you to zoom right in, also you will be able to access non video playing apps (for safety reasons) from your phone such as Spotify. While driving you can keep your hands on the wheel and just say "Hey Lexus" followed by a command such as "open the sunroof" or "play Classic FM" and it will do it for you.

The ride is superb and has a 'floating on a still lake' type feel, the steering feels perfectly balanced, and the car tackles potholes and speed humps well. The RX grips and corners confidently, the brakes feel positive and reassuring. With large mirrors and plenty of glass around you, the RX offers excellent all-round visibility. The Blind Spot Monitoring system (BSM) serves as an excellent co-pilot on such a wide car letting you know when other road users are getting close. The excellent 'Lexus Safety Sense+' system is constantly monitoring





your position and looking out for hazards on the road. It warns you visually and audibly and can even take evasive action. We were about to join a large roundabout when a fast Audi driver appeared from the opposite side at a crazy speed; a loud audible warning of the cross-traffic danger sounded thanks to the excellent 'Extended Safety+' system which employs radar monitoring for heads-on and cross-traffic. The constant beeps can be annoying; however, you can switch them to visual only, however the system reverts to 'audio and visual' notifications upon restarting the car which is frustrating. The more time you spend in the RX the more you get used to all the various beeps and what they mean.

The customisable colour heads-up display is fantastic and when you set the sat-nav to a destination it displays your next turn up there also. Overall, it feels like the car's many safety systems are working with you rather than against you to keep you safe and out of trouble – much needed on a car as huge as this. The RX does have a sports mode and paddle shifters, but most drivers will leave the car in normal mode as the sports mode is slightly gimmicky and makes little difference to the car's driving dynamics.

Five passengers can sit in comfort on long journeys. The rear seats have manual reclining function and there are plenty of USB charging sockets around

the car. The rear middle seat passenger has no uncomfortable transmission tunnel to worry about and the panoramic sunroof gives a pleasant light atmosphere at the rear. Rear passengers also have their own ventilation controls, and the centre armrest folds down with cup holders built in. All the interior materials feel soft, padded, and luxurious. The electric tailgate with hands-free kick sensor opens to a massive 461 litre boot, you can easily fold the rear seats electrically by pressing the buttons inside the boot. You can also fold down just the centre seat.

Road tax will be expensive for the first five years at £560 a year and then goes down to standard rate at Band 'H'. Fuel consumption is stated at 44.1 MPG combined. On one trip we achieved 38.1 MPG with a combination of motorway and town driving with plenty of electrical systems (heated/ cooled seats, infotainment, and air conditioning) switched on. Our range computer showed we will get 399 miles out of a full tank; we managed 380 miles with one bar of fuel remaining.

In conclusion, the RX is a very fine motor car with that legendary Lexus build quality to give you peace of mind. At Free Car Mag we like a decent engine tone so if we could make one change to the car, we would give it a V6 engine rather than a four pot, other than that the RX is an almost perfect family car.

Lexus RX Review







oap-RX

Free Car Mag have an RX, an old one. It's a 2007 350 which we bought in late 2022 to replace the previous posh SUV which had started to misbehave. So far our old one has been very dependable. A one owner 73,000 mile example it seemed like a decent a buy. All we did was put a fresh set of tyres on it. Comfy, capable and still looks stylish. Like the new one, but cheaper. So far, so good. Here are a few pictures of the old girl.



LegendaryLamborghini

Stubborn

Ferruccio Lamborghini
the raging bull of an
engineer who created
uncompromising cars and
tractors...



Supercarista



Ferruccio Lamborghini was born on April 28, 1916 in Renazzo, a hamlet of the town of Cento, located in the Italian province of Ferrara. The first born of a family of farmers, Ferruccio grew up with a passion for engines that led him, still a boy, to be hired by the leading workshop in Bologna, where he discovered all the secrets of mechanics.

Young Ferruccio, however, was more attracted to mechanics than to the land, and from a very young age he preferred to spend his afternoons in the farmstead workshop. Just like the typical character traits of those born under the sign of Taurus, Ferruccio was strong, tenacious and convinced by his own ideas. Still just a boy, he managed to get hired by the best mechanical workshop in Bologna, where he was finally able to discover all the secrets of mechanics.

At the outbreak of World War II Ferruccio, by then an experienced and highly regarded mechanic, was drafted and assigned to the 50th Mixed Maneuver Motor Fleet stationed in Rhodes, which took care of the maintenance of all the military vehicles present on the island, including diesel trucks and tractors used to tow aircraft. The alternating fortunes of the war would see Ferruccio successfully repair (and sometimes also break, as he would later recall) vehicles belonging to the Italians, Germans and British. It was in Rhodes, just after the end of the war, that he opened his first company: a small mechanical repair shop.

In 1946 he returned to Italy and, taking advantage of incentives put in place to support the economic recovery, he opened a machine shop in Cento where he repaired motor vehicles and built small utility vehicles. It was while working in the shop he observed the crisis suffered by local agriculture and, thinking back to the tractors he had repaired in Rhodes, Ferruccio Lamborghini developed his idea: to build inexpensive agricultural tractors within reach of small landowners, using the components of old military vehicles.

The first one to be transformed was a Morris truck to which Ferruccio, in addition to the main modifications, applied a fuel vaporizer of his own invention. It was presented in the town on February 3, 1948 during the feast of the patron saint of Cento. He sold eleven of them.

It was this success that led to Ferruccio Lamborghini becoming an entrepreneur who, to buy a lot of 1000 Morris engines, went into debt with the bank, using as collateral everything he had including, with his father's approval, the family farm.

When in 1963, now counted among the most important industrialists in Italy, Ferruccio Lamborghini decided to build the best grand touring cars in the world, the need arose to find a suitable logo to characterize them. Until then his tractors, under the name Lamborghini, had a very simple silver emblem: a triangle with the letters FLC (Ferruccio Lamborghini Cento).

Legendary Lamborghini





Ferruccio contacted a well-known local graphic designer, Paolo Rambaldi, who asked him what personal characteristics he felt he possessed. "I'm tamugno (which translated from dialect means hard, strong, stubborn) like a bull," was Ferruccio's reply and from that, combined with his zodiac sign, the now world-famous logo of Automobili Lamborghini came to be.

The characteristics of innovation and technical curiosity (today we would say innovation) remain the hallmark of Ferruccio Lamborghini and of the people, often the best engineers in the world, who surrounded him. The 1966 Miura rewrote the history of Grand Touring, forcing the journalists who tested it to coin a new word to describe it: supercar. The Countach, created as a prototype in 1971, was so ground-breaking that it was still current in 1990 when, after 17 years of production and 1999 units produced, it was replaced by the Diablo, which would be Lamborghini's first super sports car available in a four-wheel drive version. Ferruccio has not been in the company for years, but his spirit remains, based on the conviction that even the best can still be improved and his desire to explore new avenues. In recent years, 2018 marked the debut of the Urus: the first Super SUV that opened up a new market. In 2020 the Sián arrived: the first hybrid Lamborghini, a

12-cylinder car that uses supercapacitors to store and release electric power in the fastest and most efficient way. Ferruccio, who died on February 20, 1993, would have been proud.



Legendary Lamborghini





Legendary Lamborghini





Tractors Bad...



If you have been paying attention to what has been going on over the last year or two in Europe, but there seems to be a war on farmers. Holland has been a particular target of the Dutch Government. British farmers are already under attack.



Eva Vlaardingerbroek (above) who can be found on Twitter as @EvaVlaar is one of the most vocal commentators on what has been going on and is more than worth a follow. Just in case you don't know, the European Union has approved plans for the Dutch government to buy out farmers.

The scheme is part of the Netherlands' plan to cut nitrogen emissions, and farmers have been staging protests over emissions reduction targets since October 2019.

Around €1.5 billion will be used to compensate farmers who voluntarily close up to 3,000 farms located near nature reserves.


The Dutch ruling coalition government wants to cut emissions, predominantly nitrogen oxide and ammonia, by 50 per cent nationwide by 2030. Incredibly Farmers in the Netherlands are incredibly efficient, their exports were worth €122.3 billion last year.

Despite that the European Commission confirmed that the plans are permissible under state aid rules. "The schemes will improve the environment conditions in those areas and will promote a more sustainable and environmentally friendly production in the livestock sector, without unduly distorting competition," said Margrethe Vestager, Executive Vice-President in charge of competition policy.

Both the EU and Dutch Government believe that the intensive farming results in higher nitrogen oxide levels will cause climate change and can harm biodiversity. The farmers disagree/ As a consequence a pro-agriculture political party won Dutch provincial elections in March,

Farmers held several large demonstrations, blocking highways and supermarket warehouses last year to protest the reforms that they cast as an existential threat to their way of life.

The demonstrations have also spread to neighbouring Belgium, where hundreds of farmers drove their tractors into downtown Brussels last month to protest plans to cut nitrogen pollution.

Eva Vlaardingerbroek 

3,976 Tweets

Following

I say it's about time we bring those tyrannical Eurocrats down.
[#AbolishTheEU](#)

Wall Street Silver  @WallStreetSilv · May 3

The European Union is officially insane.

The buyout scheme prohibits Dutch farmers from moving to other countries and starting up farms abroad, meaning that their knowledge and expertise would be lost.

[Show this thread](#)

**EU BACKS DUTCH SCHEME
TO FORCIBLY SHUT DOWN
THOUSANDS OF FARMS,
BAN FARMERS FROM
RETURNING TO
AGRICULTURE FOREVER**



 **Sophia Dahl** @sophiadahl1 · 11h

1/2


Netherlands PM Mark Rutte is closing down independent Dutch farms en masse, with the intention of replacing them with WEF "Food Innovation Hubs" !! !!

All under the guise of "climate change"... this is clearly about controlling the masses. As always... they tell you !! 🙌 🤔 🙏 🙌 🙌

[Show this thread](#)

The Asahi Shimbun

WORLD
ECONOMIC
FORUM

 Transforming Food Systems and Land Use



Mark Rutte
Prime Minister of the Netherlands

0:37



2



4



310



So why is this being done to the Dutch Farmers? Well, it may simply be cutting the food supply to starve us. Quite possibly it clears some space, basically all of Holland to create a Megatropolis see over, but there is also the involvement of the World Economic Forum to make Food Global Hubs so that your food comes from controlled sources, And rather than being beef it'll be bugs.



Eva Vlaardingerbroek ✓ @EvaVlaar · 3m

🇳🇱 UPDATE: Despite the election results and the (inter)national outrage, the Dutch government is planning to double down on its nitrogen policies. The chairman of Farmers Defense Force @ForceFarmers, Mark van den Oever, has called on farmers to “prepare for battle”. #dutchfarmers



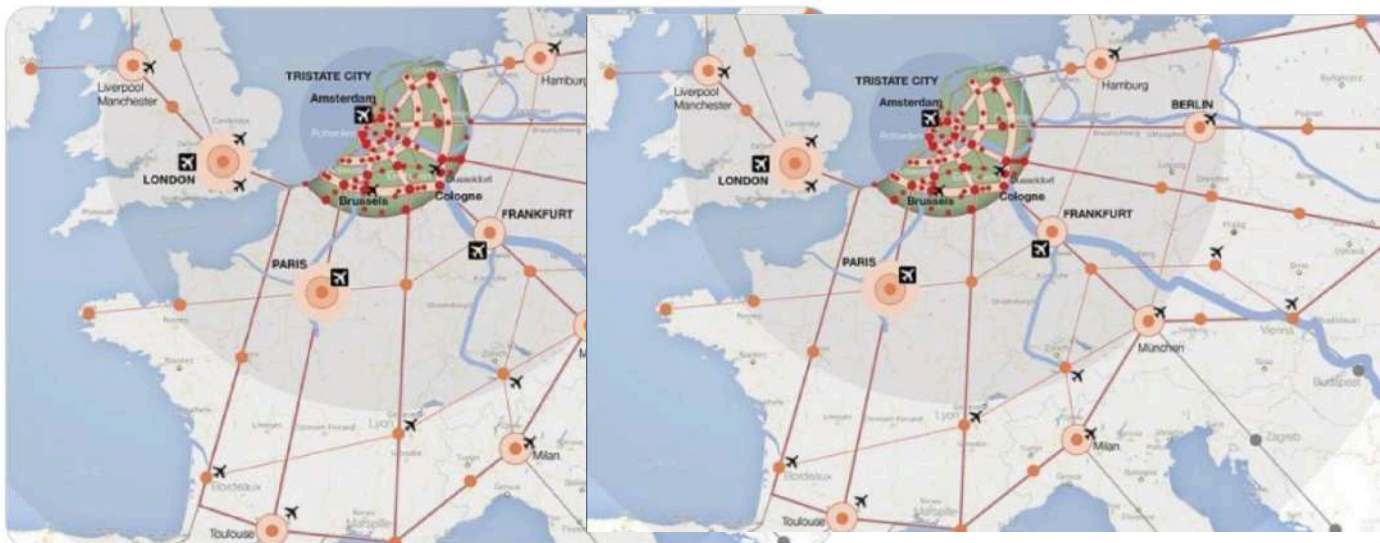
7 51 120 120 2,315



James Melville @JamesMelville · 2h

Netherlands 🇳🇱

Since 2017, a group of investors have been planning the construction of Tristate City, a megalopolis with a population of around 45 million extending across the Netherlands, Germany and Belgium. For this to happen, they obviously need to buy up a lot of farmland...



Food Innovation Hubs



Worldwide, nearly 2 billion people lack access to sufficient, nutritious and safe food and 690 million people suffer from chronic hunger or lack of proper nutrition. Current food system needs to produce much more food, whilst already now planetary boundaries are being crossed. The Food Innovation Hubs initiative catalyzed by the World Economic Forum with public, private and civil society partners is a call to action for a locally driven program, enabling innovations to sustainably improve the way we produce and consume food, through an eco-systems approach.

Global structure of Food Innovation Hubs

A growing set of global players from private and public sector drive and support this exciting initiative. The Food Innovation Hubs are supported by a Global Coordinating Secretariat (GCS) hosted by World Economic Forum, based in Wageningen, The Netherlands. The GCS enables the founding of local hubs, supports their functioning, stimulates adoption of innovation and creates a global network and learning environment. The first Food Innovation Hubs are being developed in Colombia, India and Europe. In addition scoping work is underway in the several countries in Africa (Zambia/Kenya/Ethiopia) and Vietnam. Each hub will be locally owned and governed.



freecarmag.com



The tv told me that if I eat bugs and pay more money to the government the weather will be gooder



"Stop eating meat and pay more taxes to change the weather."



Eat bugs, you assholes

Meanwhile in Great Britain, local councillors are making excuses for the poor quality of the roads and blaming that on farmers, plus they have been paying experienced farmers £50,000+ to leave what is a way of life..



edp24.co.uk

'Tractors are ruining Norfolk's roads,' senior councillor says

A senior Norfolk councillor has blamed the county's high number of tractors and other farm machinery for the poor state of its roads.

 **GOV.UK**

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Agency](#)

Guidance

How to apply for a lump sum payment to leave or retire from farming

Updated 30 November 2022



Fit for a Princess

Story by Kiran Parmar Photographs courtesy of Jayne Walden



In Issue 113 of Free Car Mag I met woodworker and automotive restorer Billy Walden (<https://shorturl.at/eksZA>) and later he met his sister Matilda when she successfully completed her challenge of becoming the fastest person ever to assemble a 'Mr Potato Head' action figure from the iconic 'Toy Story' films, thus becoming a Guinness World Record holder (<https://shorturl.at/kxBP6>). I now catch up with Matilda again as she and her mother Jayne purchase her first car, from an online auction.

Matilda and Jayne have a passion for classic cars – particularly Morris Minors. They own one that Matilda's brother Billy is currently restoring from a bare shell. Knowing that he couldn't possibly complete the restoration in time for this summer, they decided to look for another classic motor.

They saw one in an auction but it went for far too much money. Unperturbed in their hunt for a classic, in their own words, they were 'very silly' and bid on a car that they did not know anything about when it came to its make or model, they also bidded on it without seeing it first in the flesh.

Perhaps with Billy Arthur Walden in the family, who is an extremely experienced mechanic and vehicle restorer, it may have been a good idea to ask for his advice before pressing the 'make a bid' button. Much to Billy's amusement they did ask his advice, alas it was just after making the purchase!

They set off in Billy's recovery truck to collect their

newly acquired 1972 Vanden Plas Princess 1300 Automatic from Pickering and not only were they elated with their purchase, Billy was hooked also even after first admitting he was pretty surprised that his mother and sister had purchased a Princess.

The risk paid off, Billy has glanced over the car and believes it to be very sound and in almost original condition which is a credit to the previous owners as the car is 51 years old. Billy is going to carry out a full service and give it a thorough look over in the next few days to make sure the charming little classic is roadworthy before his sister and mother go out for their first drive.

Stay tuned by subscribing to their channel as they will be uploading more videos on their YouTube channel soon; from how to service the Princess, to entering classic car shows, to travelling all over the country. A road trip to Europe is in the pipeline also. They recently went to France in their 30 year old Volkswagen Lt so the Princess will very probably be venturing abroad very soon.

Watch the video here https://youtu.be/1JLHX_IMIDA



Young Classic Driver





Narrowing Our Horizons?



SAY HELLO TO RALF. HE GOT THERE BY CAR. HE DIDN'T DRIVE BUT MATTHEW CORRIGAN DID AND EXPLAINS WHY PERSONAL MOBILITY IS RATHER IMPORTANT IN THIS DAY AND AGE. WE WILL CERTAINLY MISS IT WHEN WE ARE TRAPPED IN OUR 15 MINUTE PRISONS. MOST OF THE JOYOUS PICTURES BY MATTHEW CORRIGAN.

We took a last, wistful look across the fields, taking in the joyous sight of lambs gambolling irresponsibly in the spring sunshine. Beyond lay the ocean, a benign blue line in stark contrast to the towering, angry waves that had spent the first day and night of our stay there hurling themselves remorselessly against the rocky shoreline. Time to go home.

Saturday morning. The end of a short break, far away from the pressures of life. All too soon it would be back to the dreary business of deadlines, interminable Teams meetings and wondering if that snatched mini holiday had ever actually happened.

It would have been quicker to head for the motorway but there was no particular reason to hurry. Besides, doing battle with the ugly, litter-strewn cart tracks that pass for the nation's primary road network is always an unpleasant and stressful experience. No, today's plan was to stay off the beaten track. By taking the road less travelled we would extend our vacation, making the journey a part of the experience. There was plenty still to see.

With the coastline never far away, we meandered in a vaguely north-easterly direction. Behind us, the April sun steadily climbed, painting golden highlights across the rolling, verdant landscape. A patchwork of lush green fields unfolded, punctuated only by an occasional rust-

coloured rectangle wherever a farmer's plough had revealed the rich, red earth for which this part of the country is known.

Sometime later we happened upon a village. It was the sort of place where, had we been abroad, we would have stopped to stretch our legs. So that was what we did, ambling into a roadside farm shop in search of something to supplement the picnic we had packed. The café was full. Locals or itinerants like us – who knew – fortifying themselves for the day ahead. Everyone seemed to be smiling and carefree. Maybe it was the happy conspiracy of their little-known secret, maybe it was just the sun.

Avoiding larger towns, we travelled on. Our pace was leisurely, unhurried. On occasion, a single-track railway appeared alongside the road. Sprinkled along the way, tiny station halts with fairy tale names flashed briefly by. It was easy to imagine a quaint little steam engine toiling slowly down the line but alas, there were none in evidence.

Somewhere high above a bay – I know not which – we paused for lunch. From this vantage point we watched as an endless succession of long white waves rolled lazily onto a wide, deserted beach. Ground-nesting birds hunkered down in the fields as we ate, watchful against a floating buzzard that hungrily patrolled the cerulean sky.





Suitably fed and watered, we turned inland. Rolling on, the landscape began to change. Distant mountains rose as we climbed through the hills. Some years ago, red kites had been reintroduced here through a conservation programme and the birds have thrived. We watched as they danced and wheeled through the air. Suddenly, one of them peeled away and fell from the sky, diving on carrion by the edge of the road. Entirely unconcerned by the presence of humans, the creature was apparently happy to co-exist.

At roughly the halfway point we stopped once more, a comfort break in a visitors' centre that clung to the side of a steep, wooded valley. Here, there were signs warning of sudden aircraft noise. We were in the middle of a low-flying training area, where the unwary might be startled by the sudden roar of a military jet. Families with children and dogs mingled with climbers and walkers. Entirely absent were the harried expressions and frenetic pace we'd have found in a motorway service station.

On the road again. Skirting the mountains, we passed through a market town. Several colourful motorbikes appeared, as did a beautifully restored Ford Escort Mexico, enthusiasts at last able to enjoy some warm, dry weather. By now, people were starting to sit outside the pubs, tables filling with late afternoon beers.

Not far now. Just one more county to cross. With home drawing ever closer, the afternoon melted imperceptibly into evening. I began to reflect. It had been a good day. We had covered a large distance at a pace dictated by ourselves. Away from the major

conurbations and the high-speed intercity routes, the UK is still a very beautiful country. For those few short hours, I felt almost free.

Cars do that. They open up a world that would otherwise be hidden and allow us to explore, to broaden our horizons. There is simply no other vehicle available that would have made that journey possible. Not one.

But the private automobile has fallen out of favour. Just yesterday, I saw an angry exchange on Twitter, in which another road user referred to drivers as "Car gammons." In the rigid world of the pious, there is no room for compromise. Cars are bad. Those who drive them are bad. Routinely castigated by the bien-pensants who seem to be in charge of every aspect of our national life, those who wish to enjoy the freedom cars afford are rapidly becoming outcasts.

Thanks to relentlessly pushed and - let's face it - bigoted metropolitan attitudes and to various punishing political interventions, all of which have been debated ad nauseam, the era of the car is drawing to a close. Currently, the average cost of a new car in the UK is approaching fifty thousand pounds, considerably more than the average wage. For cars, it is already too late. It is over. Very soon now, it will not be possible to buy a new car with an internal combustion engine and the alternative, well, isn't.

We are about to take a backwards step, deliberately narrowing our horizons. Like no other form of transport on the planet, cars once set us free. I shall miss them when they are gone.



Stop Mobility Restriction Zones Action Plan and Free Stickers



Numerous councils across the UK and abroad (see: <https://www.uk100.org/membership> & <https://www.c40.org/>) have unveiled variously-named (unambiguously concerted) plans to keep motorised road transport using local taxpayers confined for large proportions of every week – on pain of accruing significant fines for any contraventions – in Mobility Restriction Zones (MRZs). These MRZ plans were secretly drawn up by council officers; with no public consultation or input whatsoever; so have zero democratic legitimacy. Dictatorially-imposed gulag-style policies: incarcerating, progressively pauperising and dehumanising their occupants were imposed, notably in the 1930's & '40s – with meticulously well-documented, calamitous results. In 21st Century (ostensibly still democratic) Britain, politicians surely cannot be so blindly power-intoxicated as to think they can curtail their electors' freedoms through watered-down, PC versions of the despicable Warsaw prototype, without suffering both a public opinion-, and a colossal electoral backlash? If you do not act to summarily reject MRZ developments – and make this abundantly evident to your local politicians – they will doubtless try (this being a revenue-driven power-grab) to undemocratically forge ahead. So...

Form a local MRZ opposition group (https://windowsontheworld.net/video_type/how-to-oppose-ltns-and-uk-councils/)
Create a petition expressing no confidence in your local (or County if appropriate) council
Demand that they stand down to a man/ woman and offer themselves for re-election on a Mobility Restriction Zone ticket
Organise a peaceful opposition demonstration outside the local council offices
Alert local media (papers and tv) to the campaign
Organise anti-MRZ independents (see: <https://togetherdeclaration.org/free-our-streets/>) to stand against – and hopefully oust – them
Obtain some ABD/ MAG anti-MRZ stickers, here: <https://www.abd.org.uk/campaigns/> (please make a donation here: <https://abd.org.uk/join-us/>, if possible)
Spread the word about this campaign verbally amongst friends and acquaintances; and via social media: Facebook/Instagram/Twitter etc.

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/>



Howard Cox for Mayor

Scrap ULEZ

Cut Crime

Ditch Khan

COX 4 LONDON

Here is what he plans to do...

<https://www.cox4london.uk/>

I will Scrap London's ULEZ cash grab programme completely, ditch LTNs and 20mph zones to get 'London Moving Again'. Khan has destroyed the freedom to drive, increased congestion and strangled our streets and roads to such an extent, nearly £1bn has been lost the Capital's economy each year.

- I will Extensively increase policing visibility 24/7, with a tripling of more bobbies on the beat, to make streets safer for us all, but especially for women.
- I will massively increase housing prospects principally for young and low-income families. My daughter is struggling to get on the housing ladder at 31 years of age despite earning an above average salary. Richard Tice is an expert on housing development and together we are preparing costed plans to reduce planning issues and develop more brown field sites.
- Ensure 5G broadband and higher levels of stable secure Wi-

Fi connections are available throughout Greater London to help with safer reliable interaction and seamless business communication.

- And I will incentivise drivers and internal combustion engine users to adopt clean fuel technology without using any cash grabbing policies.
- I will fight tooth and nail to rid us of the un-consulted bans on stopping the sales of new diesel and petrol cars that is at the root of much of London's current myopic anti-driver policies.
- All his pet projects and wasteful self-indulgent spending in Sadiq Khan's current administration will be dumped for common sensible popular and majority supported initiatives.
- Above all I will listen to Londoners and guarantee to act on their behalf. I will establish regular public consultations that will respect and adhere to the results.

Free Car Mag
Has another moan...

BANGERNOMICS



Garages Suck

<https://youtu.be/l82hST-eaYA>

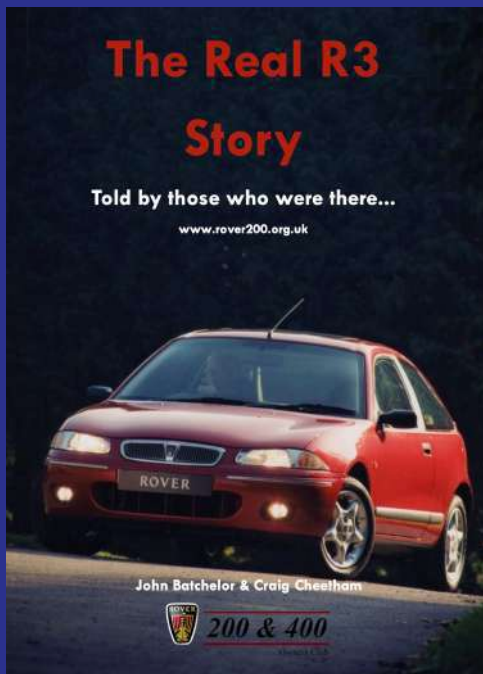


Still making good points

Climate hypocrisy completely fails the sniff test for ordinary people. If CO2 is a global problem then why do we spend £250 to lock up a tonne when it can be done in the developing world (creating jobs there) for £10 or less? Why is fracking banned when its carbon footprint is smaller than importing liquified gas from far away? Why is the burning of imported American woodchips at Drax count as 'green' and attracts billions in UK taxpayer subsidies? Why is a degree of temperature or an inch of sea level a century a concern when those same measures change many times that much each and every day? Why are 20mph traffic zones green when slower cars produce much higher emissions, yet the ULEZ zone 'saved 4000 lives' by reducing emissions? Why do climate extremists support moving our factories to China where they are powered by coal not our clean gas? And why do virtue-signallers buy EVs (if only as a second car!) when electric batteries involve real slave labour in the Congo?

FCM Book Club

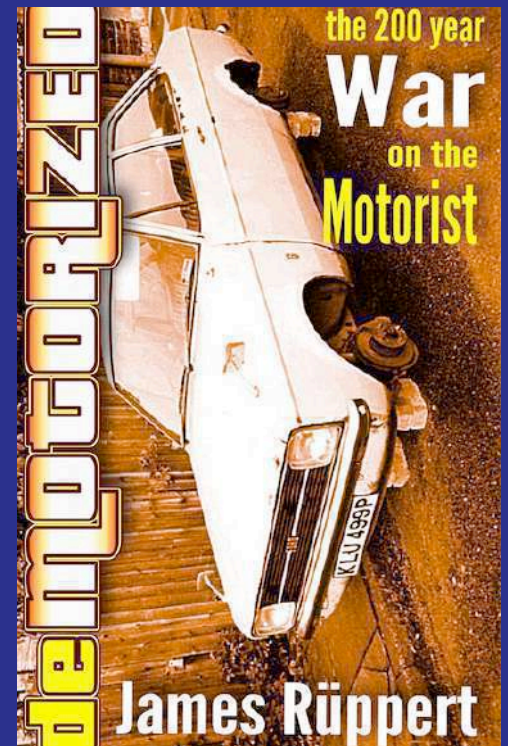
Here are books written by some of our contributors and friends. We would encourage you to go to our related www.bangernomics.com Site to buy books and things that support what we do. Sticking up for the Motorist.



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>



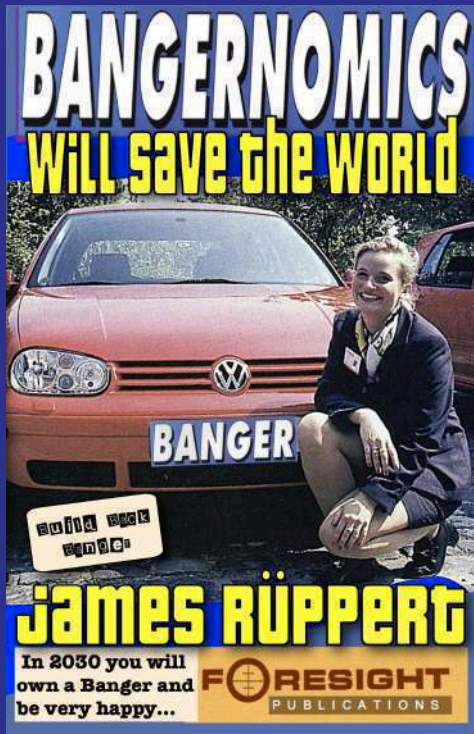
Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van, 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.

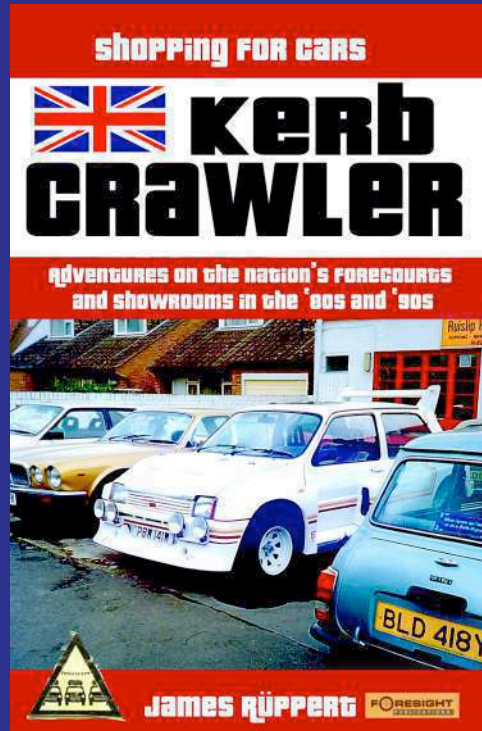
<https://www.smashwords.com/books/>



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...

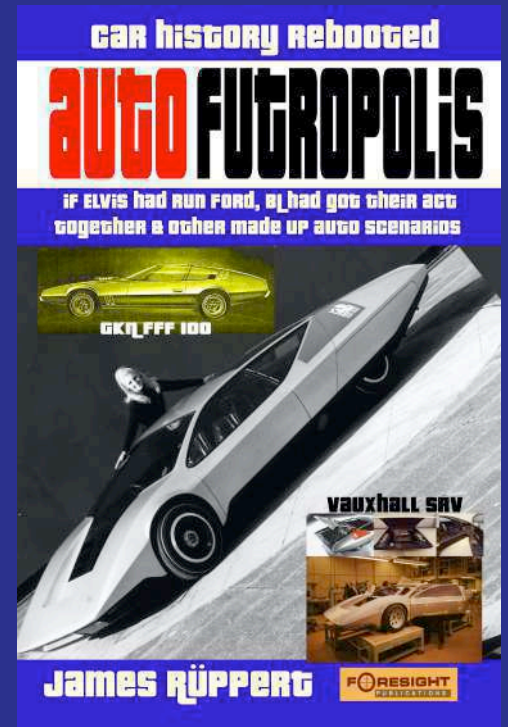
www.bangernomics.com



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...

Get the digital version for £2 from...

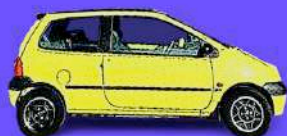
www.bangernomics.com



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

RÜPPERT'S

Modern Classic 1990-2000



bangerpedia

FORESIGHT PUBLICATIONS

BANGERNOMICS BIBLE



JAMES RUPPERT

Top 219 +1/2
Professional

Bangernomics Tips

FORESIGHT PUBLICATIONS

The German Car Industry My Part in its Victory

Winner: Montagu of Beaulieu Trophy



Foreword: Kenny Everett

James Rüppert

FORESIGHT PUBLICATIONS

This really was the golden age for Bangers and absolutely remarkable collection of vehicles, not all of which are regarded as collectible, yet. Bangerpedia contains over 528+ models on offer in the UK car market, with descriptions, basic specifications, brief buying tips and a ridiculous rating system. Not every car produced in the 1990 to 2000 period, but the ones I think are Bangers or perhaps that you should steer clear of. I will have limited numbers that you can buy directly from me (email me james@bangernomics.com for availability) and also a digital PDF version that I will send you a download link to once you pay. I may have some paperbacks which I am happy to sign.

Get the digital version for £2.99 from...

www.bangernomics.com

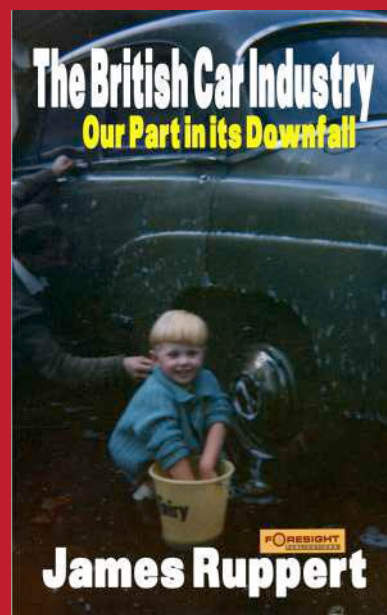
This is a daft book, where the **Bangernomics Bible** has been cut and shut into a collection of almost 220 Top Tips about how to run an older car. Best left in the smallest room in the house for everyone to enjoy. Lots of pictures, not too many words, and possibly the odd thing you didn't already know.

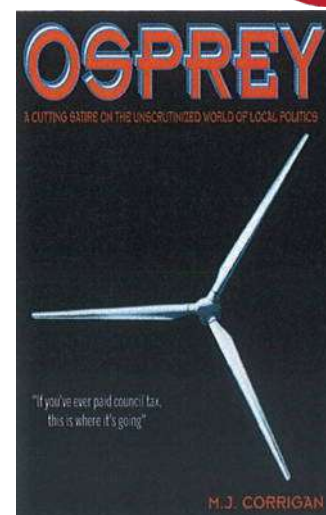
Get the digital version for £1 from...

www.bangernomics.com

The true story of what happened to the British Car Industry from 1945 until it effectively ended with the implosion of MG Rover in 2005. It occurred to me that my Dads car owning, driving and buying history (from a Triumph Mayflower to a VW Golf) was a great way of injecting some social history into it all. I also wondered whether his decision in the 1970s to buy an Audi triggered the downfall, or was it the inept motor industry management, stupid commie unions or meddling governments. I think we know the answer, but it is fun finding out and there some good stories along the way. There are also tons of small black and white pictures of cars and people from the era, plus all the cars that my Dad bought. Many of the cars featured have become Bangernomics legends.

James Rüppert explains why German cars from the 1980s were quite simply, wunderbar. Because when it came to build quality, reliability and performance every other car made anywhere else in the world was rubbish. Rüppert details how all these companies progressed to the 1980s and just what they did when they got there. Luckily he was there too, flogging BMWs at the prestigious West End Showroom, in Park Lane to yuppies, film stars and anyone else who could afford the non-refundable 10% deposit. 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 ULTIMATE '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

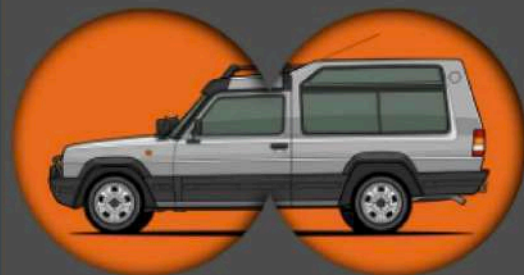
More Books by the better half of the Bangers and Classics Podcast...

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

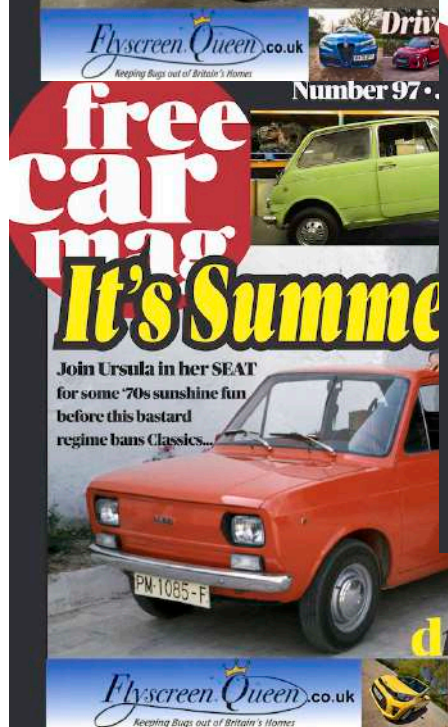
If you loved the Ultimate Classic Car Quiz Book then you will adore Number 2 which is more of the same but with different questions and answers. Buy it. Space left for upcoming Milloy Books...

Next Time

FCM 121

Free Car Mag is now the only pro-motorist mag, so please turn up to see what we might be doing in a month's time. We have no idea about the details except that the stories will reflect what is happening on the front line against autotyranny. See you next time...

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Miami

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THE LAST DEFENDER
GWYNETH PALTROW SNOWBOUND

Number 104 • February 2022 • £0

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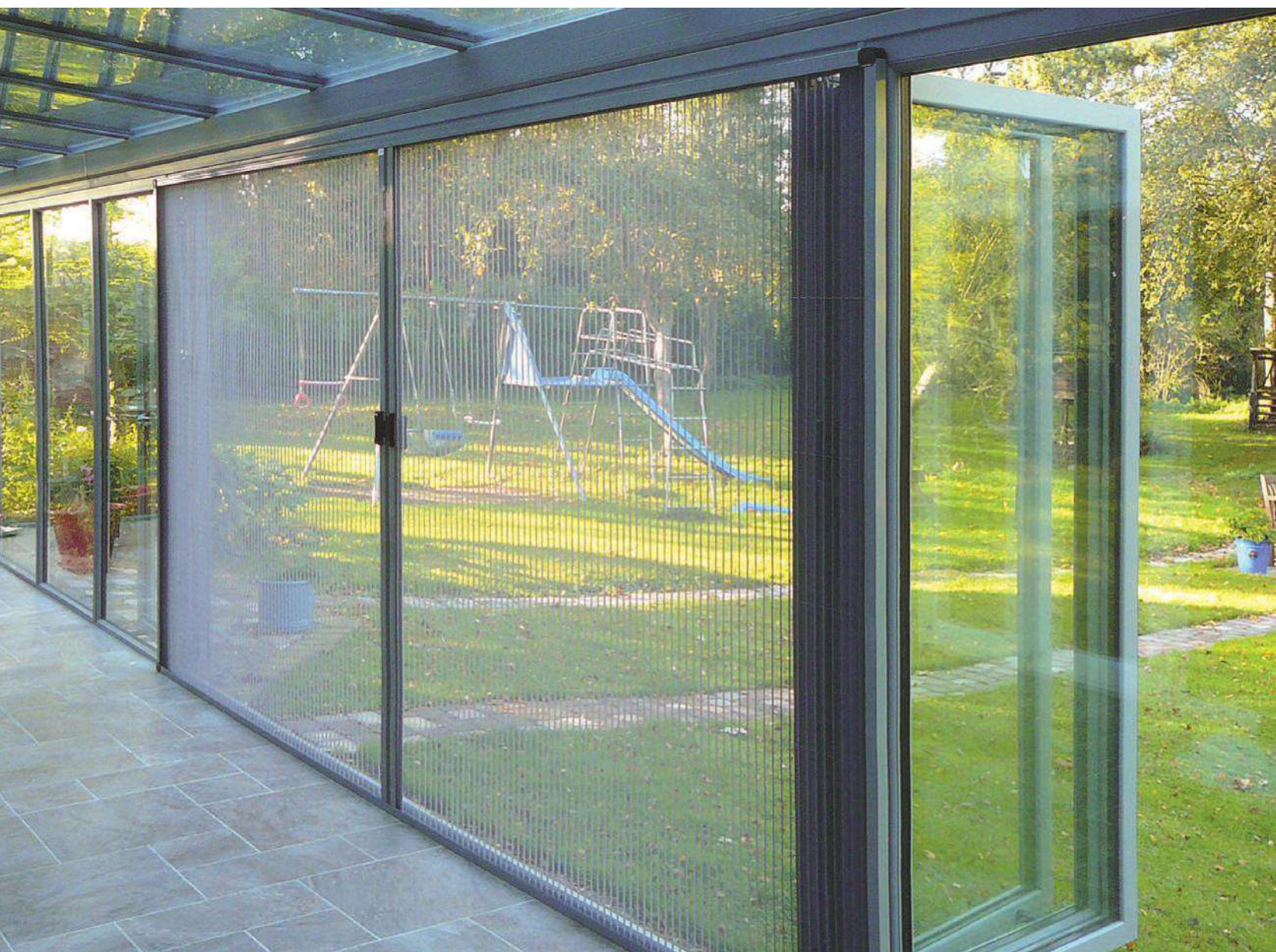


Global
Warming



is Codswallop...





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