

**free
car
mag**

**Ian Flux did not
comply ever...**



Do not



**PIERS CORBYN
IS RIGHT...**

Comply

Stand up to Autotyranny: Screw ULEZ



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

GET ON MY
DAD'S BUS...

ULEZ
Wanker

BANGER
NOMICS



NUMBER 122 / 2023



Free

ULEZ is the only story in every town at the moment, but it is just part of many measures to stop us using cars. ULEZ affects Kiran Parmar directly and that's why he writes so well about it. Piers Corbyn, is a great role model, which is do not comply with all this nonsense. ULEZ does not make air fresher it simply destroys European Banger culture. Also, Ian Flux, legendary racing driver has written a brilliant book. There's one up for grabs, get in touch. See you next time...



Piers Corbyn delayed on his way to the Free Car Mag office in his ULEZ compliant Cavalier



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The Only
Pro Motorist
Car Mag in the
Universe

Hyundai Ioniq 6



The Hyundai Ioniq 5 broke the mould with its retro-futuristic styling that fused imposing boxy lines with charismatic angles and detail touches like matrix lighting. The family SUV was going to be a hard act to follow. To go one-up in terms of number sequence, ie Ioniq 6 to the Ioniq 5, everyone would expect the newer 6 to be a big brother to the show-stopping 5. However, the Ioniq 5 has the longer wheelbase, and the only

similarity they share in terms of presence and styling are the matrix lights and... oh yes, that show-stopping ability. But whereas the Ioniq 5 dug back down into Hyundai's history and took its inspiration from the company's first hatchback, the Pony, **Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com**



Toyota GT86



Don't bother reading this review. This car won't appeal to you. At least that's what the market research must be telling the car industry. Apparently, nobody wants small, fun, front-engined, rear-driven, impractical sports cars, powered by an 'old-fashioned' petrol engine and featuring three-pedals, not even at sub-£30. Rewind to the 80s and even 90s and when it came to two-door sports coupes, you were frankly spoiled for

choice – and by the way, I mean actual 'coupes', not four-door family 'buses' on stilts with sloping roof-lines that have now appropriated the term for marketing purposes. **Read the full review and watch the film presented by Shahzad Sheikh at www.freecarmag.com**



AI knows where you live



The biggest online classic and specialist vehicle marketplace in Europe, Car & Classic, has ventured into the digital world of AI by briefing a generative imaging AI programme to imagine in what kind of property owners of specific classic cars are likely to live. The matches and relevant illustrations produced are the result of an AI creative art process: given a specific brief - in this case, "imagine a property in the UK with an <insert classic car name> parked outside", the programme sifts through thousands and thousands of digital images available on the internet, and chooses the likely outcome. Midjourney, the programme used for the project, offers a visual interpretation of the models (and the properties) rather than an accurate rendition of their shapes and lines.



AI Thinks that's a Rascal...



Classic Garage

The top 16 results are shared on Car & Classic's article "The House AI Thinks You Live In, Based On Your Classic Car". Town and country are at the opposite ends of the spectrum in the AI report, with Porsche 911 owners said to be likely to live in elegant London townhouses whereas fans of Morris

Minors may live in charming cottages in peaceful, quiet surroundings. Car & Classic Head of Editorial Dale Vinten thinks that the digital reality created by AI may need more work in terms of visual accuracy when it comes to 'imagining' classic vehicles. <https://www.carandclassic.com/>



UL-YES

The London Ultra Low Emission Zone isn't an abstract academic concept for Kiran Parmar, it is all too real. He has a very real and financially challenging decision to make. He explains what it all means and does the sums.



On 29th August, the Ultra Low Emission Zone (ULEZ) is expanding across all London boroughs which will apparently bring clean air to five million more people according to the Mayor of London. This deeply unpopular scheme is going to affect me and thousands of others as I live in the London Borough of Croydon. My 2003 BMW 530d is not ULEZ compliant which will mean I will have to pay £12.50 each time I drive my car off my driveway onto the main road if I want to go anywhere. I am not alone, there are many people on my street who own older cars, classic cars, and modern classics which are not ULEZ friendly, and we are all far from delighted with the situation.

So, what do we do? Sell or scrap our cherished vehicles for a pittance and buy something new or just new enough to comply with the ULEZ scheme in order to avoid paying the daily charge? We could do that yes; however, do we have any guarantee that in six months' time the goalposts will not be changed, and our 'new' cars will also not be ULEZ exempt? No is the answer. I could exchange my e39 for a brand new 2023 BMW 520i lease car which will cost me between £680 to £950 a month and at the end of the lease period I don't even get to keep the car!

Let me tell you a little about what I own. It is a 2003 BMW 530d, part of the 'e39' generation that was widely regarded as one of the best 5-Series' ever thanks it being the last 'all mechanical' and crucially last of the fixable 5-Series before the computers took over in the next e60 generation. The car has been in our family for over seventeen years, has been fastidiously looked after with a full and comprehensive service history and low mileage. The interior looks nearly new with only minimal signs of wear. After a deep polish to the paintwork you could place it in a glossy BMW showroom, and it wouldn't look far out of place to the untrained eye with only its age giving it away. Should I keep it? The answer is yes, it's a no brainer.

It drives brilliantly and has an analogue feel about it. There is no 'i-drive,' no lifeless electric steering, no plastic sumps under the bonnet that you find in the modern BMWs, no annoying stop/start etc, etc. Just a brilliant six-cylinder 3.0 litre, turbo charged diesel engine, with a proper five speed 'Steptronic' gearbox, hydraulic steering which gives the most brilliant driver feedback, traditional analogue BMW dials, cream leather and wood interior, excellent build quality and you get a proper handbrake!





To buy a newer car equivalent to my e39 I would have to spend around £12k to £15k. My car gets used two to three times a week as I work from home. If I used my car three times a week it will cost me £37.50 in ULEZ charges, that is £1,950 a year. If I spend £15k on a new car now, it will take over 7 and a half years to recoup my cost. My fellow colleagues at Free Car Mag and I are all owners of older cars, and we all agree this ULEZ scheme is highly unfair, unnecessary, and just another way to fleece the motorist of his or her hard-earned cash. In addition, it is going to hit the lowest income families the hardest. If a nurse is on a 12-hour night shift which starts at 8pm for example, and finishes at 8am the following day, he or she will have to pay the £12.50 charge twice just to go to and from work, and that doesn't even consider the fuel and the possible parking charges if the hospital doesn't have any on-site staff car parking. We really hope a new Mayor comes in soon who sees and understands the plight of the motorist and rapidly takes the whole concept of ULEZ and swiftly discards it in the nearest dustbin! Stay tuned to Free Car Mag for more ULEZ updates coming soon.



Clean Air Phoney





Book of the Year

FOR FLUX SAKE



BEER, FAGS AND OPPOSITE-LOCK

Ian Flux

Foreword by Tiff Needell

One to give away

Contact us on Twitter @freecarmag1

UK Readers only



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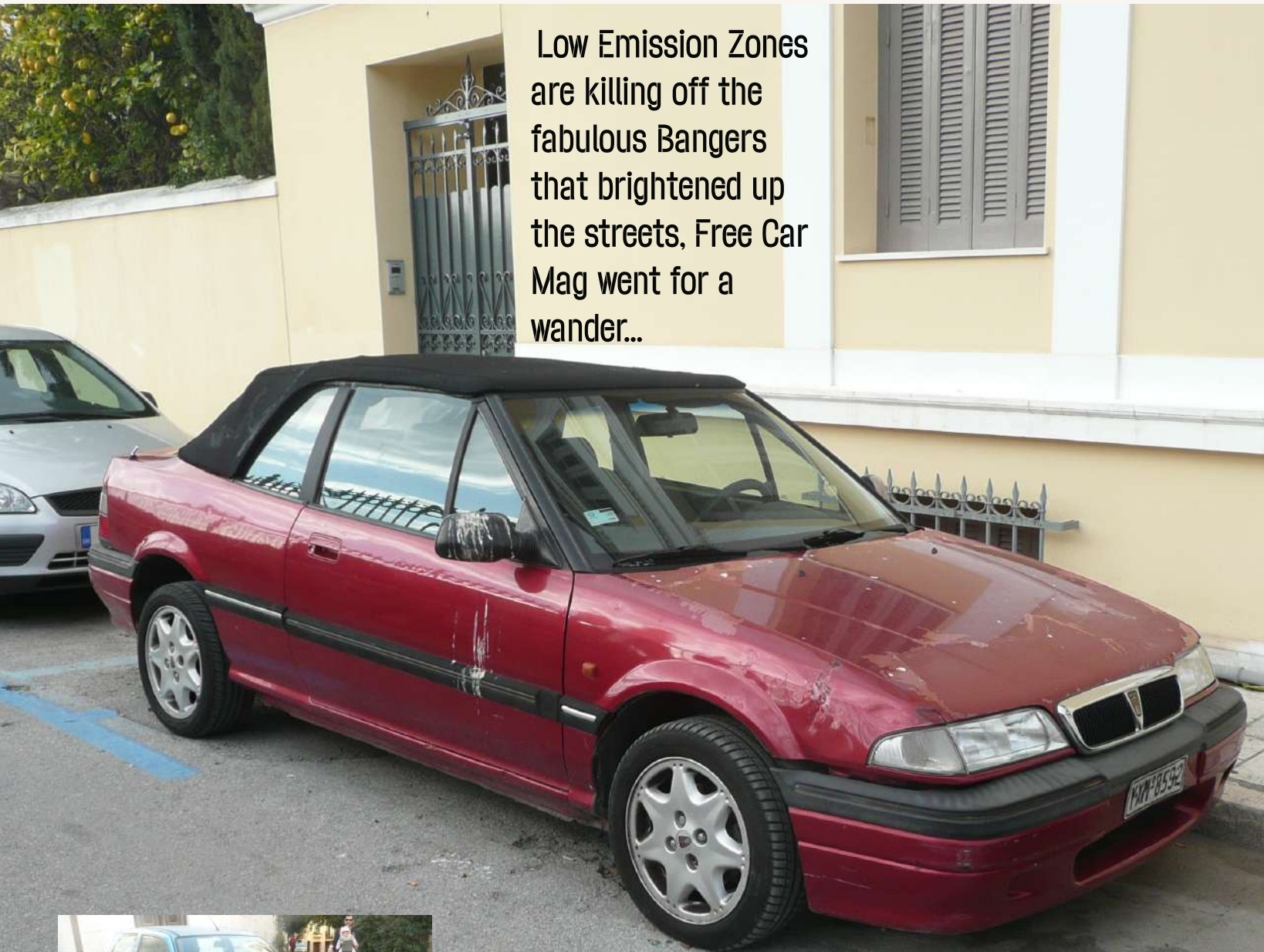
<https://www.freecarmag.com/for-flux-sake-motor-racing-book-of-the-year>

Contrary to popular belief, 'Fluxie' did not enter the world on full opposite-lock, nor did he have a cigarette in one hand and a pint in the other. Destined to race, he never got the biggest breaks but he did become one of motorsport's most colourful and best-loved characters, someone who has always lived life to the full. His autobiography tells it how it was,

covering not only the highs — including five championship titles — but also the many setbacks. Along the way we laugh with him about much of it, particularly the pranks, but also learn about some dark times that he has never previously divulged. This is a very different kind of racing driver's memoir.

Bangercrropolis

Low Emission Zones
are killing off the
fabulous Bangers
that brightened up
the streets, Free Car
Mag went for a
wander...





Athens is a beautiful City, if a bit scruffy. There seems to be old ruins absolutely everywhere, but of course there would be. Often it is the remains of a Doric column, sometimes it is a Rover 75. This is where true civilisation began and explains why they recognise the full Banger majesty of a late model Rover.

Going to Europe and especially their capitals has always rewarded the crap car connoisseur with some truly wonderful, if rusty sights. Until now. The trouble has been in the last few years imposing politically inspired Emissions zones which is cutting down the number of characterful cars that we can see and enjoy.

Keeping cars out of City centres might seem like the right thing to do, but for some it is the only way to get to work. They are not showing off, or making a point, just going to see their mum, pick up some items you could not carry on the bus, just living their lives.

It is interesting how some cities are more Banger dense than others. Vienna for instance was particularly disappointing. Maybe it is an affluent place and they don't like cars very much, so that doesn't feature here. Neither does Venice, but that's

because there are no cars there at all and they wouldn't start because they've all sunk. By contrast, former Eastern Block countries and warm places around the Med are full of people who are used to using cars until they drop. They can't afford to upgrade every year, don't PCP and consequently there is plenty to see.

Our taxi driver in Athens was an ex-teacher who spoke great English and managed with a Fiat Croma wasn't too hopeful about where the world was going and that was 2019. He was barely scraping a living and didn't have a nice thing to say about the Euro. The English. The Germans. The Turks. He said he would frame my tip. Anyway, if he is still picking up fares he won't be happy that Athens will ban all diesels and his Croma by 2025.

In the central part of the city are only allowed entry on alternating days, depending on the last digit of their number plate, depending on whether it is odds or evens. This applies on Monday to Thursday 07:00 - 20:00 and Friday from 07:00 - 15:00. For the outer area of Athens, diesels have to be Euro 5, otherwise it is electric, hybrid, natural gas, LPG and Euro 6s allowed in.

Euro Bangers Athens





Euro Bangers Bologna



Bologna Bangers



Here is a lovely northern Italian City which was packed with beautiful old bangery things in 2019. Just incredible as to how many Fiat 500s were around. Lots French and German machinery around too. There were restrictions with a Traffic Limited/ Low Emission Zone where those with a permit can drive into the city centre. Petrol needs to be Euro 3 and Diesel Euro 4, which is quite lenient, all things considered. An amazing array of Eurobangery to behold.



Euro Bangers Barcelona



Barca Bangers





Surprising number of British cars about showing the residual love for trad Brit cars that are mostly Rovers, but also Jaguars and Land Rovers. These days they will have to register their vehicles to enter their Low Emission Zone, they need to have a window sticker and petrol cars, vans: Euro 3, diesel cars, vans: Euro 4, whilst motorcycles, mopeds: Euro 2. The needs to be registered for the scheme which costs 5 Euros for the sticker. Some big old €1800 fines though if you don't follow the rules.





Lisbon Bangers

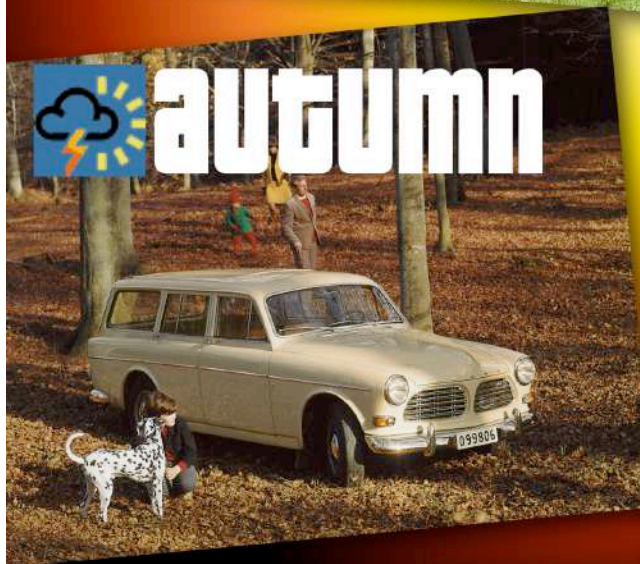




Another great place to enjoy a break, the most distinctive aspect of Bangers spotted here was the large amount of touch parking. Lots of crumple zones explored. Still fairly easy to park there with restrictions operating on working days from 7.00 to 21.00, needs to be at least Euro 3 and there is a slither of inner zone and the rest is an outer zone. At least motorcycles are not affected.



free guide to
car mag **CLIMATE change**



maybe it's seasonal...



HM Government

NHS

LOOK HIM IN THE EYES

AND TELL HIM THAT CLIMATE CHANGE ISN'T REAL

Barry, 55
Climate Change Victim

**STAY
HOME**

**APPLY
FACTOR 50**

**HIDE
FROM
THE SUN**

The Truth about BEVS



BEVs have, at best, no better overall environmental impact than the lowest-emitting ICEVs. Under worst case conditions, their impact is worse than those of the majority of everyday ICEVs; and comparable with those of automotive exotica (see the Table in the References section below).

• Taking into consideration both the huge scarce, rare earth metal resource consumption required to manufacture and maintain, and then end-of-life decommission BEVs, and the resource requirements of the associated renewables infrastructure construction mass transport electrification will allegedly require; the overall environmental impact is significantly worse than that of extending the useful life of the existing ICEV fleet, and running each vehicle to the end-of-life recycling point.

• The entire renewables excursion is an expensive and resource-wasteful detour: their erratic electricity generating grid contribution can only be accommodated by retaining permanent access to reliable, grid-stabilising gas-, nuclear-, (or worst-case) coal-generating backup capacity. Contemporaneously, renewables receive colossal taxpayer subsidisation, and incur highly carbon-intensive infrastructure installation costs.

• *"Forcing wind and solar into the market, hoping for a miracle", is akin to "jumping out of an aeroplane without a parachute and hoping that it will be invented, delivered and strapped on in mid-air in time to save you before you hit the ground."* [Ref.3].

• Rather than phase out conventional ICE vehicles, it would be far more cost-effective to work towards building the requisite nuclear power generating capacity to: (a) reliably power all static energy-consuming locations; and (b) with renewables (in locations where these are genuinely reliable and cost-effective) to also produce synthetic fossil fuel replacement eFuels from recovered atmospheric CO₂ and hydrogen, then to use these carbon-neutral fuels to power the global transport network - including aviation.[Ref.4].

References:

1. https://www.ipcc.ch/site/assets/uploads/2018/02/ipcc_wg3_ar5_annex-iii.pdf#page=7
2. <https://www.visualcapitalist.com/longest-range-evs-2023>
3. <https://www.telegraph.co.uk/news/2023/05/10/wind-solar-renewables-pointless-waste/>
4. https://abd.org.uk/wp-content/uploads/2023/07/Cradle_Grave_Report_-

MORE ON THIS NEXT MONTH

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BBC in Bed with Kahn over ULEZ



Here is alarming very disturbing evidence, the BBC's news stories regarding ULEZ is now being dictated to, by London Mayor Sadiq Khan. A senior regional BBC News Producer contacted me (Howard Cox) in May, to highlight how the Mayor has complained to the BBC as to what he believes is negative reporting on his undemocratic ULEZ expansion plans that will hit over 700,000 hard pressed drivers in August.

The BBC's regional experienced allegedly independent journalists are now not allowed to report on the ULEZ issue without authorisation from senior BBC executives.

This is the text sent to me from the whistle-blower, extracted from part of an internal BBC communique (see image below) to news staff from Dan Fineman Senior News Editor BBC South East, indicating one of the most powerful elected politicians in the UK is indeed influencing our license fee funded National Broadcaster's news output.

The whistleblowing BBC Producer was told by email: "If any platforms are doing a story on ULEZ charges in the South and Southeast we now need to do a mandatory referral to Jason Horton or Robert Thomson (re) outstanding complaint with the Mayor of London which is very live at the moment."

In case you are not aware, Jason Horton is the Director of Production (Local Services) at BBC News & Current Affairs, Head of BBC South Today and BBC Southeast. He is also an Acting Director at BBC England. Robert Thomson is BBC's Managing Editor for Online and TV in BBC England.

The BBC whistle-blower informs me that: "All ULEZ stories are now a mandatory referral. We can't report without BBC bosses saying we can. Now you tell me Howard, that doesn't stop people from doing it, in case he (Sadiq Khan) complains about them too? Unreal to have such an edict put on us - by a politician and my bosses

running scared of Khan! I also believe a BBC London investigation into ULEZ has now been paused because of the Mayor of London's pressure on the BBC."

A month has passed since I learned of this shocking affront to the BBC's independence, so, I followed up to see if this internal editorial order remains in place. And you guessed right, the whistleblower has told me "all ULEZ stories must still be approved by senior BBC Executives!"

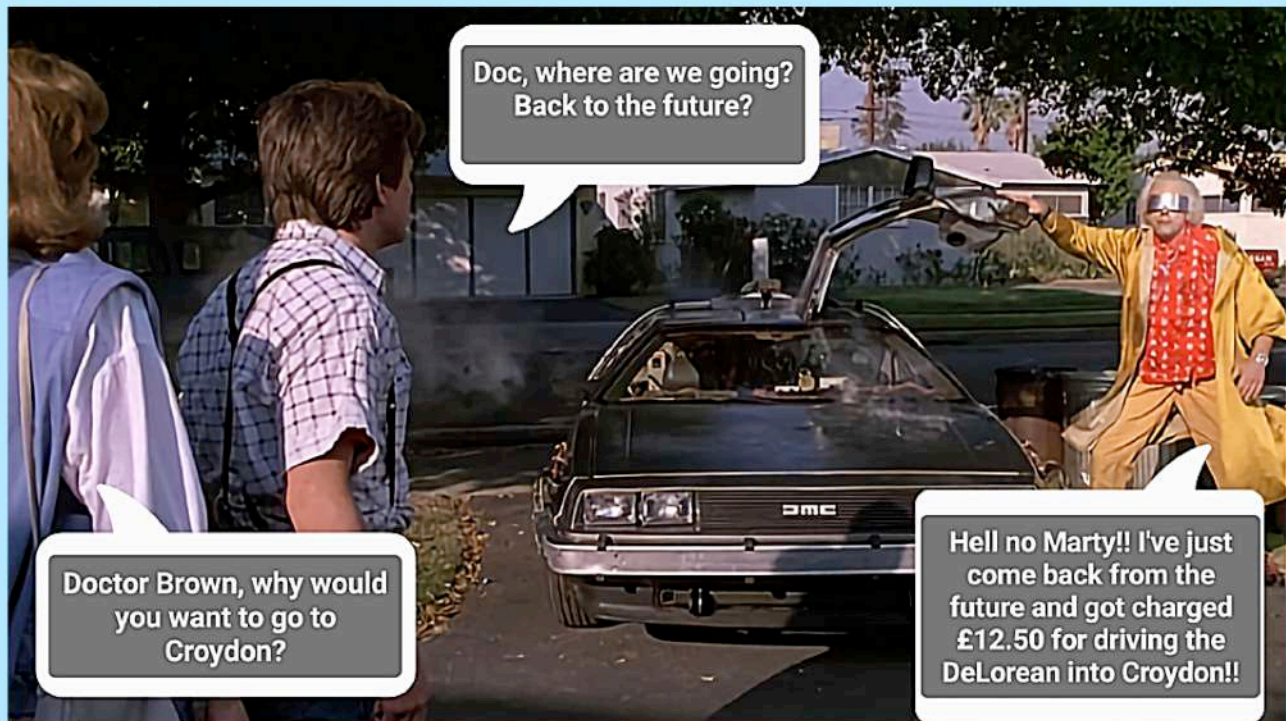
Howard Cox founder of FairFuelUK and Reform's London Mayoral 2024 Candidate says: "You could not invent this story; the BBC seem to be at the beck and call of the London Mayor. This dishonest ego driven politician believes he has the sanctimonious right to dictate what our license fee backed public broadcaster should report. What is even worse, the BBC seem to be more than obliging to censor their own staff in openly telling the truth about Sadiq Khan's cash grabbing ULEZ. BBC's political broadcasting bias rears its ugly head yet again. Its stench will not go away!"

This senior producer told me: "...the BBC's entrenched pro environmental stance agenda through their anti the internal combustion engine editorial staff, means any chance of even-handed media exposure towards motorists and commercial drivers is about as likely as Caroline Lucas joining the Tory Party.

BBC policy, yes that's right it's a policy, is to block any challenge to their global warming reporting bias at all. Shockingly that explicit statement was set out in a memo a few years back by Fran Unsworth, the BBC's then Director of News and Current Affairs. It said, "man-made climate change "exists" and no-one proposing the contrary view – nastily termed a "denier" – was needed to balance the debate." Following on this Stalinist broadcasting approach to

blocking reasoned and factually supported debate, it is now very much at the heart of their anti-car reporting stance too.

KIRAN'S KARTOON



David Vance ✓
@DVATW

...

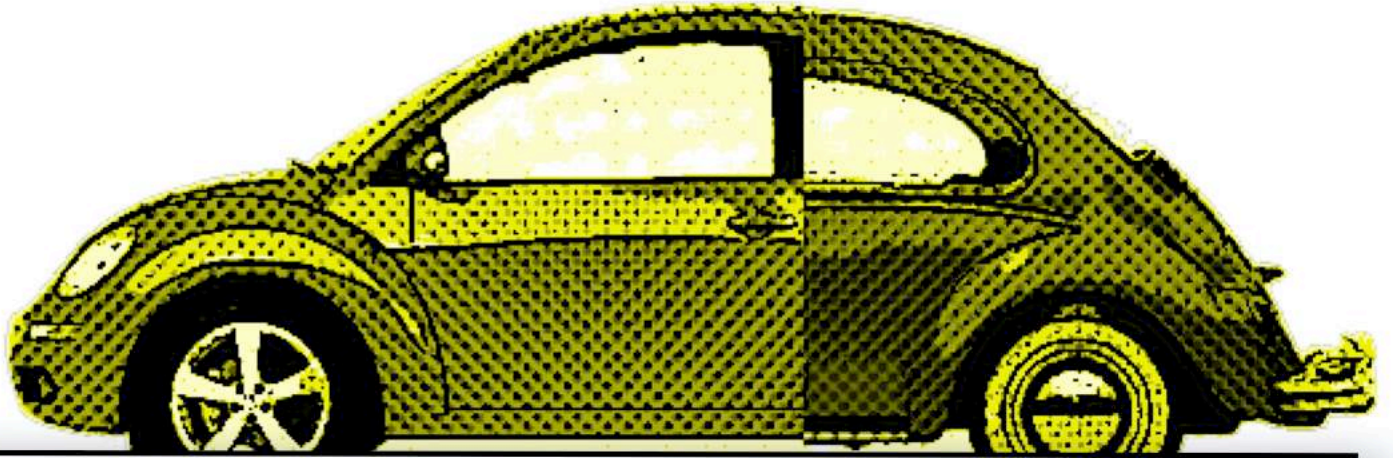
This is so surreal. The socialist Spanish minister uses a private jet to attend a climate conference. 100 metres before the venue she gets out off the limo and takes a bicycle. The security cars follow her.



From **Froilán I de España** 🇪🇸 ✓

10:09 AM · Jul 11, 2023 · 13M Views

Podcast Alert



89. ULEZ Summertime Special

Bangers & Classics
PODCAST with Ruppert + Milloy

Bangers and Classics, the brilliant mind altering Podcast featuring James Ruppert and David Milloy explaining life, the universe and everything to do with the wonderful world of motoring. Find out which cars are classics, bangers or both. Listen to stories you won't hear anywhere else. Laugh out loud at some very poor jokes, Get involved by making suggestions for serious and not so serious discussion.

Incredibly a new episode is uploaded every single week. Don't miss out.

www.bangersandclassics.com



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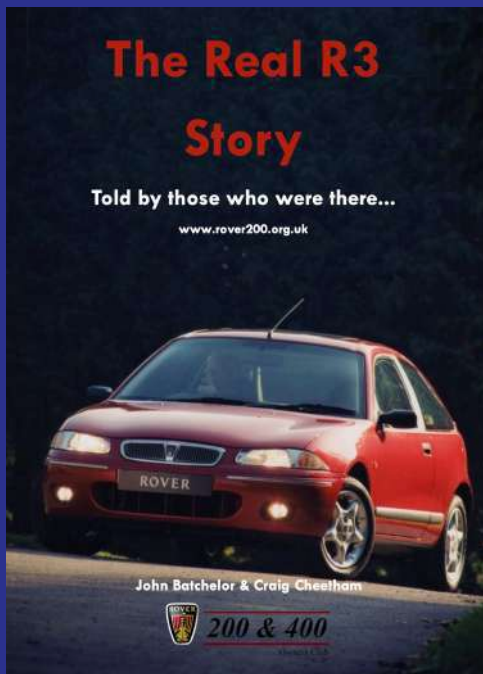
Bangers & Classics
PODCAST Ruppert + Milloy



 YouTube

FCM Book Club

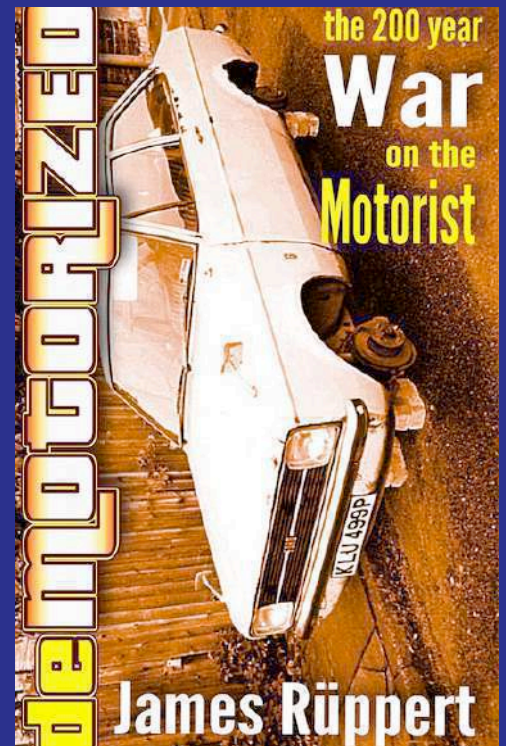
Here are books written by some of our contributors and friends. We would encourage you to go to our related www.bangernomics.com Site to buy books and things that support what we do. Sticking up for the Motorist.



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>



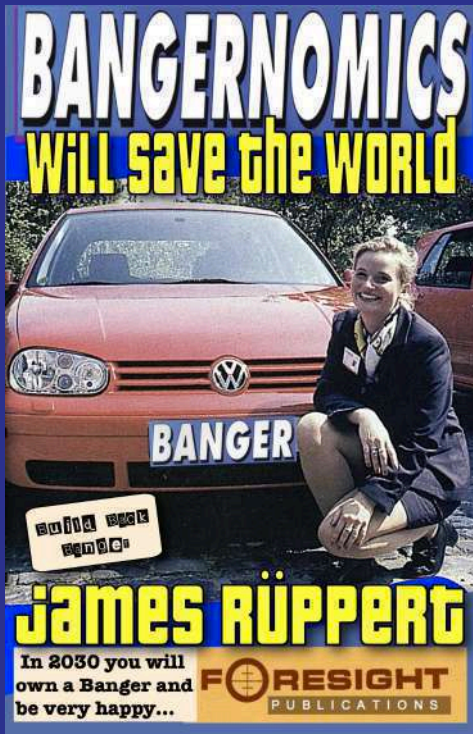
Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van,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

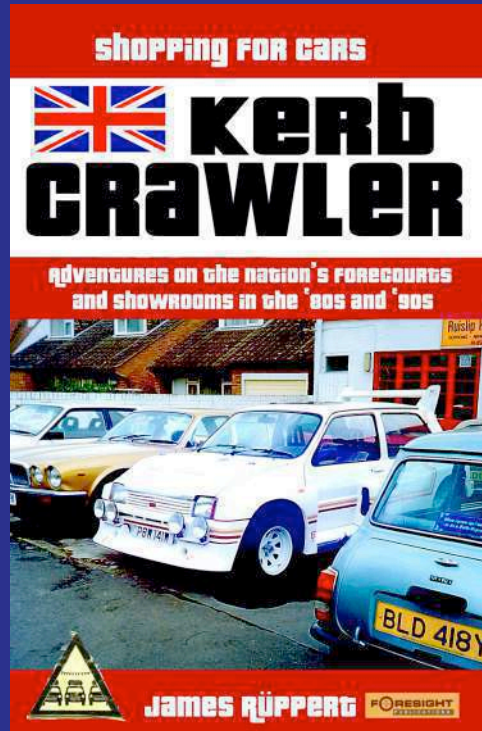
<https://www.smashwords.com/books/>



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...

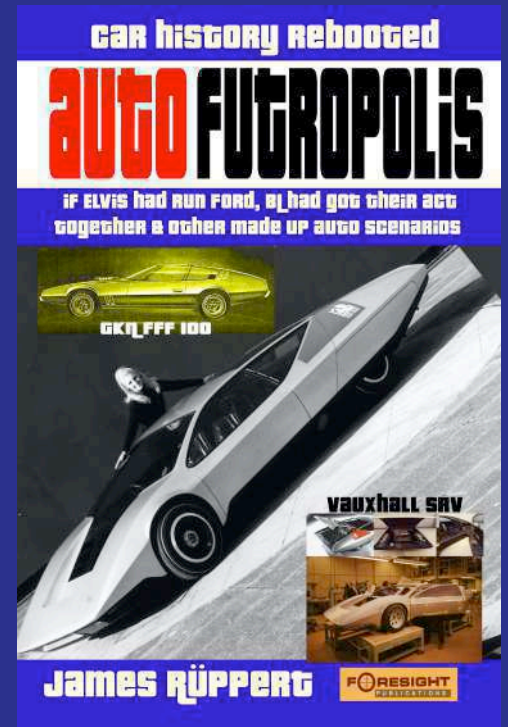
www.bangernomics.com



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...

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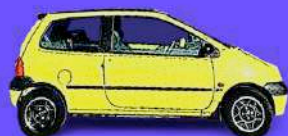


Just imagine if BMC had not been so terrible, that Elvis ran a car company, levitating motors were a reality along with steam powered gentleman's carriages and an electricity car designed by and for gentleladies...well, wonder no more. Here is a fully illustrated book which rewrites and redraws automotive 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

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

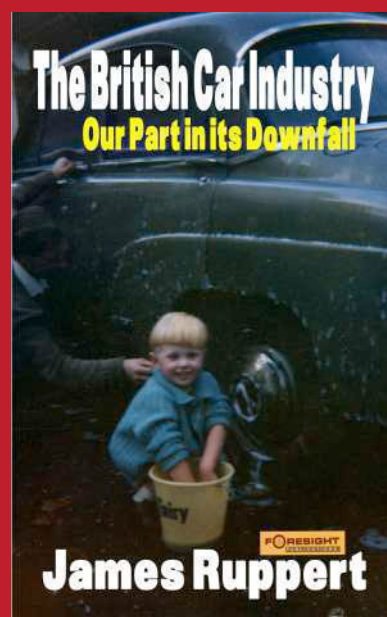
This is a daft book, where the **Bangernomics Bible** has been cut and shut into a collection of almost 220 Top Tips about how to run an older car. Best left in the smallest room in the house for everyone to enjoy. Lots of pictures, not too many words, and possibly the odd thing you didn't already know.

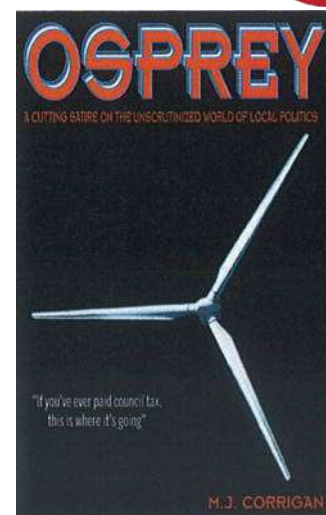
Get the digital version for £1 from...

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
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The questions, the answers,
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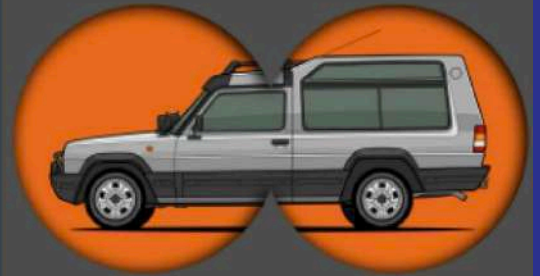
More Books by the better half of the Bangers and Classics Podcast...

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 123

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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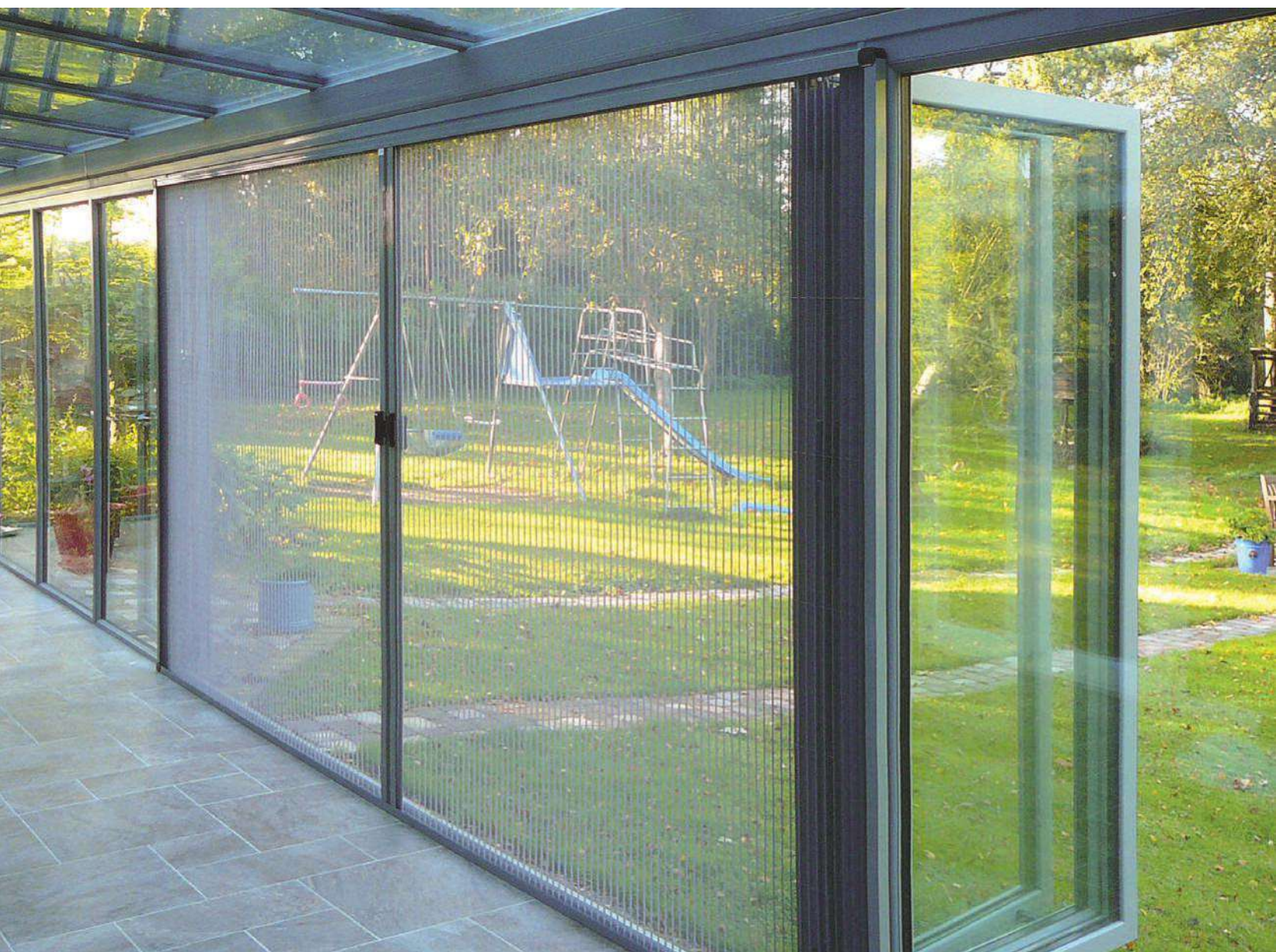
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