

**free
car
mag**

Resist



Return of the Red Flag



DICTATOR DRAKEFORD
MIGHT DO IT BUT WE LIKE
THE IDEA THAT YURI
BEZMENOV WOULD SO HE
CAN EXPLAIN HOW THIS
TYRANNY HAPPENED...

Man with a flag for hire



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

Somewhere in South London...



meanwhile in Wales



Matt @Mattisamazing33 · 18m



15 YEARS (150 mi)

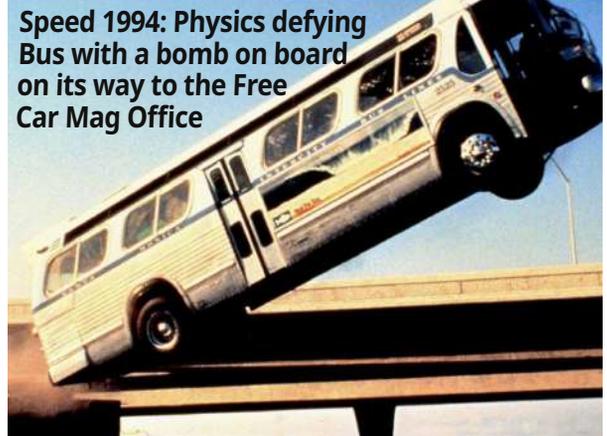
Fastest route now, avoids crashes on the M4





Free torial

Speed. That was a good film. Would have been terrible if Keanu and Sandra had stuck to 19.5mph for a couple of hours. The fine people of Wales are stuck in that nightmare, but are fighting back. Good for them, bad laws need to be exposed for what they are. Making life and motoring miserable is the intention. Nothing to do with safety or the environment, this is control at a proto-communist level. The Welsh know this. Support them. See you next time...



Speed 1994: Physics defying Bus with a bomb on board on its way to the Free Car Mag Office

toad on the Road He's a hi-viz wearing amphibian with a motor and a croak... 43

the 200 year War on the Motorist BY JAMES RUPPERT

THERE'S A REVOLUTION

IS THERE A GO SLOW IN WALES?

20 IS TOO SLOW

IT'S A DICTATORSHIP HELLBENT ON DEMOTORIZATION

EXTERMINATE ANYONE DOING 20.01MPH

demotorized James Ruppert

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The Only
Pro Motorist
Car Mag in the
Universe

1979 MGB B-EAST



A 1979 MGB GT nicknamed 'the B-EAST' is set to represent the UK on the global stage and stake its claim to be recreated as a 1:64 scale die-cast model – after winning this year's Hot Wheels Legends Tour UK. Beating a record number of 274 entries, Michael Wallhead's MGB GT features a 3.0 litre Jaguar AJV6 engine, to achieve 0-60mph in 4.2s and a top

speed of 148mph. Built over eight years, Wallhead wanted to recycle as many parts as possible and used a propshaft from a Range Rover, an axle saved from a Reliant Scimitar, Triumph motorcycle throttle bodies, Nissan Silvia S14 brakes, an old number plate for the glovebox, and jeans for the seat upholstery.





Just four years after it launched the competition in the UK, the Hot Wheels Legends Tour has increased in popularity within the car community – with the 2023 field more than doubling the 100 entries it garnered in 2022. Underlining the quality and depth of

talent in the UK car scene, finalists from the past two years have both reached the Global Final, with the UK's Volvo P1800 Gasser, Ain't No Saint, going on to win overall in 2021. Now, thousands of 1:64 scale models of the wild drag racer are being enjoyed across the world..



Finalists...



An eagerness to reuse and recycle resources fuelled Wallhead's enthusiasm for classic cars. "For all my builds, I always look to find ways to reuse parts, and on this MGB GT I've even used registration plates to build the glove box, everything has second or third life and I try not to throw things away that can be reused." Michael Wallhead is now facing the Legends Tour Semi-Final (2nd November) in a bid to make it through to the Global Finale (11th November) and be in with a shot at the overall prize – entering the hallowed Hot Wheels Garage of Legends and securing his place in car culture history. "I'm so humbled to have been chosen as the UK winner – from a stellar line-up with no two cars the same," says Michael Wallhead. "Growing up, I played with Hot Wheels, and you always had your favourites – the one that went fastest or the one that looked the coolest, and those memories inspired me when it came to designing the B-EAST."



Skoda & Ford



Full Scale...

Wallhead believes Hot Wheels inspired him to become a creative engineer, now designing turbos for cars and commercial vehicles. Outside of work, Wallhead's love for speed and competitive spirit secured the Guinness World Record for the fastest wheelie bin, achieving 88.344 km/h in May this year. "I really believe youngsters should have more time to play with toys, and I hope my builds inspire children to dream and

do something different – either as a career or building fun projects." The initial entry list was narrowed down to 10 finalists by Hot Wheels representatives on both sides of the Atlantic, with marques such as Jaguar, Ford, VW, and Skoda represented – alongside the Mazda RX-7 of Hagerty fan vote winner Sam Carr, which was fast-tracked to the UK final.





BBC Wales News



@BBCWalesNews · Sep 15

Reducing the speed limit on residential roads in Wales is not intended to 'make life difficult for people', says First Minister Mark Drakeford

bbc.in/3LtACQL



Fast Lorry



Dakar '83

January 1983: Mercedes-Benz 280 GE wins the Paris-Dakar Rally



Stuttgart. 40 years ago, Mercedes-Benz triumphed in the world's toughest rally: racing driver Jacky Ickx and his co-driver, actor Claude Brasseur, won the 1983 Paris–Dakar Rally with the Mercedes-Benz 280 GE. The project was managed by Mercedes-Benz France. From Germany, engineers of the company assisted with the engine and aerodynamics of the off-road vehicle.

At that time, the Paris–Dakar Rally had great worldwide appeal. It was the fifth time it took place. Several hundred adventurers set off from the French metropolis to the capital of Senegal in 1978 for the first time. The start took place early in the morning of 1 January 1983 on the Place de la Concorde in Paris. After around 20 extremely demanding daily stages through deserts such as the Ténéré in the south of the Sahara and in the north of Niger, the heavily thinned out field of participants reached the city of Dakar on the Atlantic coast. The participants in the car, truck and motorbike classifications covered between 10,000 and 12,000 kilometres to reach the finish.

Since its early years, the “Paris–Dakar” has attracted renowned car manufacturers to compete in the African desert. Former car and motorbike racer Thierry Sabine founded and organised the spectacular adventure. In January 1986, he was killed in a helicopter crash. The event continues to this day; it is now called the “Dakar Rally” and currently takes place in the desert regions of Saudi Arabia. It was previously held in South America

from 2009 to 2019.

The engine of the Mercedes-Benz 280 GE “Paris–Dakar” Mercedes-Benz France led the preparation of the winning Mercedes-Benz 280 GE of the 460 model series. Customer service manager Gunter Latour maintained good contacts with Mercedes-Benz in Untertürkheim. Georg Berkmann, a graduate engineer whose main area of responsibility was the combustion processes of passenger car engines in commercial vehicles, was assigned to the project. For the tough rally use of the 280 GE, he reworked the twin-cam six-cylinder M 110 engine. As early as 1977, a Mercedes-Benz 280 E from the 123 model series won what was probably the longest rally in motorsport history with this sporty power unit: Andrew Cowan, Colin Malkin and Mike Broad took first place in the London–Sydney rally marathon after more than six weeks and around 30,000 kilometres.

Georg Berkmann chose the standard version of the M 110 with 136 kW (185 hp) as the basis. He wanted to tease out even more power for the Paris–Dakar Rally in 1982 and 1983. By comparison, the M 110 in the Mercedes-Benz 280 GE launched in 1979 developed 115 kW (156 hp). The engineer resorted to camshafts originally intended for the performance upgrade of the 280 SL (R 107). Thus, the “Paris–Dakar” engine achieved around 145 kW (197 hp). One of the unusual solutions was the hydraulic pump from the 123 model series estate for level control: in the motorsport G model, it was used to cool the manual transmission.



The main problems when operating in the deserts of the African continent are extreme temperatures, dust and poor fuel quality. First, Berkmann relocated the engine's air intake to the interior. There, temperatures are usually lower and the dust content in the air is less. He chose a simple but effective remedy for the poor quality of the petrol. Four decades later, he recounts: "I put yellow and red markings on the ignition distributor. So drivers could quickly adjust the ignition timing if the engine knocked due to poor fuel quality." To make this quick and avoid having to search for the right tool, the resourceful engineer attached a four-millimetre Allen key to a chain near the ignition distributor. Jacky Ickx was also thorough. In his preparation, he labelled each relay in order to quickly track down defects.

Aerodynamics optimised

With the upgraded engine, the 280 GE reached a top speed of 175 km/h. That was 25 km/h faster than the standard variant. After the previous year's experience, however, Berkmann was sure that this pace would not be enough for the victory they were aiming for in 1983: in 1982, the Mercedes-Benz 280 GEs finished third (Jean-Pierre Jaussaud/Michel Brière) and fifth (Jacky Ickx/Claude Brasseur) in the Paris–Dakar Rally. But radically increasing engine power was out of the question for reliability reasons. Berkmann turned to fellow engineer Rüdiger Faul, who had developed the aerodynamics of various racing sports cars and the C 111-IV. This record-breaking car reached more than 400 km/h during world record runs in Nardò in 1979. To optimise the aerodynamics of the 280 GE, Faul took a pragmatic approach. "I got myself some 70-millimetre-diameter plastic sewage pipes in the construction

department of the Sindelfingen plant," he describes in retrospect. He attached pipe segments around the windscreen and in this way significantly optimised the flow pattern in this area. At the rear, Faul chose striking extensions of the roof and the rear side walls. Within the company, this significant change to the body line was given the name "little bus shelter". The measures drastically optimised air resistance. Measurements in the Untertürkheim wind tunnel showed that the c_d value drops from the original 0.52 to 0.41 – that is a reduction of 20.5 per cent. Georg Berkmann sums up: "Due to the aerodynamic changes, the top speed increased by a good 20 km/h to almost 200 km/h, while fuel consumption was five litres per 100 kilometres lower."

Jacky Ickx and Claude Brasseur Born in Brussels on 1 January 1945, Jacky Ickx was one of the best racing drivers from the late 1960s to the end of the 1980s. Between 1966 and 1979, he won eight Grands Prix in Formula One and was the runner-up in 1970. He won the 24 Hours of Le Mans six times between 1969 and 1982. In the Paris–Dakar Rally, in addition to his victory in 1983, the Belgian finished fifth with the Mercedes-Benz 280 GE the previous year and second in 1986. "In 1982, we discovered the 280 GE. You can push it to the limit and trust its engineering without reservation – that's an asset for the Paris–Dakar Rally," explained Ickx in an interview shortly after his 1983 victory. In addition, he got on very well with his co-pilot Claude Brasseur. "We did not start out simply as colleagues, but as accomplices. That was certainly fundamental." Brasseur, who died in 2020, was one of the most famous French movie and TV actors at the time.



The 1983 Paris–Dakar Rally

Mercedes-Benz France's involvement in the Paris–Dakar Rally bore fruit with third and fifth places already in 1982. Among the first ten vehicles to cross the finish line were two more 280 GEs and a Mercedes-Benz prototype. In 1983, 193 cars, buggies and trucks as well as 111 motorbikes raced the 12,000 kilometres from France via Algeria, Niger, Burkina Faso, Ivory Coast, Mali and Mauritania to Senegal. The most important navigation aid was the compass. The most prominent starters of the field, Jacky Ickx and Claude Brasseur, took the lead early with the 280 GE. Before the stage finish in Agadez (Niger), Ickx noticed a severe loss of power in his engine. He received the engine of a teammate. The exchange of complete major assemblies with another vehicle in competition is permitted. After that, Ickx returned to his usual fast pace.

Many participants dropped out because of the exertions of this rally with 20 daily stages of 300 to 1,000 kilometres: technical equipment failed; accidents or crashes involving the motorcyclists decimated the field. Some gave up out of sheer exhaustion – or because after many hours of wandering through the desert they no longer reached the stage finish in time. Only 61 cars and trucks and 28 motorbikes made it to the finish line. Ickx and Brasseur were the exhausted but celebrated winners on the Dakar beach. Further Mercedes-Benz G models finished in fifth, sixth and eighth place. The brand even celebrated a double victory: Georges Groine, Thierry de Saulieu and Bernard Malfériol reached Dakar as the best truck with a Mercedes-Benz 1936 AK all-wheel drive truck (261 kW/355 hp).

Fast Lorry





Is this the end...



...of ICE?

Shahzad Sheikh considers whether this is the end of an era? Is it left or right?

<https://www.freecarmag.com/is-it-the-end-of-ice>



During my recent stint as host of the Tech Hub at the British Motor Show, one of the sessions we ran was 'Is it the end of ICE?'. Not referring to the frozen crystal cubes dropped into a glass of some liquid refreshment, but the internal combustion engine of course.

With the advent of the EV revolution giving the automotive industry something of a massive electric shock, there's no question that they're quiet, quick and quite good at what they do, especially in urban settings. They're better for breathable air too.

So, is it game-over for EVs? Let's not hit the panic button on our beloved internal combustion engines just yet. The rumour mill has been churning out predictions of their imminent demise faster than a souped-up drag racer, but I'm here to pump the brakes on the hype.

Sure, electric vehicles are the shiny new toys on the block, and governments around the globe are waving the green flag, offering incentives and charging stations faster than a Formula 1 pit stop.

However, if we take a step back and rev up our logic engines for a minute, we realise that we're talking about a world where petrol, diesel and the internal combustion engines have been keeping us on the move, and carved out their place in the heart and soul of our automotive culture, for about 130 years!

Our infrastructure and our very lives have come to depend on them, and it's not so simple to cleanly extricate our interconnectivity with the internal combustion engine.

EV sales maybe growing – around a million vehicles on the UK's roads are now electrified. But our total vehicle population is about 38 million. A typical 'good' sales year for vehicles in the UK, is around a million vehicles a year. At that rate, we're looking at 37 years to replace all our current ICE vehicles – that takes us to 2060! That's three decades after the 2030 deadline set by the UK to stop sales of new petrol and diesel cars.

Petrol cars are still the biggest selling, despite the growth in EV sales, and it's not surprising when you realise how versatile they are. The fact is that EVs are still not ideal for long distance travelling, and have struggled when it comes to freight transport and road haulage.

Let's not forget the weekend warriors heading off-road, or who tow their boats, trailers, and dreams behind them. The military could not fight with EV tanks and heavy armoured vehicles. The emergency services still need the dependability of ICE. And the construction industry – especially remote construction or heavy-duty activity such as mining, finds it simply unviable to use electric vehicles.

Other forms of transport such as aviation and shipping also present extreme challenges, but let's stick with road transport for this discourse.

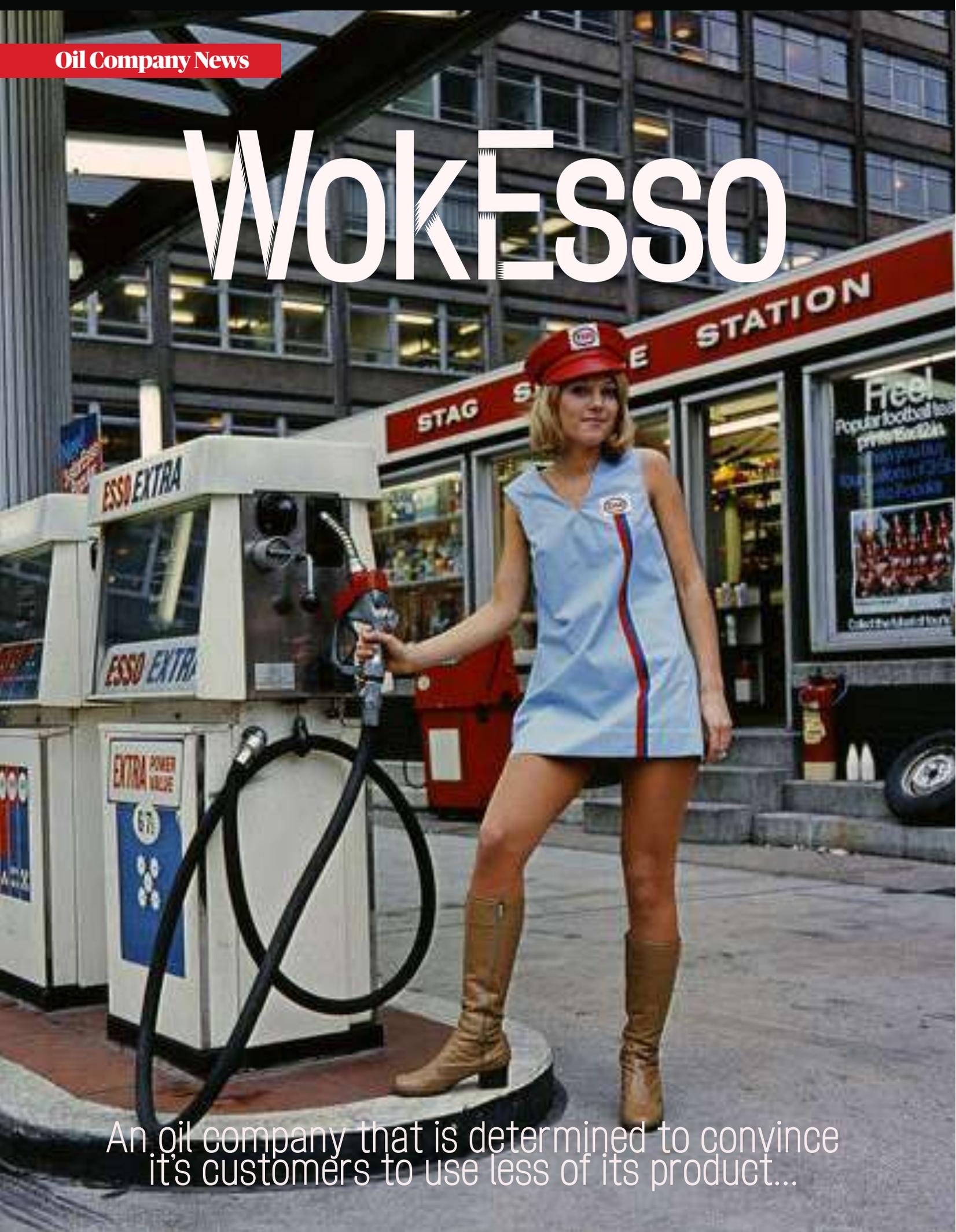
EVs are getting there, but right now, they're like the new kid in the hood, still trying to fit in. Meanwhile ICE engines have been towing, hauling, and conquering the world's highways and byways for decades. They're like the seasoned pros who've seen it all and done it all – and they're not retiring anytime soon.

I'm all for embracing innovation, change and new technology. And EVs are certainly the talk of the tech town, but ICE vehicles are still the backbone of our automotive landscape, plus the numbers above prove that the end of ICE is simply not feasible for at least another generation.

Which is good news, because I adore the roar of a petrol engine, the smell of burnt rubber on a summer day, and the thrill of shifting gears like a symphony conductor. Don't forget the countless classic cars that enthusiasts have lovingly restored and preserved over the years – can you imagine a world without the growl of a vintage muscle car?

There is no question that electric vehicles are a crucial part of our transport future, but it's definitely too early to be writing off the internal combustion engine.

WokeESSO



An oil company that is determined to convince its customers to use less of its product...



Help to make one less car journey

In a survey we carried out, we found that 1 in 2 drivers have taken steps to use their cars less to help them save on fuel. With at least 1 in 3 drivers switching, or planning to switch a car journey for walking, cycling or public transport.¹

Using your car less is not going to be possible for everyone, particularly where no real alternative exists. But for many, there are journeys we're making by car that we probably don't need to.

After all, the impact of the pandemic has already changed our driving habits, and according to the National Travel Survey, around 50% of car journeys made are under 5 miles, with 25% under 2 miles.²

The first step to driving less is identifying what you can do differently (and it may not be obvious). If it's a change you can repeat, then that's even better because the difference it could make on total fuel consumption and emissions from driving can really add up.

The hardest bit is actually making the change. Here are some ways to help you get started!

And there is more... Not keen on use using their juice are they? Who is running Exxon Mobil?

Here's a thought:



Shorter journeys

Try not to use your car for shorter journeys like the school run. Even if it's just one day a week, you could start your day with a walk – with some quick win health benefits built in!



One less drive

Could some journeys be made without the car? Taking public transport or using an e-bike could help you beat the rush hour and get you to your destination quicker.



Shopping locally

Replacing some of the weekly supermarket car trips with a walk to the local shops is a win-win – you buy quality fresh produce while supporting small businesses.



Combining trips

If you have to do a series of short trips, use a journey planner to find the most efficient way to make them in one go.



Car pooling

Especially if the ride is the same, share the car with colleagues to save money and fuel.

Hold on though, maybe there are companies which have not forgotten about having fun...



Aprilia has Grid Girls

So buy an Aprilia and fill it with home made
engine juice distilled from beautiful
British apples....



20mph in Wales & Oxford



This is from last November and is worth reading full references here:

<https://abd.org.uk/20mph-limits-welsh-propaganda-and-oxfords-dismissal-of-consultations/>

The Welsh government's default 20mph limit 'communications toolkit' contains the usual ideological propaganda and Oxford states its 'principle' of overriding consultations.

The DfT commissioned the most comprehensive 20mph study to date of 12 areas, which was published in 2018. The findings included that 'there is not enough evidence to conclude that there has been a significant change in collisions and casualties following the introduction of 20mph limits in residential areas' and 'there has been a small reduction in average (median) speed – less than 1mph.'

Despite the authoritative DfT study, the Welsh government continues to claim that 20mph limits will reduce collisions/the number of severe injuries (and reduce the impact on the NHS), more people will walk or cycle, improving health, wellbeing and the environment. General national surveys loaded to produce the desired outcome are used as justification for local policies. Speed limits are also confused with actual travelling speeds and the actual impact speeds pedestrians are hit with. It's clear from comparing DfT casualty data for pedestrian injuries and pedestrian deaths that vehicle impact speeds with pedestrians are already below 20mph in 30mph limits due to drivers lowering their speed in response to the prevailing road conditions, taking avoiding action and modern braking systems. (The vehicle stopping distances quoted by the Welsh government are based on a 1960s car with drum brakes). Hence the lack of any genuine significant casualty reduction or average speed reduction. Plus, would anyone be encouraged to walk on a pavement or cycle more because numbers on poles get expensively changed from 30 to 20, and are vehicle emissions lower? Probably not. No mention is made of the fatality risk for a pedestrian hit at just 15mph by an e-scooter or bicycle or any suggestion of default 10mph limits for e-scooters and bicycles if Welsh 'safety logic' is followed.

Meanwhile, Oxfordshire is busy implementing virtual ghettos or gated communities in the form of anti-car road blocks euphemistically named Traffic Filters and Low Traffic Neighbourhoods (LTNs). They are also confining car driving residents to city 'sectors' via fines, plus, of course, implementing 20mph limits, including roads that previously had higher speed limits than 30mph. Oxfordshire County Council's cabinet member for highway management Andrew Gant recently stated that, "You do have to be prepared to stick to your principles and, in the end, override a consultation".

ABD Spokesman Paul Biggs said: "The intensifying war on driving is purely ideological with little or no support from actual facts or data. It's therefore no surprise that policies attacking the UK's 37 million drivers avoid any proper democratic or consultation processes."

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/>



Toxic Air Levels on London's Underground

Running

PM2.5: **155.1**
(ug/m³)

PM10: **287.3**
(ug/m³)

Number of particles: (perL) **14413**

Very Unhealthy

Below is a an analysis of particulate levels found at roadside levels outside London Underground Stations compared to measurements taken at platform levels. Date of this FairFuelUK analysis June 6th 2023. On average particulate pollution is between 14 to 18 times more at platform levels than at roadside levels.

Particulates in Tube	2.5 Micron PMs			10 Micron PMs			Air Q Index		
	Platform	Roadside	Difference	Platform	Roadside	Difference	Platform	Roadside	Difference
8 - 11am	155.1	13.4	+1157%	287.3	15.4	+1866%	223	21	+1062%
L Bridge	133.4	12.1	+1102%	288.7	14.2	+2033%	201	19	+1058%
Bank	167.8	11.5	+1459%	259.2	17.3	+1498%	243	21	+1157%
Old Street	155.9	9.6	+1624%	223.7	16.4	+1364%	198	23	+861%
Euston	133.9	7.7	+1739%	289.3	12.3	+2352%	216	19	+1137%
Brent Cross	179.2	9.4	+1906%	276.2	11.8	+2341%	222	18	+1233%
Westminster	165.2	13.9	+1189%	209.4	16.4	+1277%	211	23	+917%
Baker Street	168.4	11.8	+1427%	233.9	15.4	+1519%	209	16	+1306%
Wembley Pk	171.5	15.9	+1079%	219.9	18.9	+1163%	205	21	+976%
Rayners Ln	173.7	12.2	+1423%	277.8	14.7	+1890%	243	21	+1157%
Acton Lane	177.8	13.8	+1288%	301.2	15.2	+1982%	211	23	+917%
Earls Court	181.0	9.3	+1946%	266.2	12.6	+2113%	213	22	+968%
Victoria	181.1	8.4	+2156%	244.5	11.4	+2145%	256	17	+1506%
Stockwell	187.2	9.6	+1950%	277.3	11.9	+2330%	217	19	+1142%
E & Castle	152.5	11.3	+1350%	276.8	14.2	+1949%	218	22	+991%
L Bridge 2pm	165.6	11.3	+1462%	262.1	14.5	+1803%	219	20.3	+1077%
Average	165.6	11.3	+1462%	262.1	14.5	+1803%	219	20.3	+1077%

Free Car Mag
Kicks in the Door..

BANGERNOMICS



Be More Sweeney

<https://youtu.be/rlpK7Pipto8?si=qP0kPN04EEuH5kB8>



VW IS CUTTING JOBS AT ITS GERMAN ELECTRIC VEHICLE FACTORY BECAUSE DEMAND IS PLUNGING

NETZERO
WATCH



**SALE OF
ELECTRIC VEHICLES
IS 'STAGNATING'**
AS POLL REVEALS
**JUST 2% OF DRIVERS
WOULD BUY ONE IN
THE NEAR FUTURE**

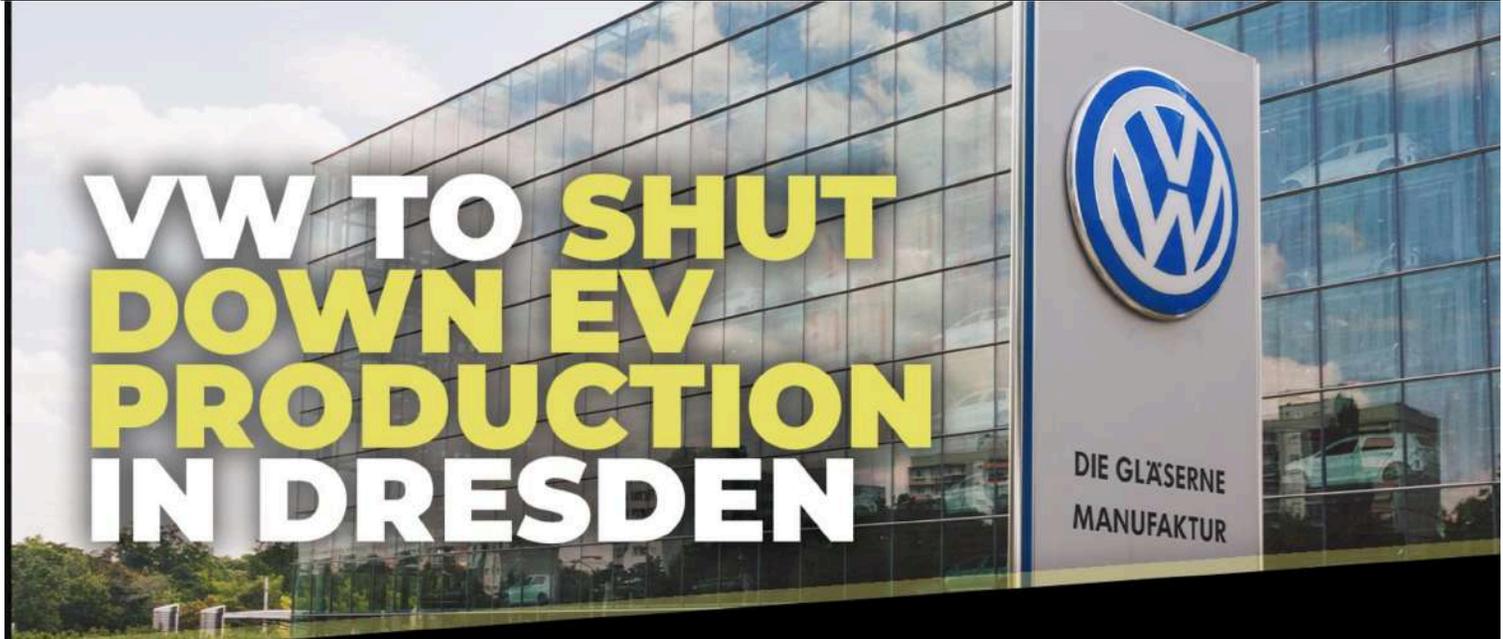
DAVID CHURCHILL, DAILY MAIL



**UK CAR
INDUSTRY
CALLS FOR
TAX INCENTIVES
TO HELP SWITCH
TO EVS**

NETZERO
WATCH

NETZERO
WATCH



VW TO SHUT DOWN EV PRODUCTION IN DRESDEN

NETZERO
WATCH

free
truck
mag



Keep your old

Banger



2035 is not far away ...

DE VALEUR.
Igeot.



**LABOUR WILL
REINSTATE 2030
DEADLINE FOR
PETROL & DIESEL
CAR BAN**

THE TELEGRAPH



NETZERO
WATCH



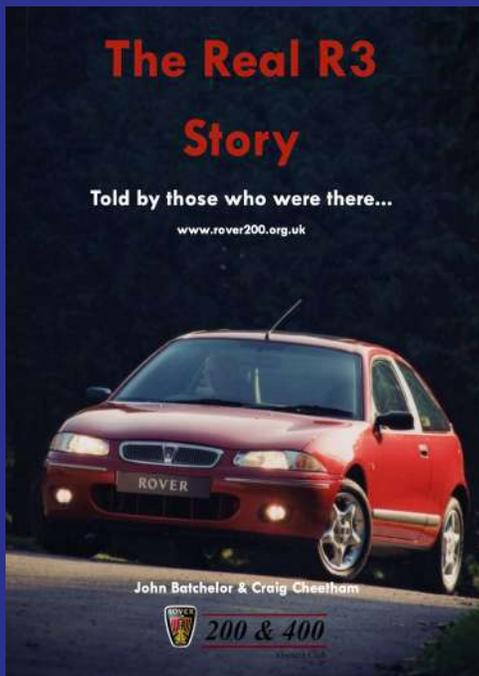
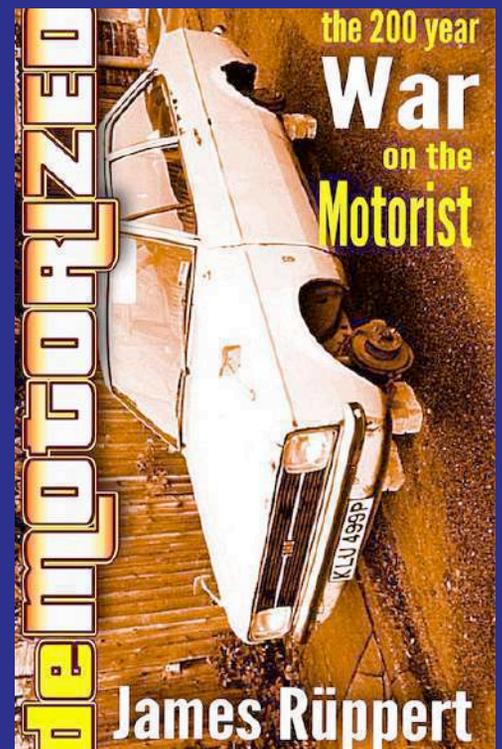
CREDIT ALLIANCE OF BRITISH DRIVERS

ABD

Any roads that were previously 30 will now be 20 apart from the roads that aren't going to be 20, which will still remain as 30. When you see street lights you have to assume that the roads will be 20 even if the signs still say 30 because despite the signs saying 30, the roads could be 20, apart from, of course, the roads (as explained above) which will remain 30 despite them being 20. It's also important to remember that there will still be a number of roads which despite them having streetlights will not be 20, and in these cases they could be 30, 40, 50, 60 or sometimes 70. However, always bear in mind that even if the signs on these roads still state 30 they could, of course, be 20 unless they are one of the roads that have been designated 30, in which case the 20 restriction will not apply.

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>

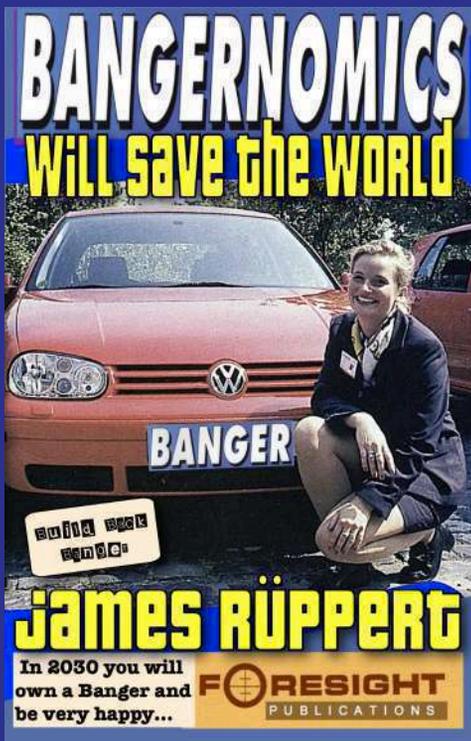
Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van,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

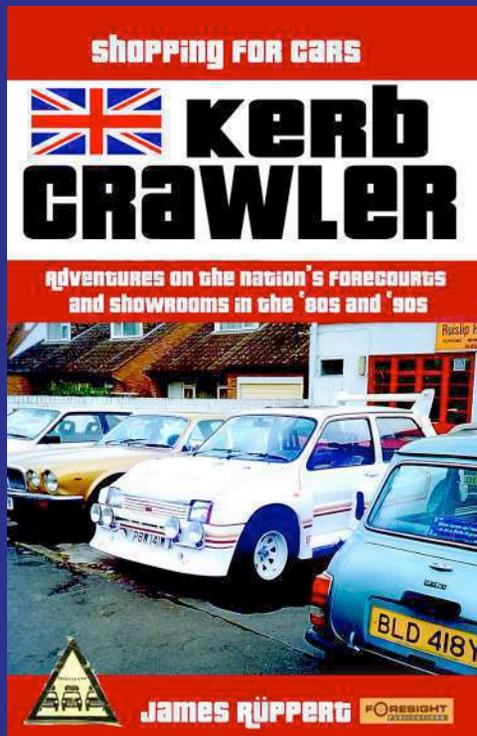
<https://www.smashwords.com/books/>



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.**

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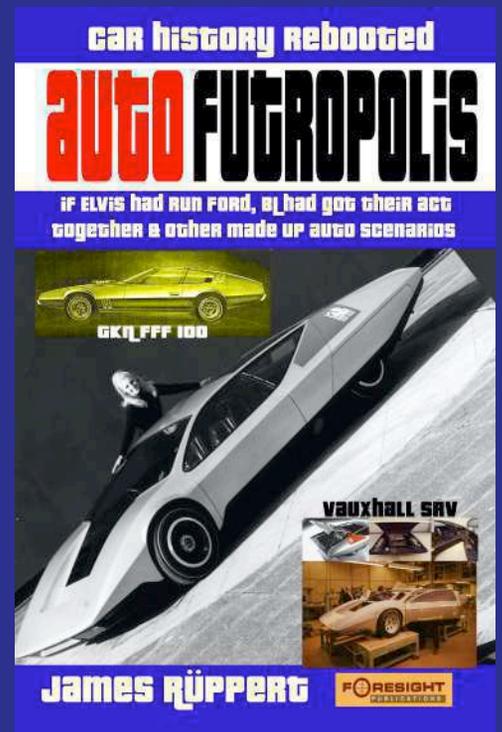
www.bangernomics.com



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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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

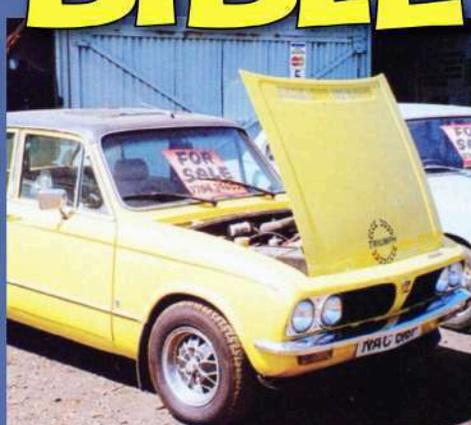
RÜPPERT'S
Modern Classic 1990-2000



bangerpedia

FORESIGHT PUBLICATIONS

BANGERNOMICS BIBLE



JAMES RÜPPERT

Top 219 +1/2 Professional Bangeronomics Tips

FORESIGHT PUBLICATIONS

The German Car Industry My Part in its Victory
Winner: Montagu of Beaulieu Trophy



Foreword: Kenny Everett

James Ruppert

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.

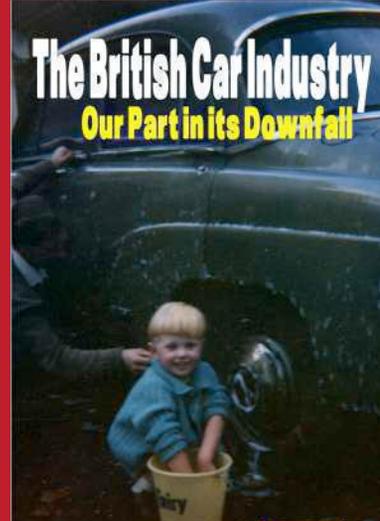
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The true story of what happened to the British Car Industry from 1945 until it effectively ended with the implosion of MG Rover in 2005. It occurred to me that my Dads car owning, driving and buying history (from a Triumph Mayflower to a VW Golf) was 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.

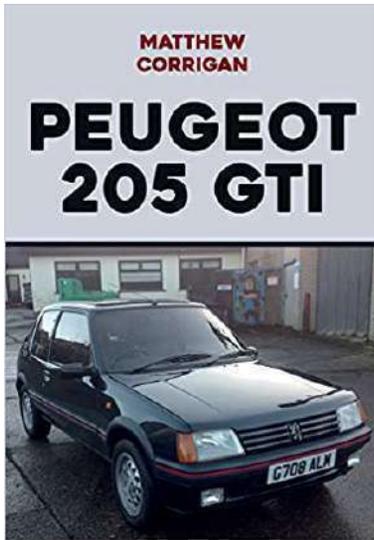
James Ruppert explains why German cars from the 1980s were quite simply, wunderbar. Because when it came to build quality, reliability and performance every other car made anywhere else in the world was rubbish. Ruppert details how all these companies progressed to the 1980s and just what they did when 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

The British Car Industry Our Part in its Downfall



James Ruppert

FORESIGHT PUBLICATIONS



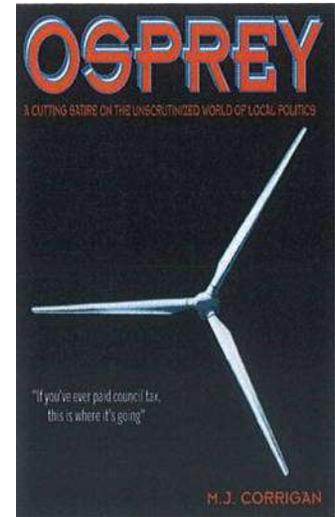
PEUGEOT 205 GTI - CORRIGAN
AMBERLEY PUBLISHING £14.99

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

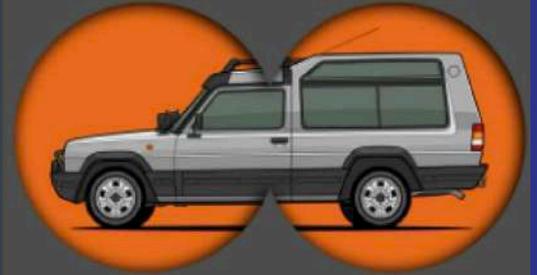
More Books by the better half of the Bangers and Classics Podcast...

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

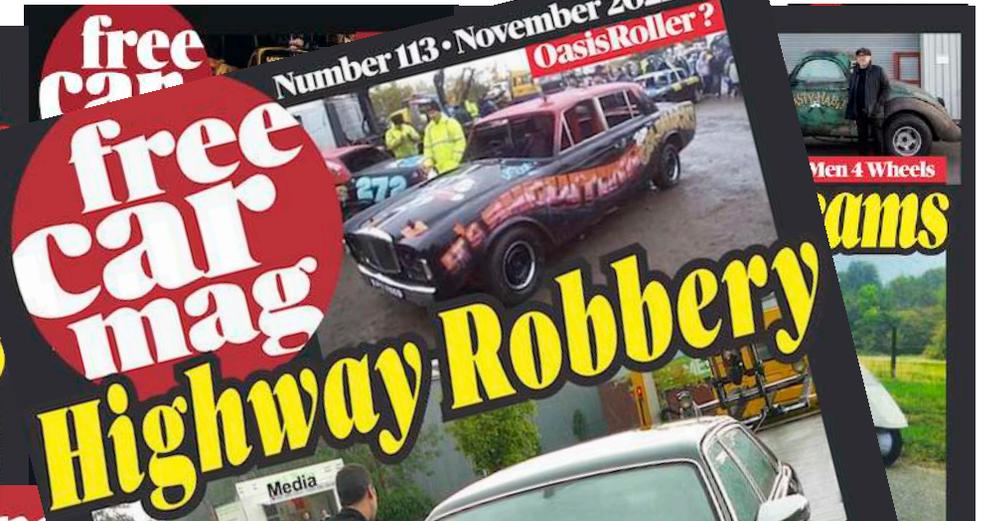
If you loved the Ultimate Classic Car Quiz Book then you will adore Number 2 which is more of the same but with different questions and answers. Buy it. Space left for upcoming Milloy Books...

Next Time

FCM 125

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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Global Warming

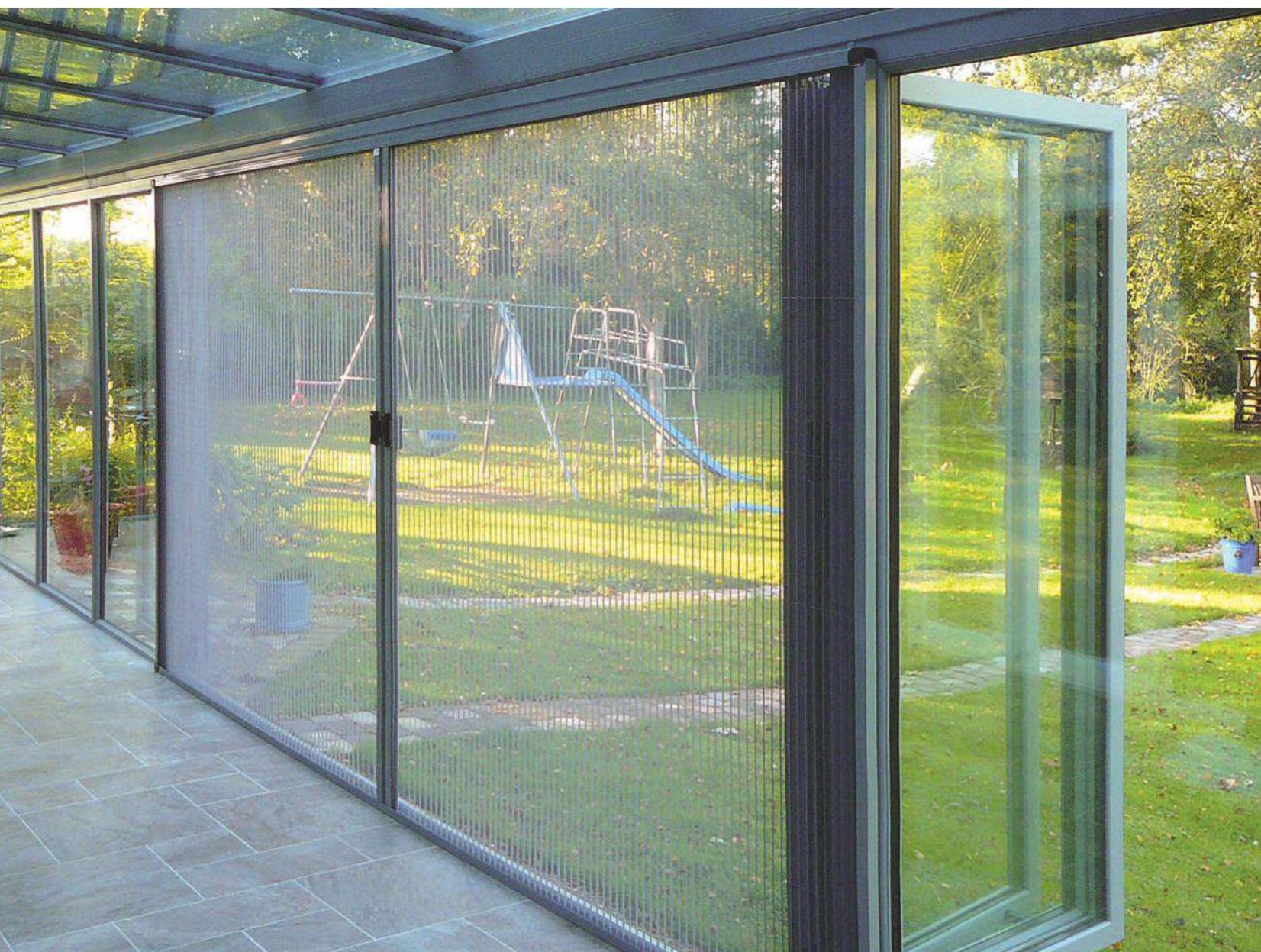


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