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car
mag

WHEN RACING
RAN ON CIGS
AND SLOT
MAGS...
THEY WERE
NET HEROES
NOT ZEROES



Mags & Fags

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

The 15 min City



**THERE IS NO PARKING
IN YOUR NEW PRISON**

NUMBER 125 / 2023



Free^{torial}

Not such a doomy issue because we have gone to the races. Certain kinds of motorsport have the capacity to inspire and entertain. The brilliant Benetton book by Damien Smith perfectly captures the magic that briefly happened within that team. Also there was a time when Mercedes, with AMG built a flying pig. Meanwhile Ash Sutton drives like he wants to win. Without cars, life would be dull and getting to the shops/earning a living would be tricky. See you next time...

A pair of Benetton Cardie wearing Grid Ladies share a joke with Free Car Mag in 1955....



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

BYD Dolphin





In the ever-evolving world of electric vehicles, BYD has dived into the market with its latest offering, appropriately enough called, the Dolphin. This all-electric C-segment hatchback is making waves with its affordable starting price of just £26,000. One of the

standout features of the BYD Dolphin is its innovative battery technology. It comes equipped with a 60.4 kWh Lithium-Ion phosphate (LFP) battery known as a “blade battery.” **Read the full review +watch the film by Shahzad Sheikh at www.freecarmag.com**



BTCC Legends...



A unique opportunity to buy two of the most iconic Super Touring cars from the mid 1990's Chassis 022: John Cleland 1995 Vauxhall Sport BTCC Championship winning car Chassis 023: James Thompson 1995 RML Vauxhall Sport Works car Offered for sale as a pair, although may consider splitting. Includes an extensive spares package, acquired direct from RML at the end of their program. Both cars have exceptionally low mileage. Chassis 022 has been in dry storage since 1998 and unraced, having competed in BTCC 1995, and ATCC 1996-1998.



To buy at RaceCarDirect.com



Racecars Direct.com

racecarsdirect.com

For Sale...

Wallhead Chassis 023 was used in the latter part of 1995 BTCC, and selected rounds of ATCC in 1997, with very limited outings since returning to the UK, notably Silverstone Classic in 2012 and Goodwood in 2008.

Chassis 022 & 023 were recently showcased at the Vaux Valves event at Donington Park, including 023 taking part in the demonstration

run. Vauxhall has long been a supporter of the British Touring Car Championship and, during the 2-litre era, its cars have enjoyed more race victories than any other manufacturer.

The RML Vauxhall Sport Cavaliers won the Teams Championship in 1995 season with Cleland taking the Drivers championship after a hard fought battle with Alain Menu



Eonon E39A12S

Screen Grab

Kiran Parmar tells us all about the excellent Eonon media system, fits one, takes the pictures and gets you an exclusive discount.



When my car-mad cousin was about six years old, she asked me with great curiosity, “Where is the screen in your BMW?” referring to the lack of ‘i-drive’ and infotainment found in all modern cars nowadays. “My papa has a screen in his BMW...” she stated in typical six year old fashion pointing to her dad’s newer BMW 3-Series e90 model. Much to my cousin’s bewilderment, I tried to explain to her that my car was much older and cars didn’t come with big screens ‘back then.’ To be fair to my car, the e39 generation dates back to 1997 and ended in 2004, my car being an ‘end of the run’ model.

My 2003 BMW 5-Series came with a BMW Business Stereo from the factory incorporating a radio, cassette player and a six CD changer in the boot. The CD changer stopped working a few years ago and I didn’t bother trying to repair it. So it was just a working radio and cassette player for many years. The sound quality from the BMW Business Stereo was pretty poor to be honest. Reading through e39 forums, other owners felt the same way. BMW did in fact fit some decent quality speakers but the head-unit was really not much to write home about.

This year marks the twentieth birthday of my BMW and I thought it is about time to give it a treat. A decent stereo should bring the car up to date also.

We decided to replace the now ancient BMW Business radio with the brand new Android 12 stereo from Eonon, the E39A12S which is specifically made for the E39 generation. We were delighted to form a partnership with Eonon who sent us a model we could review. We carried out our very own DIY installation and documented it in a series of photos and videos. The Eonon is a seriously sophisticated piece of technology, so we made another video demonstrating the key features of the stereo. (See links to video below.)

Let me tell you a little about the stereo; it features a seven inch QLED touchscreen display, with 1024 x 600 resolution and 178 degree viewing angle. Wireless and wired Android Auto and Apple Car Play with “Hey Google” voice command for hands free operation, bluetooth 5.0, Wi-Fi, GPS, and screen mirroring.





The stereo is powerful and fast thanks to 64 GB ROM, 6 GB RAM and an 8 Core Processor. Steering wheel controls continue to work as normal thanks to the e39 Canbus module that comes with the kit, I was also very impressed to learn that the telephone button on the steering wheel now also works which never worked before as you would have needed an BMW telephone installation as a factory fitted option back in the day.

Other features include FM and AM radio with advanced RDS functions (some radio stations such as Classic FM broadcast the current song being played which is a handy feature). A DAB module is available as an extra.

Three USB ports fit neatly into the glovebox which can even play lossless CD quality music via a USB stick. Through Android Auto or Apple Car play you can stream music services such as Spotify or Amazon music.

You also have the option of inserting a sim card so you are connected to the internet all the time or you can turn on your phone's mobile hotspot which will be picked up by the Eonon Wi-Fi antennas.

The Eonon unit has four channel audio output and one subwoofer output if you want to fit a subwoofer. A front and rear parking cameras are also available options if you want to add them to the stereo.

The installation can be done in a weekend but will take longer if you want to run a reverse parking camera which I didn't bother with. The hardest part of the installation in my opinion is removing the original BMW radio cage which involves removing the lower dashboard. My biggest advice is to take your time and not to rush. Take photos and videos as you are

going along so you remember where everything goes back. Create a 'screw-board' out of cardboard with a diagram and insert each screw into the board as you remove it from the car so you know the exact location of where it came from on the car.

I have been using the stereo for over a week now, and I must say that I am very impressed overall. The sound quality has improved vastly; lossless audio files sound brilliant. You can fine tune the sound to your own liking using the built in 'amplifier' app.

I downloaded and installed the TomTom Go Navigation app directly to the Eonon unit using the Google Play app. This brilliant app downloads the maps to your device's internal hard drive so you can navigate offline without the need for Internet connection. The GPS antenna is very powerful and picks up lots of satellites. This app definitely feels like you are using a proper sat-nav device and you can listen to your music in the background.

I could go on about the very many features for several hours, so I better stop now and encourage you to take a look at my two videos via the Free Car Mag website see link below. Oh, and to my dear cousin; I now have a screen in my BMW!

If you are interested in purchasing an Eonon stereo, take a look at their website and use coupon code 'FREECARMAG' at the checkout for an £10 total discount. Eonon makes bespoke stereos for BMW, Mazda, Volkswagen, Skoda, SEAT, Chevrolet, GMC, Buick, Honda, and Toyota as well as universal stereos. Visit their website using this unique link: <https://tidd.ly/3PJzQR4>

<https://www.freecarmag.com/screen-grab-eonon->

AMGear

With the new Heritage Collection, AMG is paying tribute to a touring race car which, in the 1971 Spa-Francorchamps, was able to take a surprising class victory as well as a sensational second place in the overall standings: the Mercedes Benz 300 SEL AMG 6.8, nicknamed the "Red Pig"





For everyday life, leisure or the race track: the functional college jacket

This sporty, casual men's jacket in black/yellow is made from recycled polyester and is very comfortable to wear. It also features a stylish neckband in a radiator grille look and a knitted-in yellow highlight stripe on the collar. A woven AMG crest at the front of the chest, silver embroidered historical AMG lettering at the back of the neck and a woven badge of race number 35 on the left sleeve in white with a black number round off the casual design of the men's jacket. The college jacket is available in sizes XS to XXXL.

Sporty design with high wearing comfort: the t-shirt in a casual slim fit design

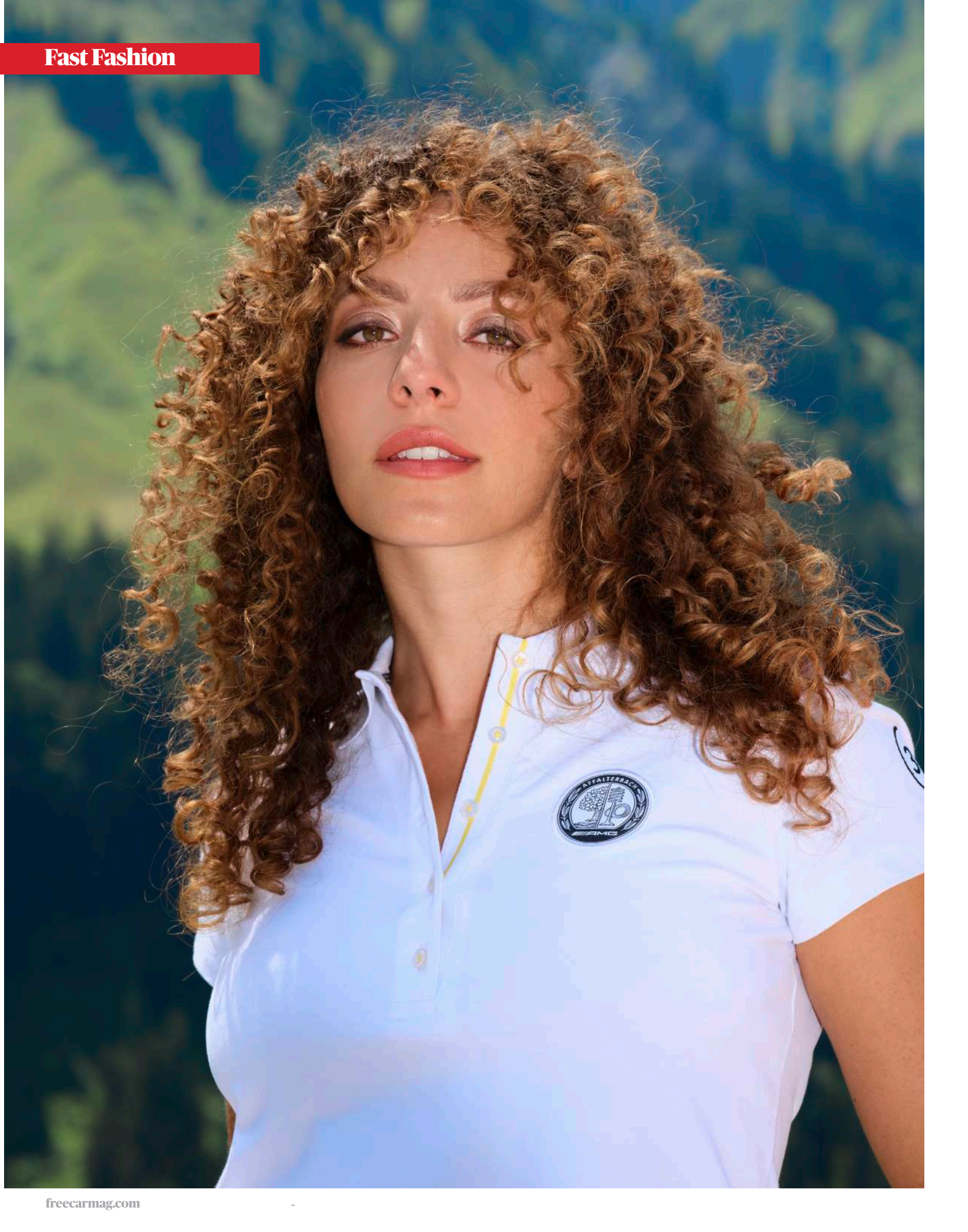
The men's T-shirt in white/yellow is made from combed organic cotton, has a round neck and is made from single jersey - the printed black AMG crest in a used look on the front is complemented by silver-coloured historical AMG lettering on the neck. On the left sleeve is a woven badge of race number 35, the neck area is adorned with a radiator-grille-look neckband. The T-shirt is available in sizes XS to XXXL. Casual all-rounders for leisure time: the polo shirts for women and men

The polo shirts made from organic cotton impress with their high wearing comfort. Accents are set by the embroidered AMG crest web badge on the left side of the chest, a silver-coloured embroidered historical AMG lettering in the neck area and a woven badge of the starting number 35 on the left sleeve. The design is

rounded off by the yellow neck detail and the neckband in a radiator grille look. For men, the polo shirt is available in grey melange/yellow/black in sizes XS to XXXL, for women in white/yellow in sizes XS to XL. For the cooler days of the year: the sweatshirt made from organic cotton and recycled polyester

The black and grey sweatshirt is visually impressive with the knitted-in yellow highlight stripe at the neckline and the end of the sleeves, the neck detail in yellow and the neckband in a radiator grille look. A black printed AMG crest on the front, silver embroidered historical AMG lettering on the outside of the neck and a woven badge of the race number 35 on the left sleeve complete the sporty design of the sweatshirt. Made from organic cotton and recycled polyester, this unisex sweatshirt is available in sizes XS to XXXL. Perfect for true AMG fans: the cap with printed visor underside

The 5-panel baseball cap in black and grey melange is made from 100 percent cotton and offers extra comfort. Thanks to the silver-coloured adjustment clip, the AMG cap can be perfectly adapted to the shape of your own head. It also impresses visually with a sandwich in the contrast colour yellow, yellow contrast stripes on the adjustment strap and a visor underside printed with the number 35. A badge with the Affalterbach crest at the front and a silver-coloured embroidered historical AMG logo round off the design. All keys always to hand: the key ring with AMG logo made of stainless steel





Visually, this pendant sets accents with yellow-coloured leather. In addition to the historical AMG logo in stainless steel on the front of the key ring, the leather is also decorated with an embossed AMG Affalterbach crest on the back. The split ring has three additional mini split rings that allow the keys to be changed and removed quickly.

For small errands in town: the versatile shopping bag. The AMG shopping bag made of cotton is equipped with a carrying strap with yellow contrasting stripe, the inside pocket can be securely closed with a zip. To prevent the bag from getting dirty when put down, it has a rubberised, black printed bottom area. A silver-grey, embroidered AMG Classic logo at the rear and an Affalterbach crest at the front round off the design in style. College jacket, sizes XS to XXXL, order numbers B66959559 - B66959565 T-shirt, sizes XS to XXXL, order numbers B66959345 - B66959351 Polo shirt for ladies, sizes XS to XL, order numbers B66959371- B66959375 Polo shirt for men, sizes XS to XXXL, order numbers B66959354 - B66959360 Sweatshirt, sizes XS to XXXL, order numbers B66959551 - B66959557 Cap, order number B66959344 Key ring, order number B66959352 Shopping bag, order number B66959343



Further information about Mercedes-AMG is available at www.mercedes-amg.com

AMG is Born

War Pig

2nd place at the 24 Hours of Spa-Francorchamps from 24 to 25 July 1971



This race put AMG on the motorsport map overnight: at 3 p.m. on 24 July 1971 almost 80 racing touring cars started the 24 Hours of Spa-Francorchamps. Right in the middle of the field there was a mighty Mercedes-Benz luxury saloon of the W 109 model series driving the course in the Ardennes. It was not a works racing car, but a vehicle used by the engineering firm founded by Hans Werner Aufrecht and Erhard Melcher in 1967.

AMG comprehensively prepared this predecessor of the Mercedes-Benz S-Class for the long-distance race; the emphasis was on the engine and chassis. The technical data were tremendous for racing touring cars of the time: 315 kW (428 hp) from 6,835 cubic centimetres of displacement, up to 620 newton metres of torque, a top speed of more than 265 km/h and an acceleration capacity from 0 to 100 km/h in 6.1 seconds. AMG 300 SEL 6.8 was the name of the red racing car – even if the star on the cooler clearly indicated the brand from Stuttgart.

The company name AMG was not yet widely known in 1971, familiar primarily to lovers of performance-enhanced Mercedes-Benz cars with sporting ambitions. The first letters of the surnames Aufrecht and Melcher and the town Großaspach (where the two founders worked on racing engines together for the first time in the 1960s) provide the acronym. The headquarters were a former mill in the neighbouring town of Burgstall.

By the end of the 1971 24 Hours of Spa-Francorchamps, the AMG brand had gained a reputation in the world of racing overnight. For Hans Heyer and Clemens Schickentanz took the 300 SEL 6.8 to sensational second place finish

overall and secured victory in their class. Even the renowned ARD news programme "Tagesschau" reported on the racing coup in Belgium. The magazine "auto motor und sport" celebrated it as a "stroke of Swabian genius".

However, this race success 50 years ago was by no means a given. After all, this big saloon weighing 1,635 kilograms (still 195 kilograms lighter than the series version) had to assert itself in a field of nimble racing touring cars in this Belgian marathon race. Luckily the vehicle suited the old course of Spa-Francorchamps – 14.863 kilometres long and with many straights that could be driven at full throttle. The 300 SEL 6.8 held its own and sped dependably through the night as more and more vehicles dropped out of the race: at daybreak 23 cars were still going; entire factory teams had withdrawn. The outsider from Affalterbach kept right on track and was ultimately the second vehicle of the 18 remaining racing touring cars to cross the finish line.

The magazine "Road & Track" reviewed the successful balancing act between power and weight: "During the race, the big V8 had an insatiable thirst for fuel, and its weight meant that it quickly wrecked its tires. However, the straight-line speed of the Red Pig more than made up for its inefficiencies on the long straights of Spa-Francorchamps, and after 24 hours, it ended up storming its way to an incredible second place behind a Ford Capri." The drivers of the Ford were the former Mercedes-Benz racing driver and current Mercedes-Benz Brand Ambassador Dieter Glemser along with the Spanish racing driver Alejandro "Alex" Soler-Roig.

AMG is Born





Book of the Year

Benetton

REBELS OF FORMULA 1



Damien Smith
Foreword by Pat Symonds



Pictures: Motorsport Images

Unconventional, flamboyant, ground-breaking, colourful, controversial — the Benetton Formula 1 team was all of those things. Defying perceptions as the rebels of Formula 1, Benetton achieved great success, particularly in the two glorious seasons of 1994 and 1995 when the team swept aside the big names — Williams, McLaren and Ferrari — to claim back-to-back World Championship titles for up-and-coming Michael Schumacher. This book tells the entire 1986–2001 history of the Benetton team for the first time with insightful contributions from many of the key participants, including Flavio Briatore, Alessandro Benetton, Pat Symonds and Rory Byrne. With a lavish array of images accompanying the authoritative text, this is a book that will delight all Formula 1 enthusiasts.

- **Beginnings:** after three seasons in F1 as a sponsor, Benetton purchases ailing Toleman and creates its own BMW-powered team for 1986, taking a first win that year with Gerhard Berger.

- **Growing in stature:** with Flavio Briatore arriving to run the team and using Ford engines, Benetton edges towards consistently strong performances, including two consecutive wins for Nelson Piquet at the end of 1990.

- **The key driver:** the inspired signing of Michael Schumacher takes Benetton closer to glory during a 1992–93 high-tech period that sees the Williams team reign supreme.

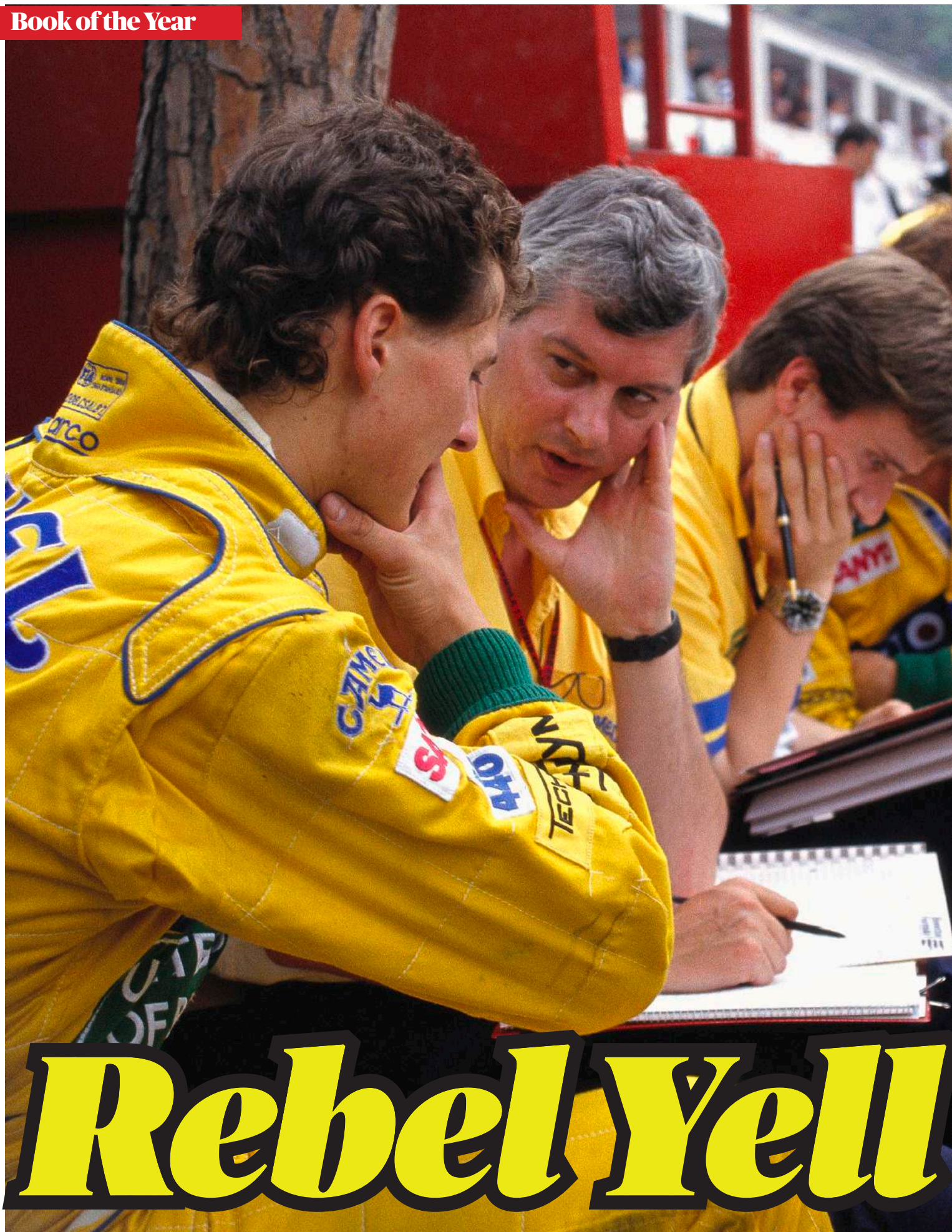
- **The breakthrough year:** Following tragedy, black flags, disqualifications, a pitlane inferno and political manoeuvring, the tumultuous 1994 season ends with Schumacher sealing the World Championship title for Benetton after a controversial clash with rival Damon Hill.

- **The best year:** Transferring to Renault engines, Benetton dominates in 1995, Schumacher taking a second consecutive crown thanks to nine wins and Johnny Herbert supporting to help deliver the constructors' title too.

- **The hangover:** After Schumacher's departure to Ferrari and the loss of factory Renault engines, Benetton struggles to maintain its status in 1996–97 with Gerhard Berger and Jean Alesi, achieving just one win in those two seasons.

- **Farewell:** A prolonged period of decline concludes with Renault's purchase of the team at the end of 2001.

Book of the Year



Rebel Yell

Free Car Mag chats to author Damien Smith about his groundbreaking book that puts Benetton in a unique Formula One context



Was this a labour of love?

When I was commissioned I said it would take a year. It ended up being three. The publishers were very patient and realised that I had taken on quite a task. Here was a team with 20 years of history a lot of people were involved that I needed to talk to, so there was a lot of information to gather. At the same time it was very enjoyable a very good experience.

Why is this an important story to tell?

I felt that Benetton were overlooked compared to many other teams. Not many have won a World Championship in the past 40 years. There are lots of books about Ferrari, McLaren and Williams. What appealed to me was the rebel element and their independent spirit. That came about in the Toleman era which carried on into Benetton and still lingers today even though it is owned by a big company like Renault. A lot of the original people are still there and I think that old spirit is still ingrained into the team. For me, that was the basis of a very good story.

Was Benetton a throwback to the '70s?

What kept coming up when I conducted the interviews was how much they enjoyed working there, a really fun place to be. They worked hard, played hard, as F1 people tended to in those days, just revelling in the whole experience of being in Formula 1. Taking on the establishment was part of the joy they got out of being in the team. Beating the likes of Ron Dennis and Frank Williams when they could, so there was a real spirit about this team that I liked.

So does that spirit survive?

I think it is still there but it is buried beneath the corporate sheen that is now part of Formula One. This sport used to be about people who wanted to live outside the restrictions of normal society, do something a bit rebellious and be unconventional. I still think this is the case, especially amongst the drivers. These days the nature of the world that we live in, especially with social media, it has certainly changed, they can't get away with what their predecessors did. One of the guys I spoke to Paul Seaby, the mechanic who famously caught on fire, said they would often go to the bar after a long day in their team uniform. You just don't see that quite so much anymore because it is not the done thing.

How did Benetton stand out from the F1 crowd?

They came in as Toleman and did things very much on their own terms with their own Turbo engine built by Brian Hart, with Pirelli Tyres, their own design team. The easy thing would have been to get a chassis and put a Ford DFV in the back then try to score some points. By the late '80s they were a decent team and that laid the foundations for the success that came later with Schumacher. They needed a sequence of events that I tried to plot through that kind of unlocked them as a proper contender. Their period at the top was then very short. There were two seasons when they really hit their peak, then they lost Michael Schumacher and quickly unravelled as a front running team, becoming just a good midfield team again. It was quite difficult to finish the book on that note. The last six years I simply condensed into one chapter.

What example did Benetton set?

Working hard with ingenuity and visionaries like Rory Byrne who I think is a slightly overlooked character in Formula One, he is the centrepiece of this whole story really. Everyone wanted to work with Rory and loved him, he was a complete eccentric, but inspirational. The team has a controversial reputation especially in '94 which has hung over their legacy to some extent. I could not give a definitive answer about the big traction control question. They deserve to be remembered for much more than that, which is what I have tried to set right in this book.

What was the most interesting thing you discovered when doing research

I wanted to get to the heart of the initial motivation and I struggled to discover why a clothing company from Italy famous for its provocative advertising and colourful sweaters ended up owning a Formula One team. I could not get a straight answer from any of the racing people. The breakthrough was finally getting to see Alessandro Benetton who explained that his father Luciano one of the four co-founders, was no big fan of racing but understood the global growth and recognition the sport was getting during the Bernie Ecclestone era. In a way it was perfect timing. I realised there was a parallel with the way that Red Bull had been doing things, very much a forerunner of their approach. Benetton were not just rebels but trendsetters.

Book of the Year



Benetton

Rebels of Formula 1

Price £60.00

Author Damien Smith

Foreword by Pat Symonds

ISBN: 9781910505588

Standard edition

+Signed by Damien Smith

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Touring Cars Finale

Sutton x 4

An exciting end to the Touring Cars season as Ash Sutton shows his class with another title won in spectacular fashion. Motorsport in Britain is alive and very well...





Ash Sutton is a record-equalling four-time Kwik Fit British Touring Car Champion – the youngest driver ever to do so – after the NAPA Racing UK star clinched the crown with two wins around the legendary Brands Hatch GP circuit earlier today (8 October).

The 29-year-old claimed a record matching six pole positions and 12 race wins during the campaign, as Sutton also became the first driver to claim the title in both rear-wheel and front-wheel-drive machinery.

The only driver to previously score six pole positions in a season was James Thompson in 2003 and the sole racer to take 12 race wins was Alain Menu back in 1997, whilst Sutton's four crowns now equals Andy Rouse and Colin Turkington.

That list of records and accolades goes some way to highlighting Sutton's sublime season, which will surely go down as one of the most successful in the illustrious 65-year history of Britain's premier motorsport championship.

Unsurprisingly, Sutton was chased home all the way by runner-up and outgoing champion Tom Ingram, as the BRISTOL STREET MOTORS with EXCELR8 man finished second in both of the opening two races.

BMW ended its 2023 campaign on a high as Jake Hill won the final encounter for Laser Tools Racing with MB Motorsport, although the Bavarian marque just fell short in its quest to win an eighth successive Manufacturers' title.

That honour went to the NAPA Racing UK/Ford outfit,

as did the Teams' title, whilst Josh Cook and his One Motorsport with Starline Racing squad took Independent Drivers' and Teams' laurels.

The Jack Sears Trophy – which has been a five-way scrap throughout the year – was eventually won by CarStore Power Maxed Racing's Andrew Watson in his rookie BTCC season.

The Kwik Fit British Touring Car Championship returns next April with the opening rounds of the 2024 season taking place at Donington Park.



BTCC 2023 Championship







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Visit The Alliance of British Drivers website: <http://www.abd.org.uk/>



Funding Fightback against ULEZ signage

Noel Willcox the boss of Elevation Access, launches Crowd Funding Website to continue to fight TfL in the Courts over illegal LEZ (and ULEZ) signs

- TfL are refusing to refund the monies owed to Noel and are resorting to bully boy tactics by putting two fingers up to the existing ruling against them.
- Noel Willcox is the scaffolding boss that has already won a legal case against Transport for London showing LEZ fees and penalties are not lawful, so they must be refunded without delay!
- That was in October 2021, but TfL still haven't paid him a penny... and now they've put their lawyers on to him in order to get out of the Court Order against them.
- Noel is now taking on TfL to get justice owed to him. Noel is mounting a public crowd funding campaign for funds to assemble a legal team to take on TfL, Sadiq Khan and the hated ULEZ.. The URL for the CrowdFunding website is: <https://www.gofundme.com/f/take-on-tfl>

Quote from Noel Willcox:

- “I am convinced that the LEZ and ULEZ signs are wrong” “And I’m also convinced that motorists are being charged unlawfully. This isn’t just about getting his or others’ money back. It’s about decency, values, and the sort of world we want to live in.”

BANGERNOMICS



<https://youtu.be/LI8EF7EQ1Q0>

**CHINA'S COAL
PRODUCTION
SET TO CLIMB
FOR SIXTH YEAR
IN A ROW**



NETZERO
WATCH

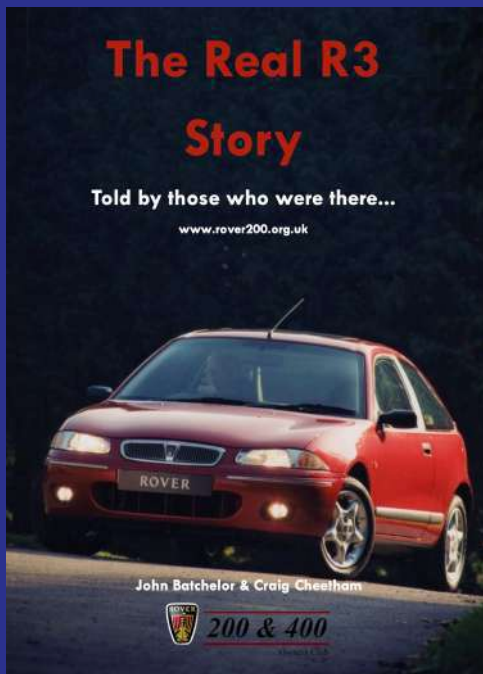
**DRILL,
EUROPE,
DRILL...
OR SINK!**



NETZERO
WATCH

FCM Book Club

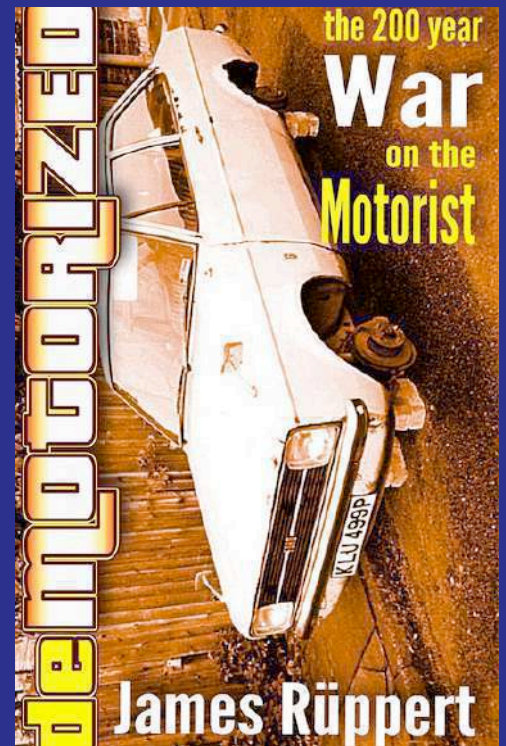
Here are books written by some of our contributors and friends. We would encourage you to go to our related www.bangernomics.com Site to buy books and things that support what we do. Sticking up for the Motorist.



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>



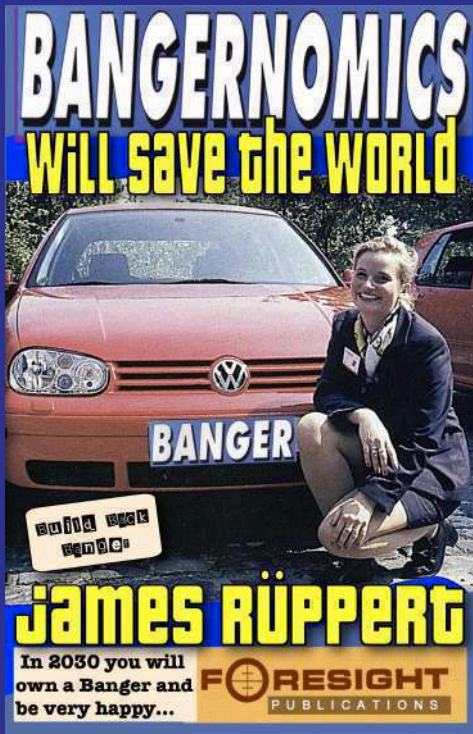
Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van,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

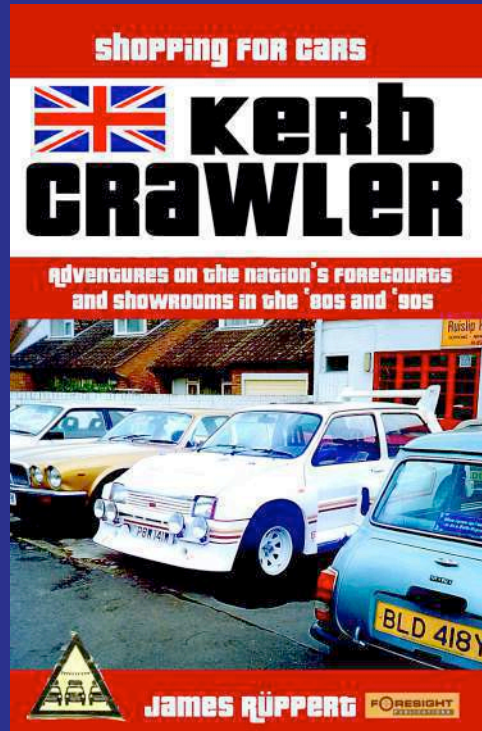
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The world of motoring is in a desperate crisis. Demonised, despised and attacked from every wrong thinking government, local authority, pressure group and even car manufacturers themselves. Bangernomics is here to bring motoring back to the masses, 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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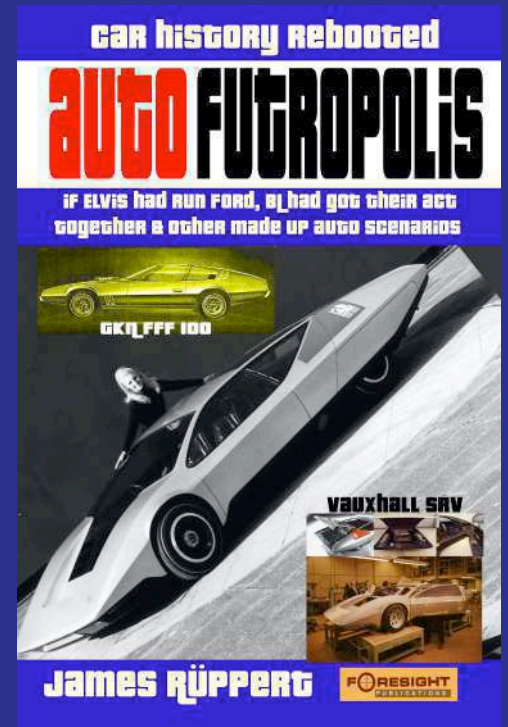
www.bangernomics.com



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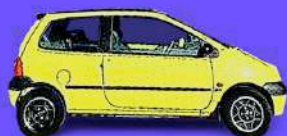
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Just imagine if BMC had not been so terrible, that Elvis ran a car company, levitating motors were a reality along with steam powered gentleman's carriages and an electricity car designed by and for gentleladies...well, wonder no more. Here is a fully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

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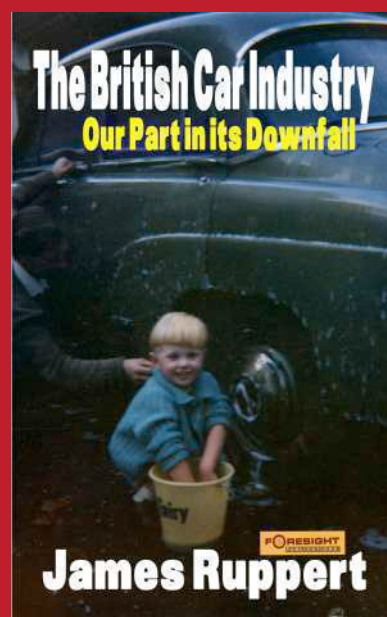
This is a daft book, where the **Bangernomics Bible** has been cut and shut into a collection of almost 220 Top Tips about how to run an older car. Best left in the smallest room in the house for everyone to enjoy. Lots of pictures, not too many words, and possibly the odd thing you didn't already know.

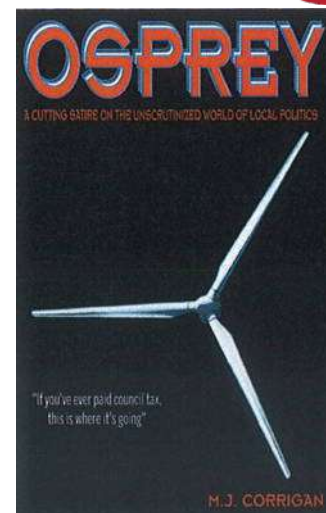
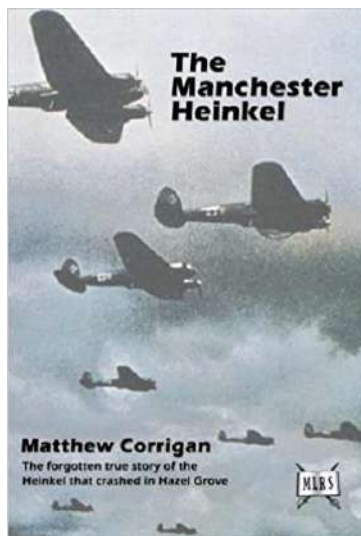
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The true story of what happened to the British Car Industry from 1945 until it effectively ended with the implosion of MG Rover in 2005. It occurred to me that my Dads car owning, driving and buying history (from a Triumph Mayflower to a VW Golf) was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



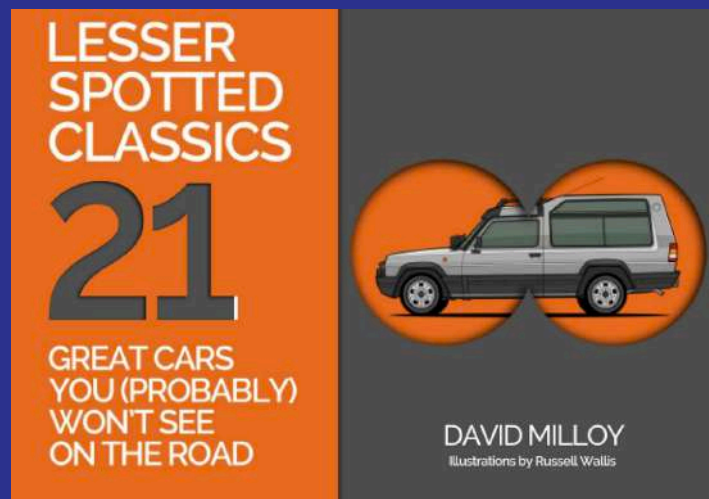
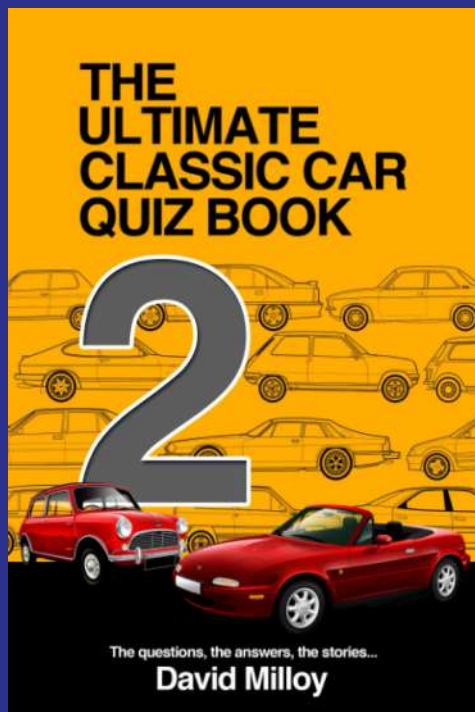
Illustrated by Marcus T Ward

FCM Book Club 2

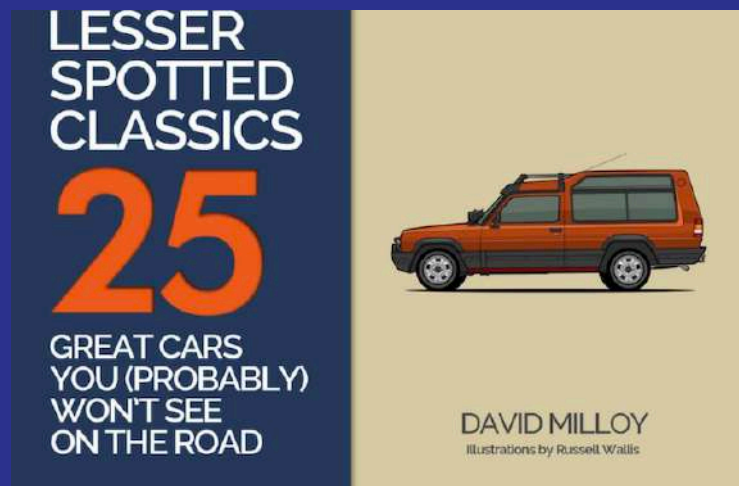
More Books by the better half of the Bangers and Classics Podcast...

David Milloy. A proportion goes to charity which proves what a jolly good egg he is. Do some good and buy some great books.

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.



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.



New for 2023, this expanded version of Lesser Spotted Classics not only features an additional four cars but also revises and updates the data (and some of the text) from the original (2021) edition. If you rather enjoyed the original then there is every possible reason to update, because chances are you have worn it out or lent it to a scoundrel friend who has pretended to lose it so he does not have to give it back.

As with the original, it tells the stories of some great cars that you'll struggle to see on UK roads and features bespoke illustrations by Russell J. Wallis, a very talented motoring illustrator with a degree in automotive design. It's fun, original, and crammed with information. Actually the Wallis artwork is probably the best bit.

So if you've ever wanted to know which car featured in a memo to President Jimmy Carter from his National Security Adviser, which manufacturer bought back not one but two models from customers, or which manufacturer of a Mini-based car offered a De Tomaso badged model in its range then this is the book for you.

New cars in this edition are: Avenger, Chevette HS/HSR, Princess, and X1/9. There is data and rewrote segments of the text.

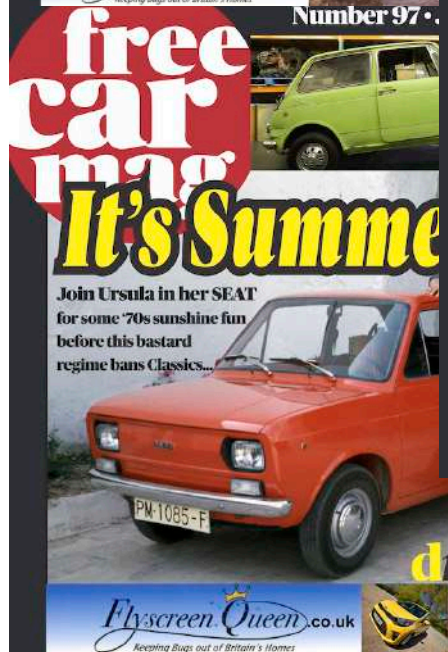
As usual Milloy proves what a good egg he is because, 25% (usually more...) of royalties will go to charity.. Find the Book on Amazon

Next Time

FCM 126

Free Car Mag remains the only pro-motorist mag, so please turn up to see what we might be doing in a month's time (might be some Christmas present suggestions). Otherwise the stories will quite likely reflect what is happening on the front line defying autotyranny. See you next time...

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THE LAST DEFENDER
GWYNETH PALTROW SNOWBOUND

Number 104 • February 2022 • £0

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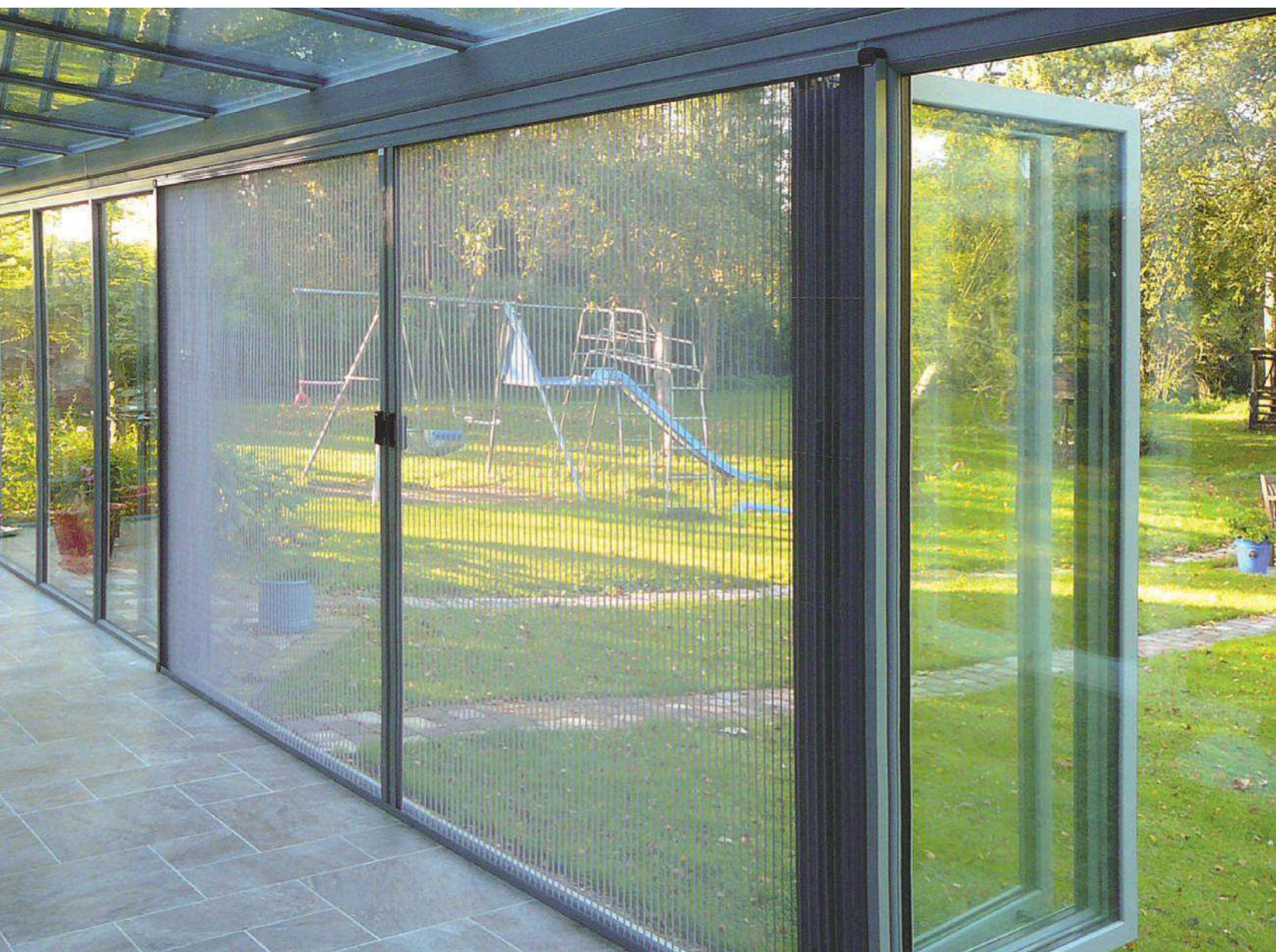
Global

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