

free
car
mag

Snow!

ICE COLD CAPRI

THE NEW
ONE WILL
CONTAIN
BATTERIES
AND BE A
PIG UGLY
SUV.
SO THIS
CHRISTMAS



PROMISE YOURSELF A PROPER ONE



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

Constantly Updated Check Back

free car mag Warranty Guide 2024



FIND THIS FREE CAR IN OUR ARCHIVE SECTION

COVERS ALL 51 MANUFACTURERS SELLING IN
THE UK THIS IS UPDATED ON A REGULAR BASIS

TELLS YOU EVERYTHING YOU NEED TO KNOW
ABOUT NEW, USED AND EXTENDED WARRANTIES



Free^{torial}

Merry Christmas. Fabulous time of the year when families get together and children get what they want. With that in mind there are some watches and book suggestions which you can leave around the house as hints for what you want. Matthew Corrigan has written a corker about real Capris and Net Zero Watch asked me to explain the War on Cars, even more on that next month. Mostly thanks for reading. See you next year...



MOT Tester wears hilarious Santa Hat as he fails the Free Car Mag BMW E30 Touring we owned in the '90s...



James Ruppert

EDITOR james@freecarmag.com

Cover Credits: Ford • Jankalmar.com

THE TEAM

Editor James Ruppert
Publisher Dee Ruppert
Sub Editor Marion King
Product Tester Livy Ruppert
Photographer David Milloy
Web Design Chris Allen
Road Test Editor Shahzad Sheikh
Reporter Kiran Parmar
Tel 0788 540 1977
Email contact@freecarmag.com



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

War on the Car

NETZERO
WATCH

The Poor...

THE WAR ON THE CAR
JAMES RÜPPERT

Subsidising The Rich...



Net Zero Watch is warning that the new 'Zero Emission Mandate' is just the latest in a series of blows that the political establishment has struck at motorists, and says it will not be the last.

The mandate, currently being debated in Parliament, will see car manufacturers fined £15,000 for each car they sell above a prescribed quota, but with the scheme allowing unsold quota to be sold to other car makers, the effect will be a huge transfer of wealth from the poor to the rich.

Motoring journalist James Ruppert says: "Rich people, who can afford a Tesla, will be heavily subsidised by poor people who can't. It's a shameful idea."

Ruppert's comments coincide with the publication of his new paper for Net Zero

Watch. Entitled *The War on the Car*, it is a brief history of how the political establishment has tried to force ordinary people out of cars, using a variety of tricks, from low emissions zones, to ever reducing speed limits, to the ongoing attempts to irritate motorists with driver 'aids'.

Net Zero Watch director Andrew Montford said:

"James Ruppert's paper shows that the campaign to take away our cars is just part of *wider struggles: the attritional war of decarbonisation, and behind it the guerilla campaign to take away our hard-won freedoms.*

<https://www.netzerowatch.com/the-war-on-the-car/#>

Toyota bZ4X





The bZ4X is Toyota's first full electric vehicle offering, which may come as something of a surprise from the world's biggest car company, coming at least five years behind much of the rest of the car industry, despite Toyota being among the pioneers of hybrid technology. Better late than never? This

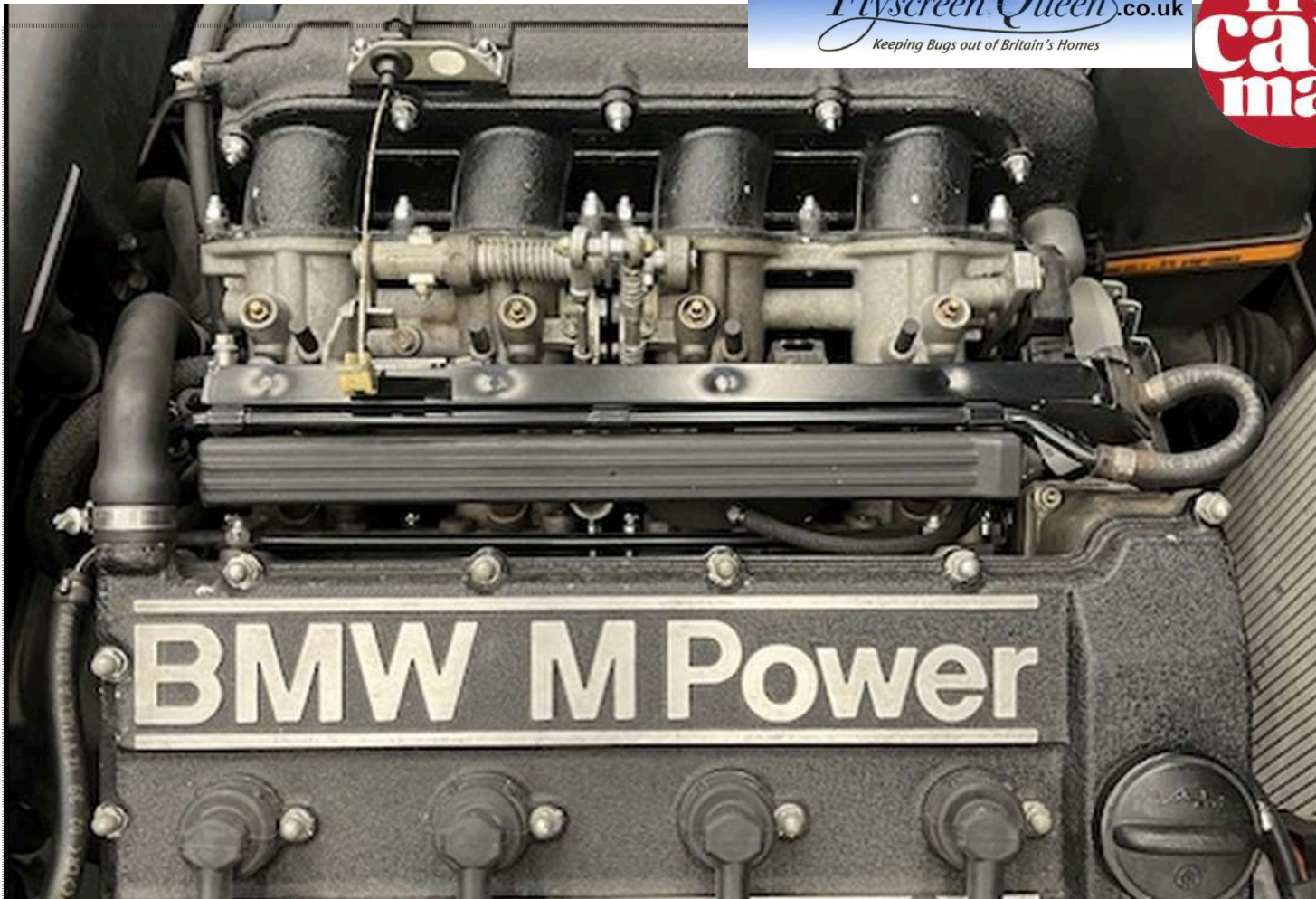
introduction heralds the beginning of Toyota's ambitious roadmap to unveil 15 EV models by 2025, with stories of a new type of a revolutionary solid-state battery coming from the Japanese giant and Panasonic by 2027. **Read the full review +watch the film by Shahzad Sheikh at www.freecarmag.com**





The car is located in Munich Germany and has benefitted from a total restoration over the last 12 years, the car was fully stripped down and had full respray which is probably better than factory. The underside was also fully stripped painted and all rusty bolts etc replaced or plated. The engine was fully rebuilt and brakes suspension also all refreshed. The car has only covered 6000km since being restored and now sits on 181000 km around 112000 miles.





For Sale...



When Capris Were Cool

Matthew Corrigan explains where Ford went wrong...

la nouvelle Ford Capri / raffiné. D'ailleurs, la nouvelle Ford Capri est en tête (1300, 1600, 1800) à l'heure. Le confort et la sécurité. Nouvelle suspension. Nouveaux sièges-baquet avant et arrière. Tableau de bord complet inspiré de la compétition. Nouveau volant. Insonorisation totale. La beauté. Ligne longue et basse. Long capot bombé. Phares rectangulaires et feux arrière agrandis. Allez l'essayer chez votre Concessionnaire Ford.



For me, the Capri has always existed. Born before I was, the Ford was a part of my life from the moment I first peered over the side of my pram to marvel at the brightly coloured conveyances that passed occasionally along the free-flowing roads of my infancy.

I'll try to avoid using the myriad clichés spawned when the Capri was in the ascendant: European Mustang, blue-collar sports car, everyman coupe, but it really is difficult to overstate the impact of Ford's fastback. As with its aforementioned American cousin, the company was on to a winner.

When I was a young boy, my dad was in the fortunate position of choosing a new company car every couple of years. This would entail a visit down the road to the Ford dealer. I mean this literally; back then, manufacturers had tiny high-street dealers in the smallest of villages and towns. Here, there might be a gleaming Granada and perhaps the all-new Fiesta (Ford was on the cusp of another stellar sales success). Shoehorned between them though, in a showroom smaller than a Tesco Metro store, would always be a Capri, carefully positioned to draw the eye from the tired old Escorts that had been.

I unceremoniously relegated to the miniscule forecourt, would look on in awe, the kindly salesman handing me brochures and freebie posters. Alas, Dad could never be persuaded. Practicality never enters the head of a boy not yet old enough to understand that

the Bodie and Doyle dream was impossible. I did eventually get my own Capri, but it had brushes, an electric motor and ran on a black plastic track.

Nothing lasts forever. By the time the hot hatch era took off, the Capri's star was waning. They were becoming a bit seventies naff: a bit medallion, a bit splash-it-all-over, a bit Penthouse Magazine Sponsorship. Bodie and Doyle had long gone. Everything had moved on, gone upmarket. The TV cops of the time had a Testarossa.

Ford soldiered on. In a rare marketing misstep, a series of limited editions were released to try to refresh the Capri's image. It was a pointless endeavour. In the neon glow of the wine bar's signage, the letters GTI, RS and XR carried way more cachet than the words Calypso and Cabaret.

I think it ended in 1987 (I haven't Googled any of this stuff – that's kind of the point here). For the Capri's swansong, Ford decided to push the boat out with a "Just look what you could have won" special. The Brooklands Green Capri 280 was an instant classic. And then it was over.

The world advanced. The millennium turned, the Concorde stopped flying and social media arrived. Progress. Capris all but disappeared from sight. Cars certainly improved. Those we drive today are immeasurably better built, safer and more reliable than ever before – there were good reasons my dad's cars had a two-year life cycle. Yet they have become





curiously disposable. Criminally idiotic, wasteful and environmentally destructive scrappage schemes brought the demise of hundreds of thousands of perfectly serviceable vehicles. Thankfully, however, there were some survivors.

Some people have weird emotional ties with cars. They keep them going, restore them and cherish them. And one of them must have started the resurgence of the humble old fast Ford with the thought: you know what – Capris are cool and I shall use mine without fear. And he or she was right.

Many, many things that were once popular have to go through a phase. Fashions, singers, cars, all enjoy their moment in the sun before falling out of favour, often becoming an object of ridicule among those who really ought to know better. But then comes the rehabilitation. I sometimes see a Capri locally these days. It's an immaculate two-tone 2.8 Injection Special and it never fails to make me smile. By the same token I know where there is another, slowly returning to the earth. It's only a lowly 1.6 but it makes me sad, nevertheless. Nostalgia is a hell of a thing.

Which is why so many are viscerally angry with the Ford Motor Company right now. When the Cortina was (sort of) killed off, its replacement was given an entirely new name. As was its own successor, as was the Escort etc. etc. The company always seemed to understand that names mean something to people. That changed when they decided to resurrect the Puma name for a generic SUV. However, the original Puma, good though it undoubtedly was, never really

entered the public consciousness in the way that, for example, the Transit did. Or the Capri. Which, it seems, is about to make a comeback. However, what was captured out testing by a magazine photographer was not a rakish-yet-affordable coupe. Far from it. With a masterful cynicism that can only have come from a marketing dept stuffed to the gills with bright young Starbucks-swilling things, the new Capri is to be a bloated, amorphous, charmless, utterly soul-destroying, electricity-powered short-range SUV. In short, rather than choosing to celebrate a wonderful heritage with an emotionally appealing homage, Ford is giving us its very antithesis.

I'm aware I'm opening myself up to the tedious accusation of being an old man yelling at the clouds here but I'm not against change when it improves things. Maverick's P-51 remains a thing of beauty, but it was the Darkstar* that captured my imagination and made me wonder. And while everyone is used to BMW taking a dump on their history by now, nobody is really bothered. Ford, however, is different. People care. For a certain demographic, Ford is inextricably linked with their childhood. And the way things are going, it may be the last demographic that can afford to buy new cars for quite some time.

As someone far wittier than I commented on Twitter the other day...

The new Capri – the car you never promised yourself.

*Yes, I know.

Driving with Santa

Snow Patrol



Experience extreme air-cooled
Porsche 911 ice driving in
Santa's back garden
this January

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Spirit of Speed Arctic is a unique, high-adrenaline ice driving experience in the wilderness of Lapland, organised by Kalmar Beyond Adventure

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- Two-time World Rally Champion Marcus Grönholm will provide expert, personalised tuition alongside the experienced Kalmar team
- New-to-ice and experienced drivers of all ages welcome, with tuition tailored to all skills and needs
- Luxury lodgings with private chef ensures time away from the cars is as exceptional and pleasurable as the driving experience
- Bookings now open for limited spaces in January 2024

Kalmar Beyond Adventure – Spirit of Speed Arctic 2024 Availability:*

Arctic Control: 15 – 18 January 2024

Arctic Control: 18 – 21 January 2024

Arctic Control: 21 – 24 January 2024

Arctic Race: 24 – 27 January 2024

Arctic Race: 27 – 30 January 2024 –

SOLD OUT!

Arctic Control: 30 Jan – 2 Feb 2024 –

SOLD OUT!

*For bespoke Arctic Team bookings, further dates will be made available upon request.

For more information visit <https://www.jankalmar.com/home-spirit-of-speed/>.

For further details and bookings, email office@jankalmar.com,

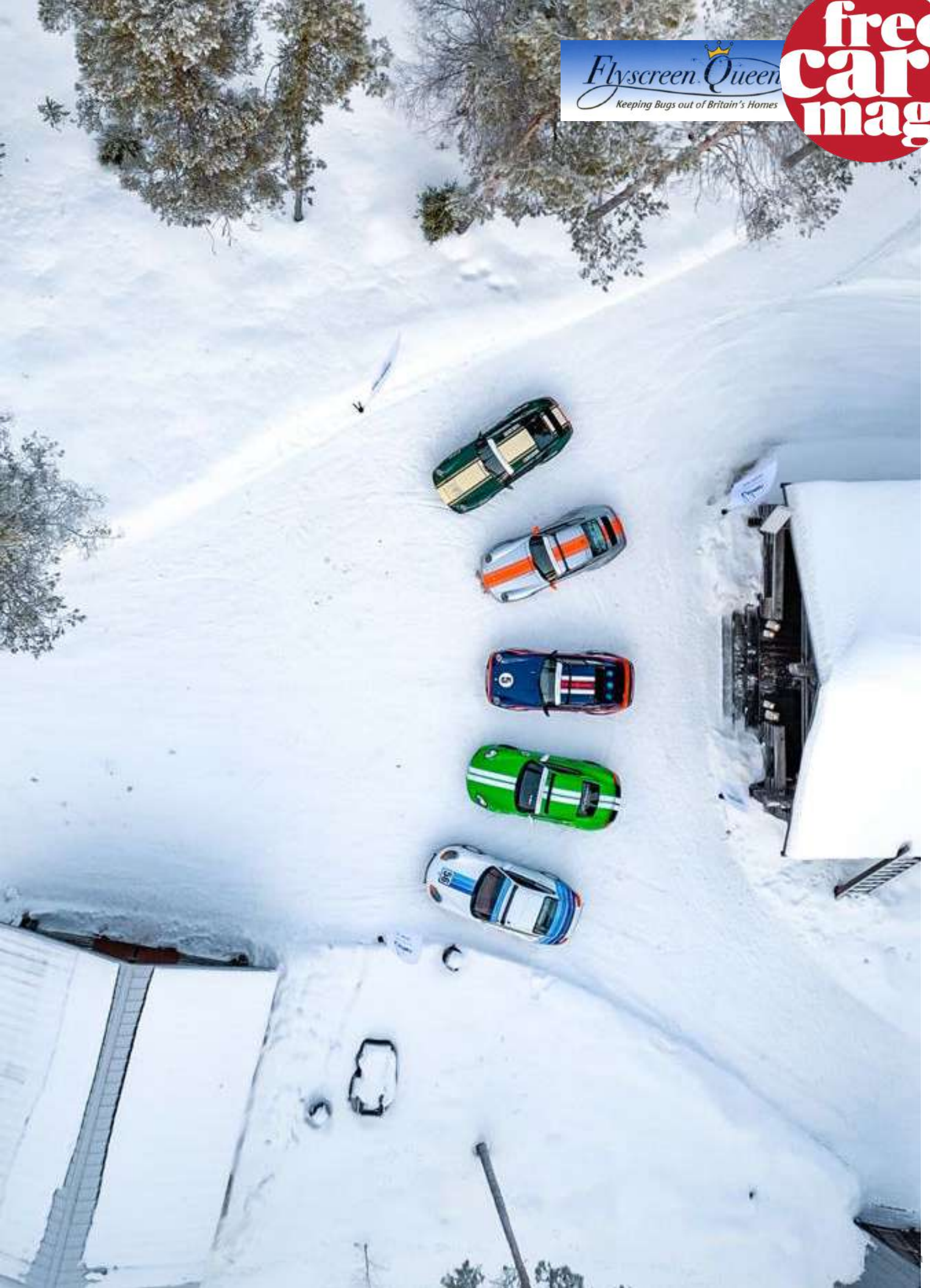
or call/WhatsApp: +49 174 30 18 918

Driving with Santa



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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.

<https://www.evropublishing.com/products/benetton>

Book of the Year



ENZO FERRARI

THE MAN AND THE MACHINE

BROCK YATES

WITH A NEW EPILOGUE BY STACY BRADLEY



Free Car Mag will be honest, we haven't read the book yet, but it is written by the great Brock Yates who knows more than a thing or two about cars. This is the book of the film and we haven't seen that yet, because it has not come out. Don't worry we will have read the book and watched the book of the film before Christmas. Oh and bought the book as presents for all of our loyal readers...

Genius? Tyrant? Power broker? Enzo Ferrari is the impressively researched, fully detailed biography of one of the most powerful men of the twentieth century. Brock Yates penetrated Ferrari's inner circle and reveals everything, from his early days in the town of Modena to his bizarre relationship with his illegitimate son; from his fanatic passion for speed to his brilliant marketing of the famous Ferrari image; from his manipulative but enormously effective management tactics to his own frustrated dreams. Fast, fun, and scandalous, Enzo Ferrari more than lives up to its remarkable subject.

ENZO FERRARI is the inspiration for Michael Mann's forthcoming film FERRARI starring Adam Driver and Penelope Cruz, which will be released by STXFilms on December 25th, 2023. The film

takes place in 1957, a year where passion, failure, success and death and life all collided in Ferrari's battle for supremacy against rival Maserati. Driver is set to play Enzo Ferrari, and Cruz is set to play his estranged wife Laura. Their relationship, as fiery and combustible as the race cars that Ferrari designed, plays a big part in the script Mann wrote.

The great Brock Yates (1933–2016) was an American television and print journalist, screenwriter, and bestselling author. He was the longtime executive editor of Car and Driver magazine. He was inducted into the Motorsports Hall of Fame in America in 2017.

Praise for ENZO FERRARI

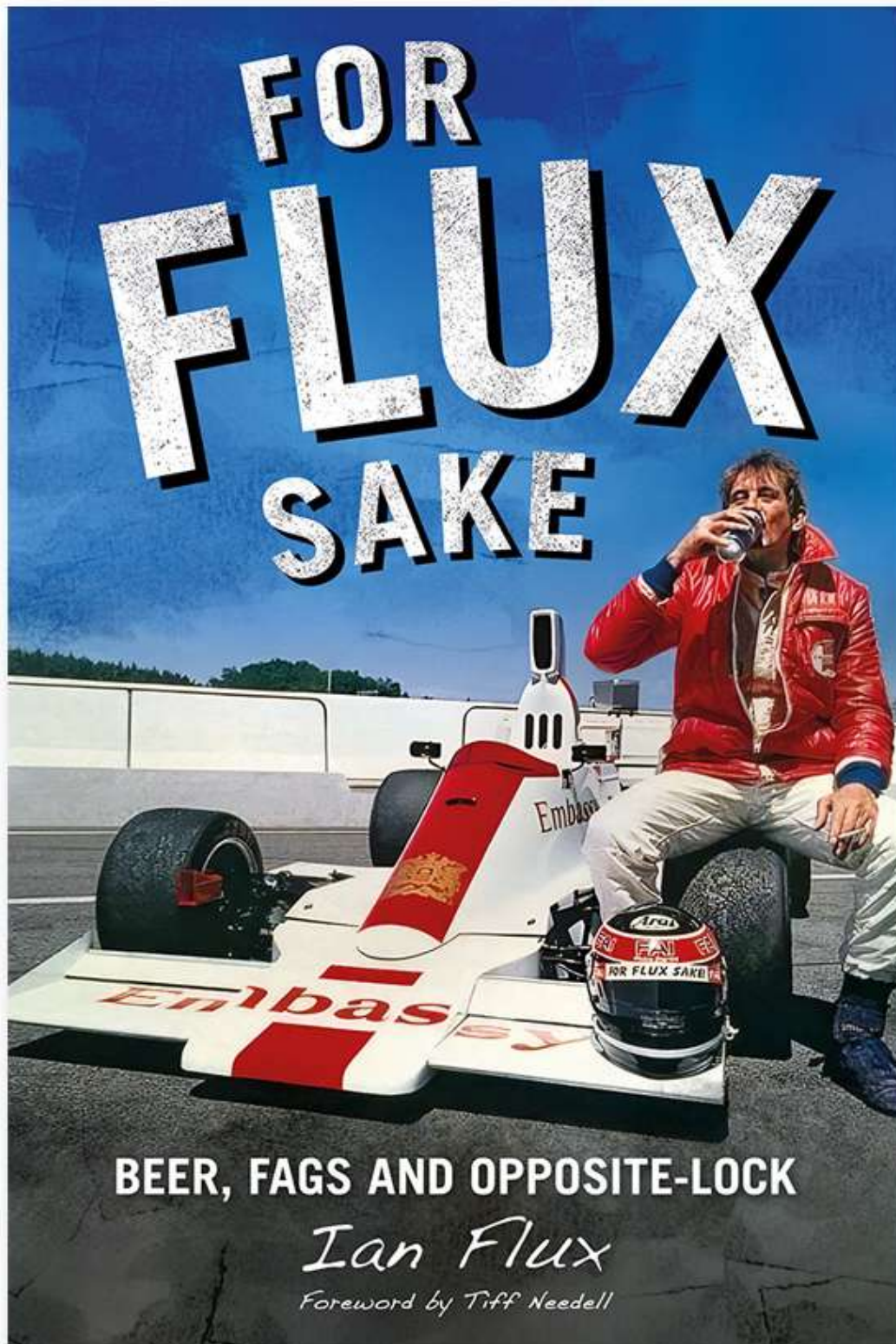
"Captivating . . . Yates deftly records the carnage of major races, business wheeling and dealing, and the political dimensions of motor racing from the pre-WWII Rome-Berlin Axis to today's ribbon-waving nationalism." —Publishers Weekly

"A fascinating and provocative book." —The Observer

Book of the Year

We loved this book and it is worth reading our interview in Issue 122, worth buying from Evro Publishing, find it here

<https://www.evropublishing.com/collections/motorsport-books/products/for-flux-sake>



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Bambino

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Tag Heuer



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Nighttime is the Righttime
www.tagheuer.com

Monaco Driver





Fight Next General Election with ABD



The British public is fed up with being hassled, harassed and heavily taxed every time they get behind the wheel of a car.

Rishi Sunak has started to see the light with his decision to delay the ban on conventionally-powered cars but he still has a long way to go. As for Sir Keir Starmer, he should wake up and listen to the voters.

The truth is we don't need this meddling by ministers. They should let the market decide when and if electric cars become the norm. Motorists should be free to stick with petrol and diesel cars if they wish and free to switch to an electric vehicle when the technology, especially range and the availability of charging points, persuades them that it is time for a change.

The same should apply to LTNs and so-called clean air zones. If local residents don't want them they should be free to tell the council so and get them removed from their neighbourhood.

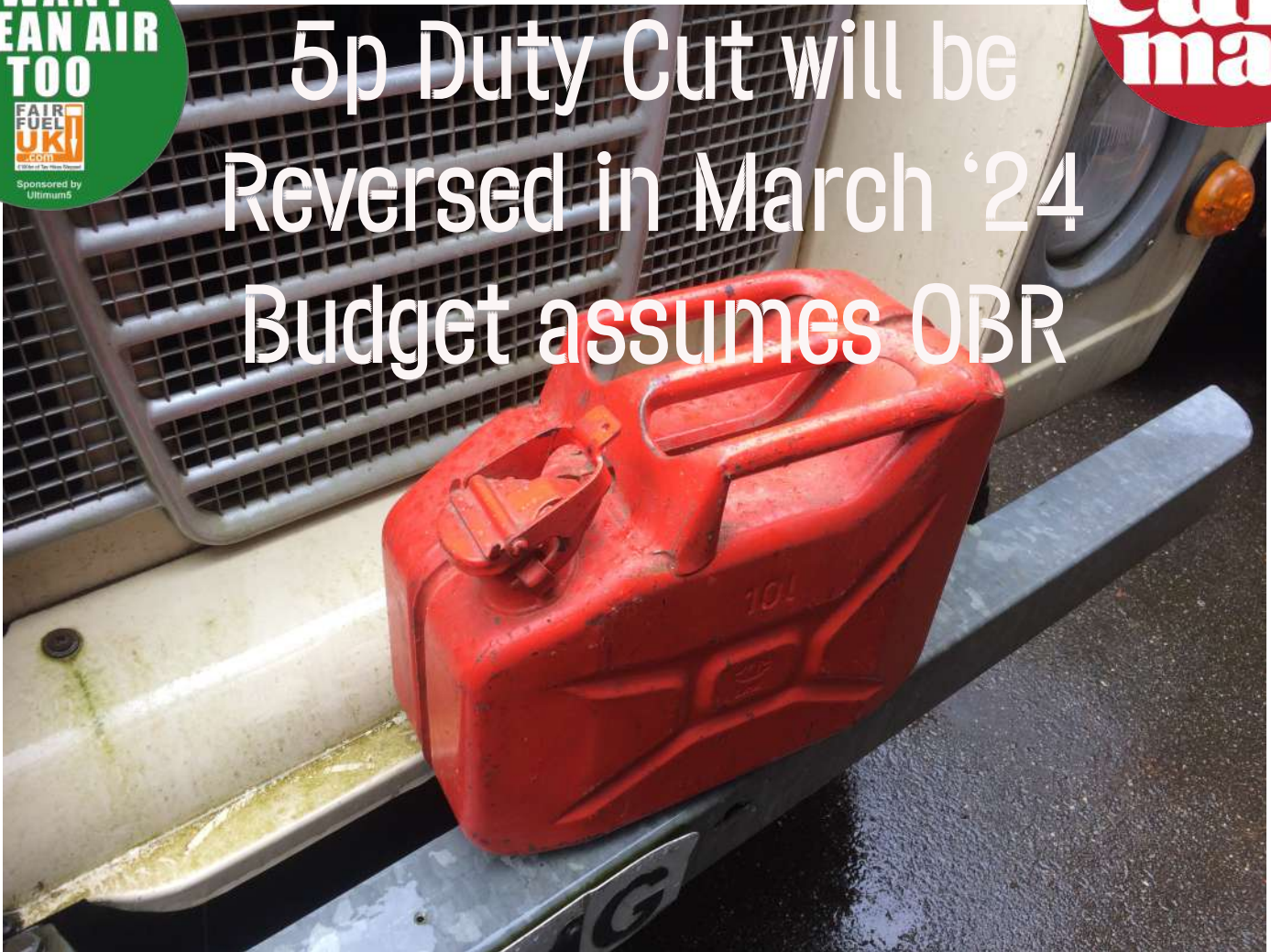
We have begun our fight back but we need your support to make sure the voices of motorists are heard. To this end we have launched a GoFundMe campaign. You can find out more by clicking here.

The money from this fundraiser will be used to place ad vans and campaign messages in headline grabbing positions. As we approach the next general election, let's make sure politicians know how we feel!

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/>



5p Duty Cut will be Reversed in March '24 Budget assumes OBR



Howard Cox Founder of FairFuelUK and London Mayoral Candidate for Reform UK says:

"Despite no mention of any positive support for drivers, and following FairFuelUK's widely respected objective Campaigning since 2011, it would be churlish for me not to thank the Chancellor, for maintaining the freeze in Fuel Duty for the 13th year in succession."

"The threat of the Rishi Sunak's Budget temporary 5p cut in duty being reversed in the 2024 Budget still hangs over motorists' heads. That event could have been quashed completely today but the OBR assume the Fuel Duty rise with inflation is part of the anti driver Treasury's fiscal forecasts. Increasing duty would be economic and political suicide!"

"I must remind his department again, and all that have occupied the Chancellor's seat since, that inflation could be reduced massively more, had he reduced this needlessly high regressive levy significantly, partnered too, by an effective pump pricing watchdog, a PumpWatch with real teeth. Both should have been in place from today. A missed set of election opportunities that may doom the Conservative Party to the opposition benches for a generation."

"It's clear that UK's 37m drivers persist as pure cash cows, not the fiscal solution to stimulating economic growth they so deserve but remain as a chronic bottomless pit of hard-earned cash to pay of the Government's mounting debt of fiscal incompetence."

"Yet another unimaginative, tinkering at the edges, financial statement showing just how clueless this Government is, in going for real and significant economic growth. They will deny this charge of course, but the simple common fiscal sense maxim of putting more money into voters and small businesses' pockets seems to be lost forever."

Free Car Mag Wants Knobs...

BANGERNOMICS



BringBackButtons

<https://youtu.be/TFDu58Q4zYA?si=hM6X-tac0el7E5VB>

**GOVERNMENT
SURRENDERS
TO GREEN
LOBBYISTS:
YET MORE
RENEWABLES
HANDOUTS**



NETZERO
WATCH

**THE MYTH
OF CHEAP
OFFSHORE
WIND
HAS BEEN
EXPOSED**

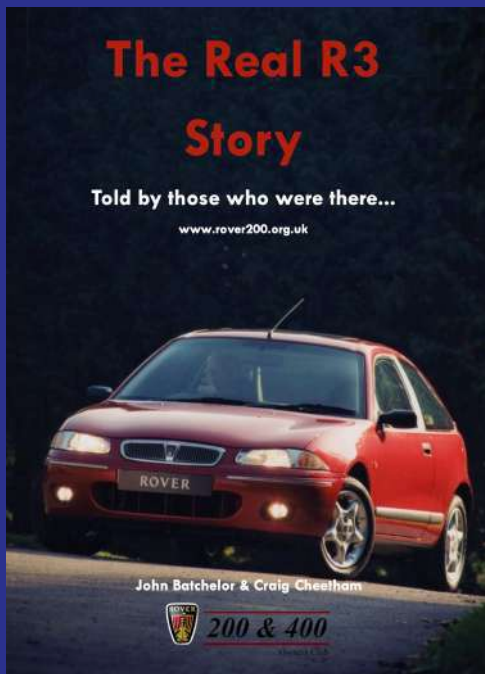


NETZERO
WATCH

<https://www.netzerowatch.com>

FCM Book Club

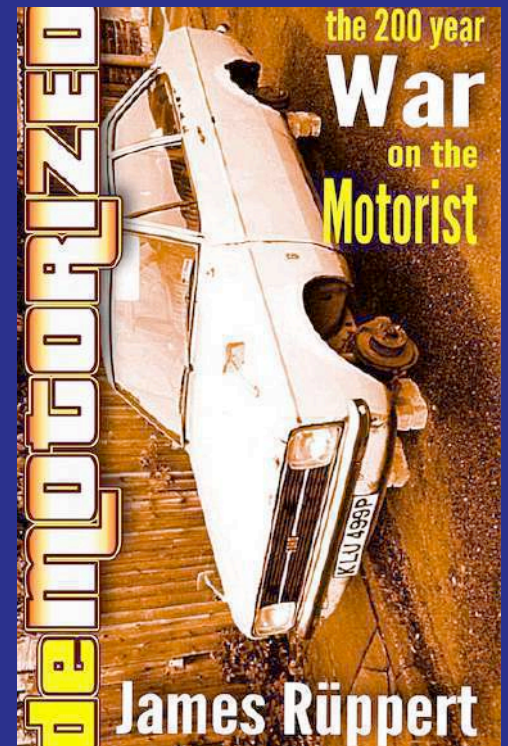
Here are books written by some of our contributors and friends. We would encourage you to go to our related www.bangernomics.com Site to buy books and things that support what we do. Sticking up for the Motorist.



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>



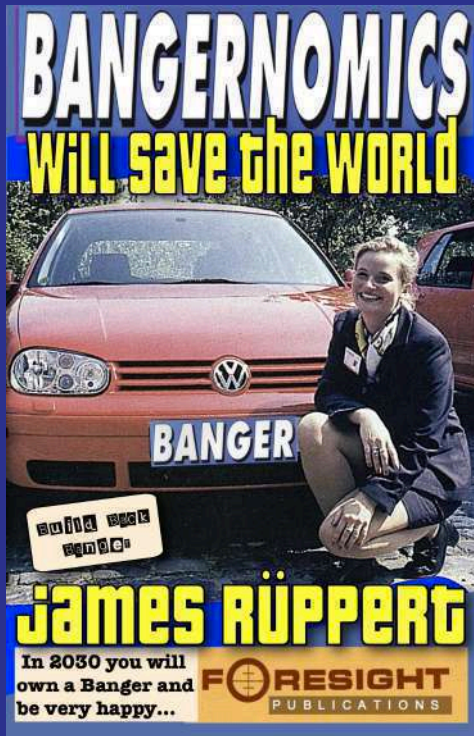
Old cars don't die, they simply become Bangers. Affordable, practical and reliable transportation for the people. They don't need to spend a fortune on a brand new motor, get into debt or trapped into a spiral of despair, better known as an easy payment scheme. Others may specifically want a Banger Van,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

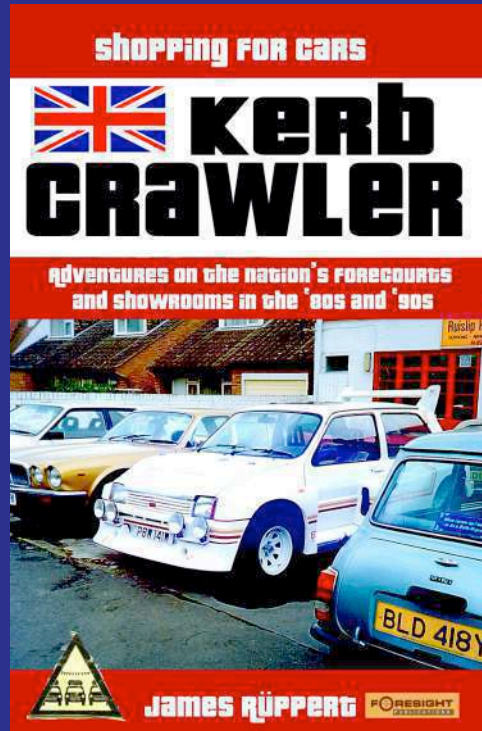
<https://www.smashwords.com/books/>



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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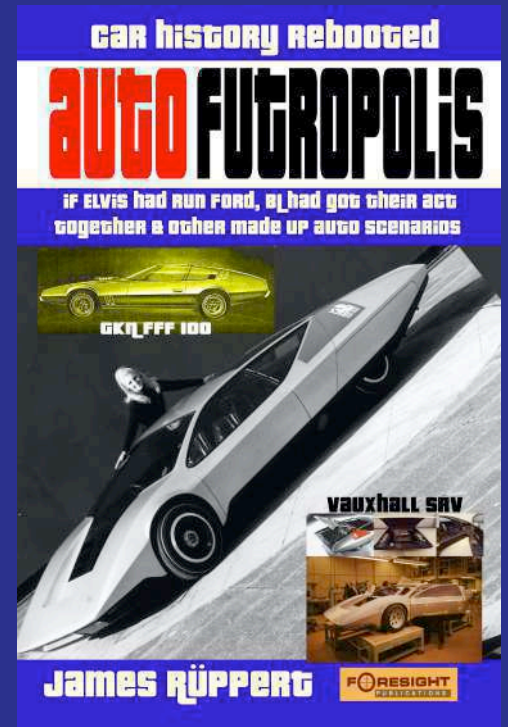
www.bangernomics.com



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 to Japan. Also looking for Bangers in Northern Ireland whilst trying to avoid the troubles. Then there is Princess Diana's Escort Ghia and the true origin of the word Bangernomics. There are Cop cars, Army surplus and even the true meaning of motoring life...

Get the digital version for £2 from...

www.bangernomics.com

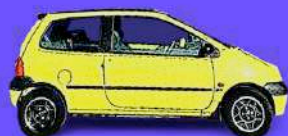


Just imagine if BMC had not been so terrible, that Elvis ran a car company, levitating motors were a reality along with steam powered gentleman's carriages and an electricity car designed by and for gentleladies...well, wonder no more. Here is a fully illustrated book which rewrites and redraws automotive history. As well as old stories revised and refreshed, there are new drawings, stories and much else besides. The alternative histories covers vans, trikes, lorries and pretty much flying cars as well as designers with different careers, the cold war and all sorts of other made up nonsense. There is also some truth. Even the made up tales contain rather a lot of verifiable, fact checkable goodness. Only someone arrogant enough to think they know better would even attempt to rewrite history. James Ruppert is stupid enough to believe that his takes on automotive history would interest anyone else. Except that the column he did for Classic Car Buyer a few years ago certainly triggered readers enough to make him think that they should be revisited in Autofutropolis.

www.bangernomics.com

RÜPPERT'S

Modern Classic 1990-2000



bangerpedia

FORESIGHT PUBLICATIONS

BANGERNOMICS BIBLE



JAMES RUPPERT

Top 219 +1/2
Professional

Bangernomics Tips

FORESIGHT PUBLICATIONS

The German Car Industry My Part in its Victory

Winner: Montagu of Beaulieu Trophy



Foreword: Kenny Everett

James Rüppert

FORESIGHT PUBLICATIONS

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

Get the digital version for £2.99 from...

www.bangernomics.com

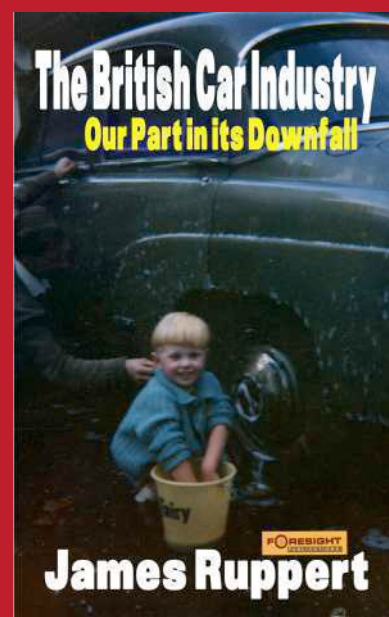
This is a daft book, where the **Bangernomics Bible** has been cut and shut into a collection of almost 220 Top Tips about how to run an older car. Best left in the smallest room in the house for everyone to enjoy. Lots of pictures, not too many words, and possibly the odd thing you didn't already know.

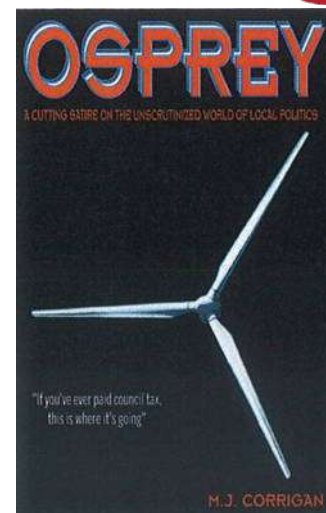
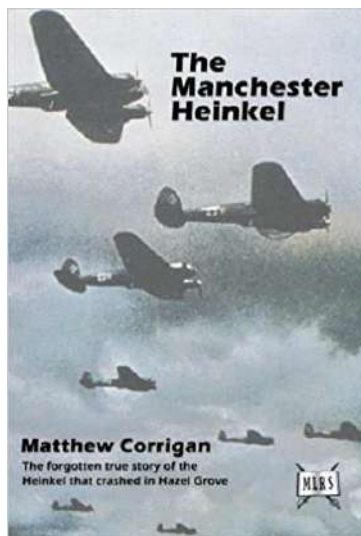
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www.bangernomics.com

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.

OSPREE - MATTHEW CORRIGAN
EMPIRE £8.95

OSPREE -- 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, OSPREE is a tale of panic, greed and people on the make.

The Ultimate
Classic Car
Quiz Book



The questions, the answers,
the stories...

by David Milloy

THE ULTIMATE 'BOOKS' BY
DAVID MILLOY £8.00

Packed with facts, trivia and statistics, The Ultimate Quiz Books are the quiz books that not only gives the answer to each of its multiple-choice questions but also tells the story behind it. So if you've ever wanted to know the story behind a certain car being mentioned in a National Security memo to President Jimmy Carter or about a Hollywood filmstar's appearance in a round of the British Saloon Car Championship then the Classic Car is the book for you. If you are a fan of motorsport then the F1 delivers fascinating facts by the hundreds. Not only that, by buying these book, you'll be helping others - the author will donate at least 25% of his royalties to charity. That's another great reason to buy not just one, but both these books. Free Car Mag 'Books' of the year.

The Ultimate
Unofficial F1
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by David Milloy



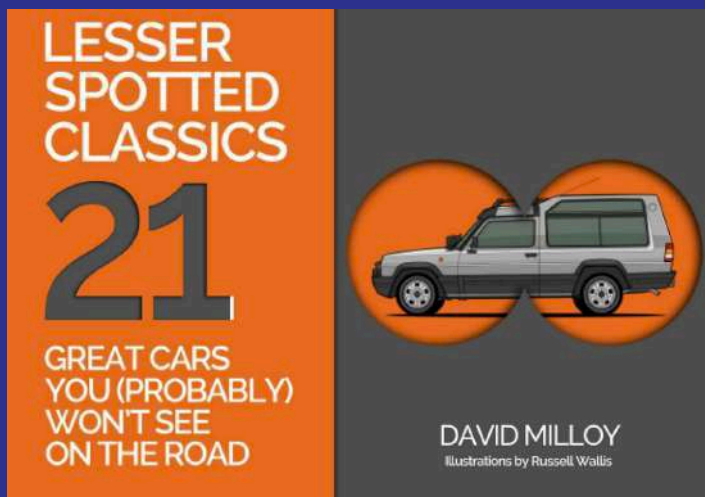
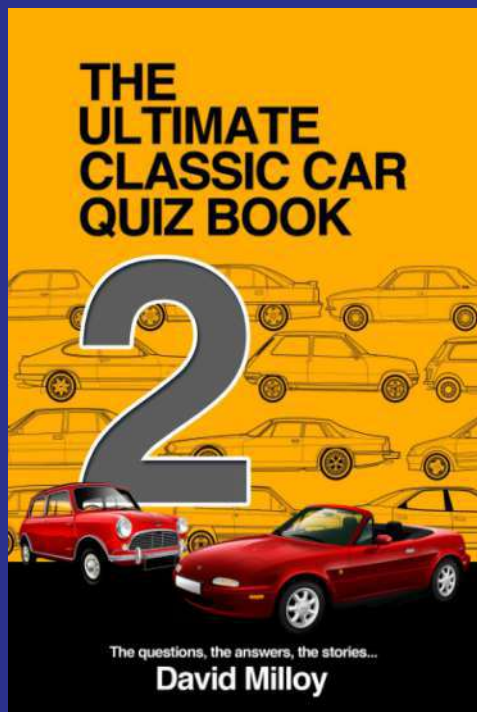
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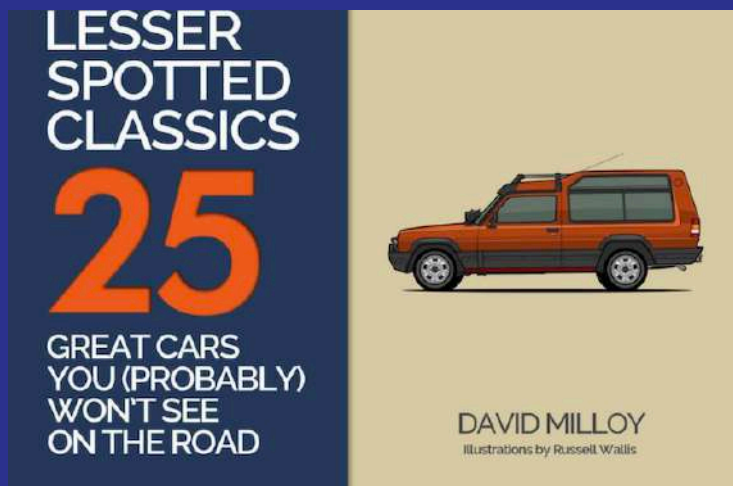
More Books by the better half of the Bangers and Classics Podcast...

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

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 127

Free Car Mag remains the only pro-motorist mag, so please turn up to see what we might be doing, next year. Yep it will be 2024 and who knows what that will bring? Otherwise the stories will quite likely reflect what is happening on the front line defying autotyranny. See you next time...

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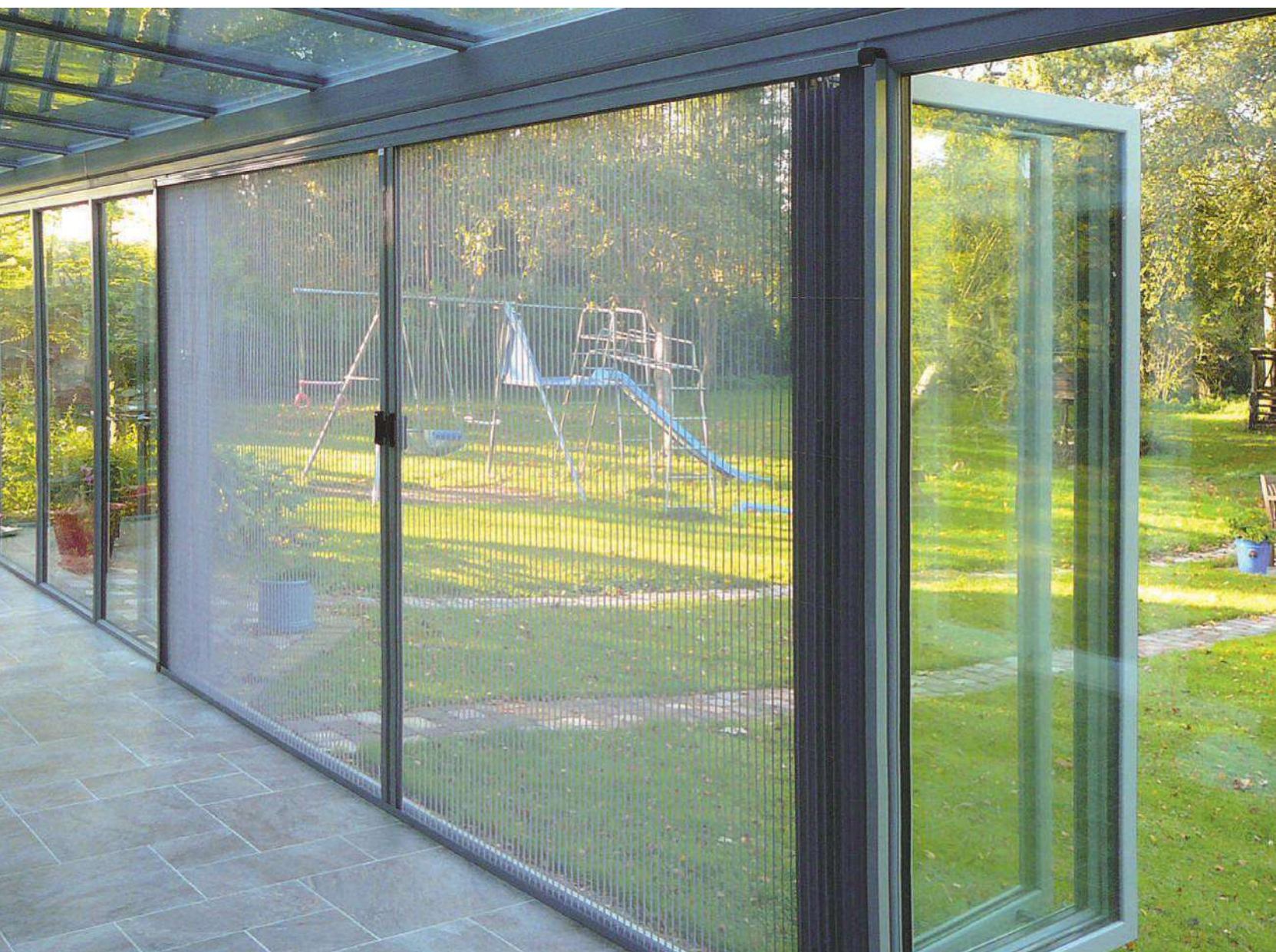


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