



January 2010

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ROC website: www.royaleownersclub.org.uk
e-mail user group Members only
<http://autos.groups.yahoo.com/group/royaleownersclub>

Editors Ramblings

Second attempt, thanks for all your help and support. I hope you like the new format and look forward to your comments!!! Another success at the Cumbria Classic show, thanks Bill for a great report. Page 14 might be an interesting winter project for those of you who want to hide for a day or two (More power to your boot), I'm not sure this will print clearly but the web site is there for those who need lenses as powerful as mine.

The continental car tours company has lots going on all year, worth a browse, it may give some ideas and encourage more small groups of Sabres to get together for some sightseeing and beer, or perhaps the "Great Drives" will do for a weekend (I hope to join you soon).

See Peter and Wendy's report (Thanks) to see how great these trips can be

The ROC website now has a direct link to the yahoo discussion forum,(and it works),should be very useful.

If anyone needs a membership list please email me and I will forward it rather than publish it every quarter. (I reserve the right to use it as a filler!!!).Anyone with a contribution for April please send to me by the middle of March.

If anyone has anything for sale, remember a picture is worth-----etc

Reminder , Please return your renewal forms to Shirley as soon as possible

All the best for 2010, Alec Paterson ajp99@fsmail.net

"When you travel, remember that a foreign country is not designed to make you comfortable. It is designed to make its own people comfortable" (Clinton Fadiman 1904-1999)

Members Letters,

Nothing yet but I'm an optimist!! Any comments about anything.
Anyone had any experience of the IVA yet?

Chairman's Chat

As I sit and write this current issue of Chairman's Chat it is only a few hours since Wendy and I arrived home from the Exeter Kit-Car show. The weather to say the least put a dampener on the whole event as we have suffered torrential rain and one suspects that the forecast prior to the event put a lot of drivers off taking their pride and joy. It had been our intention to take our Sabre but the weather forecast I must admit put us off and the Eurobox won the day I'm afraid. The crowds did arrive later in the morning and because we got there early we were ready to leave by early afternoon when we noticed the two car parks for non Kit-Car drivers were both virtually full so we expect a good turnout was achieved, but not in one's favored mode of transport. A couple of Sabres did make the trip, that of John and Wendy Nassaris and Ken and Sue Hamlin. We managed meet up with John and Wendy but failed to find Ken and Sue so apologies to them.

John Barlow was in attendance with another wedding car creation, the IMPERIAL, again based on London Taxi running gear, asked if he thought a two seater tourer could ever be brought back as a going concern he said thought not and was concentrating his time to the commercial market where he was also offering a hearse, a pick-up and a delivery van, all built on the same platform as the wedding car on show. However, although he said he did not see how a two seater tourer could make commercial sense, he did say he was thinking of building another two seater Sabre based on a Bentley chassis and engine.' Can't wait to see how that turns out.'

There was as I mentioned in the previous Chairman's Chat a desire for members to have their own area that only they could access for discussion and features. I gave this a serious amount of thought but of course someone would have to edit and police such a page and this is something we either don't have the skill for or a volunteer to do. However, in many respects we already have this within the Yahoo member's discussion group which I assume some members are not aware of and so not enrolled. I have thus had a link placed on the home page of our web-site that will take you directly to the discussion group page. If you are not a member please take the trouble to sign up and you will automatically receive emails from the group and you will be able to make your contribution by adding your comments and tips to discussions and questions. It will take you only seconds to sign up and all members are of course welcome.

I would like to thank our new editor for the wonderful job he did with his first edition of our magazine. It was neat, well laid out and most of all by the look of it put together with an element of pride. On behalf of all the members I would like to say a big thank you to Alec for taking up the challenge, great job. (Keep creeping and I may do another one, Ed)

Most of you will have wrapped your car in it's woolly vest for the winter by now so I wish you all the best until next spring when I hope to meet many more of you at Stonleigh. If anyone has any good ideas for days out, weekend trips or holidays please let me know and we will see what we can organize. Wendy and I are considering going on the Continental Car Tours trip to the Stelvio Pass next July 9th-18th if anyone is interested and would like to join us please get in touch.

All the best for the New Year [Peter Gibbons](#) - Chairman

Don't forget the London to Brighton Kit and sports car run on the 6th June; contact Greenwood Exhibitions of Bromsgrove, all the information is on their website. Your chairman is also organizing a group if you wish to join



Any idea what this is ?

CUMBRIA CLASSIC SHOW

SUNDAY AUGUST 23RD, 2009

DALEMAIN HOUSE - ULLSWATER



Rose and Thistle Challenge

The Saturday had been fine and dry for the Rose and Thistle Challenge, which replaced the Pennine Classic Tour this year. This had a full 70-car entry, and followed a 140-mile circuit of the Borders area, starting from Carlisle Airport with lunch at Selkirk and afternoon tea near Carlisle. This was a deviation from the usual tour round the Pennines and Lake District, and proved popular with entrants. However, on the day of the Classic Show, the rain was sheeting down, and hardly relented all day, although it sometimes reduced to a drizzle.

Record Entries

Every year seems to show an improvement in entries and this year, which was the 21st anniversary of the event, proved to be no exception. Well over 500 entries were received from all over the UK, but the foul weather had obviously deterred a number of exhibitors from turning up, as there were quite a few empty slots on the stands. However the vast majority of entrants did brave the conditions and bring their cars so there was plenty to interest exhibitors and members of the public alike. Luckily the weather prior to the event had been fine and dry so the ground was not muddy, and no-one had any problem manoeuvring their cars.

Car of the Show

The Car of the Show award went to a superb E-type Jaguar for the second year running, and the hunt for the Oldest Mini in Cumbria went to a 1959 model from Cockermouth, which had been the original show model in the Graham & Roberts Showroom in Carlisle. It celebrated its 50th birthday 2 days before the Classic Show.

New Attractions

Each year the club likes to introduce new attractions, and this year there was a separate autotest area where a number of obstacles were arranged. Vehicles were timed over a circuit, which became more churned up as the event progressed. There were displays given by experienced autotest drivers, and there was also an opportunity for aspiring drivers to have a go themselves.

Club Stands

There were also 16 individual club stands featuring displays from a wide range of clubs. Represented were Jaguars of all ages, some classic Daimlers, as well as Triumphs, MGs and Lancias. Of interest also was a fine display of vintage military vehicles, owned and displayed by The Military Trust.

Auto Jumble

There was the usual collection of auto-jumble and craft stalls in attendance. A brass band was scheduled to entertain the crowd between events in the arena, but the weather must have kept them away, because they were nowhere to be seen (or heard) throughout the day.



However this did not seem to deter the crowd, as most of them braved the elements to watch the events in the arena as they happened

Royale Flush

Although the number of entries were somewhat depleted by the bad weather, Royale owners are built of sterner stuff, and did attend and show their cars. They were rewarded by scooping the pool, and being judged to be both **first and second** in the 'Kit Car and Replica' class. Shown above are the Royale Sabres of Bill Paul and David Thomlinson, waiting in the Winners' Enclosure before being presented with their trophies by Ron Palmer, the President of the Wigton Motor Club, the organisers the show.

A Successful Show

Once again, the Wigton Motor Club has organised an excellent show, which was an undoubted success, despite the weather. It was a further irony that the Sunday on which the event took place was sandwiched between two glorious days in which the sun beat down out of a cloudless sky. But that's one of the joys (and frustrations) of living in England! **Bill Paul**

"Thanks to the interstate highway system, it is now possible to travel from coast to coast without seeing anything" (Charles Kuralt)

The Wheels of Life



ROYALE SABREs FOR SALE

Royale Sabre with rebuilt Rover V8 engine and 5-speed manual gearbox.

A much admired car in black over silver.

5k miles since meticulous build by current owner.

Featured in Complete Kit Car magazine July 2007.

Full build record and documentation.

Any Trial.

£ P.O.A.

Bob Jeffery, Sandbach, Cheshire. 01270 760996.



Sabre ,2.9 V6 built by professional 1999.Blue with Magnolia leather.Pas ,Abs,21000mls
August Mot & Tax .Contact Ken Baker 020865 157111 poa

I also noticed a Sabre for sale in the December issue of Complete Kit
Car.01706 621604

Travel only with thy equals or thy betters; if there are none, travel alone.
The Dhammapada

The Grand Tour Continued



The best view of the trip, down the
bonnet of a sabre

Day 8 Lucca / Florence / San Gimignano

Talking about the weather is getting
boring now as again it was hot enough to
brown toast on the bonnet of your car,
but before we left we were talking to
some other British guests from our villa
who advised us that if we were going into

Lucca this morning, if you park just out-side the old city walls you can park for two hours for free. Nice tip we thought so with our new found knowledge in mind we set off for a visit to Lucca on our way to Florence. We found the old city walls and two nice parking places next to each other, which was convenient and none of the cars had any external appearance that would suggest you needed to pay and there was even a sign that clearly stated two hour for free. However, being the cynical sod I am I decided to take a closer look into some windscreens, all had a blue disc to say what time they had arrived and a blue disc we did not have. However, as luck would have it a parking warden arrived and so we asked him if it was OK to leave our cars here for the allotted free time period to which he said it was. Happy with the confirmation that all was well we set off to visit the home town of the world's leading opera composer whose name I have completely forgot and very pretty it is too. We decided we would take an early lunch before returning to the cars for our onward journey to Florence. On returning to the cars we could see we had been issued with fixed penalty parking tickets for no other reason I can guess other than we didn't have the blue discs as we were within our allotted time period, so be warned apparently Italy has a lot of these so if you make a similar trip find out where to obtain the blue discs. The parking ticket by the way is where you would expect it to be, I'll leave that to your imagination but needless to say we did not make our next trip to the local post office and hand over 38 euros. Next stop Florence, which was only a short distance away. But parking again is not something Italy seems to give much thought to and we again had a lot of trouble trying to find parking places. However, we eventually did and we had a brief break for drinks at the foot of the Vecchio Bridge before venturing into the

centre of the city and probably the most ornate cathedral or duomo in the world. I am not dwelling on the sites too much as they are so famous I expect you all know what they look like and many of you will have been anyway, as we have before. With cultural views taken and another watering stop we set off for our resting place for the night at a reasonably unknown city of towers at San Gimignano. En-route we were to visit the town and had we known the magnificence of the place we would have been sure to set aside more time. It is truly spectacular with reasonably sized houses having huge towers erected as part of the design just to be able to say to one's neighbour mine is bigger than yours. Needless to say it is alive with many expensive designer shops and stacks of the usual tack to take back as souvenirs but if you can look beyond all this it is well worth the visit. On leaving little did we know of the spectacular views we were to be given from our accommodation, as our stop for the night was to be a converted barn on the top of a neighbouring hill giving a wonderful view of the town from across the valley with a deep orange glow reflected from the towers as the sun began to set, splendid. Tonight was the evening of the European cup final, and John being a mad Manchester United supporter was desperate for a TV to be able to watch the match. Because our meal together with the other residents this evening was scheduled to be outside the staff actually went to the trouble of bringing a TV outside so that he could keep up with events. This all looked in jeopardy when a storm brewed and everything had to be taken back inside out of the wind which was blowing a lot of sand into the air. John need not have worried as together with the cutlery etc the TV was reinstalled in the dining room for him to be shown a lesson in football that as I'm all sure you remember Barcelona gave the Red Devils. The meal was wonderful the other residents were from all parts of the world and an evening of sport, food, wine and topical conversation was enjoyed by all.

Day 9 Sienna

60 miles today to our next port of call Sienna, again another opportunity for your eyes to view spectacular architecture, wonderful shops and an ambiance that only Italian style and culture can produce, another beautiful city to spoil the senses. Views taken in and lunch taken we were off to stay just outside of Assisi. Wendy's little book of places to stay came into its own here as we had chosen a fortified mountain farmhouse that had been converted into a small hotel. Past the fork in the road, over the bridge bare right and up the hill were the instructions when phoning ahead to book. We climbed the hill and found nothing so phoned again, no problem said the young lady on the end of the line just wait until you reach the yellow sign and you will be very close. Up the hill we continued and still no yellow sign, phoned again, we still have not come across the yellow sign I said. 'Have you travelled 14 kilometers since you left the main road she said' Then the penny dropped, we still had a long way to go and the road just kept climbing. However, it was well worth it as the hotel Castello di Biagiano had views that just were fantastic. It is difficult to be able to put into words but we have driven on some of the most spectacular roads with fabulous views and still they got better.

Day 10 Assisi

Assisi is a strange place with one whole side of a hill supported by a huge amount of concrete and stone and from a distance you could confuse its size with the pyramids.

The story goes that St Francis wished to be buried in a small and unassuming manner and this was granted according to his wishes and was buried in the crypt of a small church. However, at some point probably after he had been nominated a saint, a huge Basilica was plonked on top which can be seen this from miles away. Not what he had in mind at all I'm sure. We now set off for our pre booked hotel in Venice a drive of 244 as we were not in a great hurry we were to hit the coast and stay in Rimini for a night en route.

Day 11 Rimini

The drive to Rimini was not that fraught apart from again the heat was stifling but the cars were behaving. What we again had not taken into consideration was we were in a coastal resort at a weekend and there was nowhere to stay unless you were prepared to stay 3 nights which we were not. After a lot of frustration we found it necessary to push away from our coastal route and move inland to try to find somewhere to put up for the night. As luck would have it we found a beautiful 5 star hotel that charged reasonable rates at the weekend because it was away from the coast. However, as we appeared to be the only occupants there was no restaurant and nowhere local within walking distance to eat. Now I don't know if the weather was conspiring against us but after a spruce-up and clean clothes we decided to drive into town for dinner, it was not a long drive but the moment we left the car park the rain came down so hard we could hardly see where we were driving, let alone find a restaurant. To cut a rather long story short we ended the evening in a take-away pizza parlour and was we glad of that. By the time we had walked the short distance back to where we had parked the cars we were soaked, not for the first time on this trip.

Day12, 13, 14 Venice

I know it is obvious that we would find it difficult to find a hotel in Venice with parking for two cars, especially at the last minute and that's why we took the precaution of booking ahead from England a couple of months before. Now you would expect it to be expensive here and you would be right. But we found a hotel that was a reasonable rate in Mestre which for those not familiar with the area is where there are many hotels on the mainland only a 1 Euro ticket on the train away. And as all trains stop at Mestre it is difficult to get lost. Our drive from the interior of Rimini was interesting in as much as if you hug the coast as we did you drive along a very long route of what appears to be mud flats for mile after mile. At the side of the road there are hundreds if not thousands of camping sites but I have no idea if there are any beaches as we did not see one. We arrived in the afternoon and not wanting to waste a moment, we booked in, brushed up and took the 5 minute walk to the station to catch the train into Venice. Wendy and I have been here a couple of times before and love the place so it was easy for us to find our way round and show John and Wendy some of the sites on foot as it was not worth paying for the waterbus for an afternoon only and we would save this for tomorrow or so we thought. We spent a very pleasant evening in Venice then and came back to Mestre for dinner which we enjoyed in a very busy restaurant filled with locals. The atmosphere was wonderful and we probably eat and drank a little too much.

The following day (13) it was again back into Venice, but what we did not know was that there was to be an international regatta and the water busses were operating

only a sparse service which we would not be able to get our monies worth from so today we walk. I'll not list all the places we visited as I'm sure you can work most of that out for yourself, but what I would say is that if you are thinking of visiting Venice on a budget, make sure you bring your own lunch and water, as everything is not only expensive but may prove frighteningly so when I tell you a small bottle of water will set you back £5.00 and a small beer £10.00 you'll be prepared. We did expect Italy to be expensive but maybe not quite as expensive as it ultimately proved.

Day 14 was again spent in Venice and we were able to take full advantage of the waterbuses. A day ticket was 16 Euros and we made sure we were in town early to get the full benefit. These are the best way to see the sites if you are in a hurry as they are fast and frequent, but as the weather was still extremely hot we spent a fair amount of time on the water soaking up the views and just enjoying being on holiday without a care in the world. The beasts would be back on the road tomorrow but today it was sun, canals islands, water, food and drink, wonderful.

Day 15 Lake Como via Verona

Como beckoned and en-route we took in the sites of Verona, a visit to the local coliseum where the operas are held, (Wendy is adamant I'm taking her back to see one one day) and to tell you the truth you could spend a year in Northern Italy and not scratch the surface, there is too much to try to fit in. From my perspective this was an excuse to drive my car on wonderful mountain roads and see spectacular scenery but at the same time giving the girls what they wanted from a trip like this which was culture and travel. Verona gives you all this. Verona and it's famous sites inspected we drove on to lake Como and a beautiful hotel (La Villa) beside the lake that would be our springboard to begin our journey back through Switzerland and France giving us in the main a circular route. Our rooms were side by side and we had an adjoining balcony with beautiful views over the lake at Gravendona. We soaked up some sun, splashed in the pool and eventually got ready for dinner that was spent outside in a wonderful local eatery that just finished our Italy tour to perfection, for tomorrow it was the San Gottardo Pass, Switzerland and back into France.

Day16 Mulhouse (France)

The start of our journey today was to prove a little problematic as I needed to be sure to fill my car and try to make it all the way across Switzerland and into France as I assumed petrol would be even more expensive and I had no Swiss currency. The problem was I was having trouble filling up as the tank allowed only very slow filling. On this day it decided it would be worse than usual and as the filling station was actually beside the kerb and my car was virtually taking up half a road width, other drivers were beginning to queue behind me as it seemed that now everyone in the area needed to fill up at that precise moment in time. I think I probably caused the longest tail-back the area had every seen or certainly in a very long time. However, tank now full and Switzerland calling it was time to progress due north. The weather is still hot and humid and our drive to the mountains was very pleasant, as we climbed the air grew cooler and more manageable, just like an English summer's day and the mountains were spectacular. This is where it went slightly wrong, I was supposed to drive over the San Gottardo pass and this is where I was heading. However, having a sat nav that is smarter than you and believe me you need one in Italy, before I knew what was

happening I was heading for a big hole in the wall. Now the clever ones out there will know this is now a tunnel and all traffic is steered in this direction, I assume if I wanted to go over the mountain instead of through it I should have made a turn somewhere. Now Wendy is saying don't go in there we are going over the pass, but when you are in the equivalent of a motorway with cars and trucks all around the tunnel looked the best option, thus we did not drove over the pass and I'm told missed some spectacular views. As my old mate Peter Biggs says 'that's life'. Emerging from the other side the scenery is mountains again for miles and miles, breathtaking is the only word for it. Then it starts to flatten out and eventually you come to Basle, a city with most of its roads underground it seems, which is OK for moles but rubbish for your sat nav, some good co-driver navigation and a bit of outright luck resulted we think in not a single wrong turn. Eventually back into France and Mulhouse. I know you have never heard of it and neither had I but this is where we planned to stop so stop is what we did as by this time we were getting quite tired. Our accommodation on this night left a lot to be desired considering some of the lovely places we had stayed, but this is industrial country not tourist and we were tired so a rather seedy spot was spent in a hotel that had a 5* restaurant with prices to match so we gave that a miss and eat in the local greasy spoon. It was delicious.

Day 16 Chalons-de-Champagne

Our plan for today was to make for Bar de Duc, no I have no idea where it is either but surprisingly as it turned out Mulhouse houses the national French motor museum and as we were there it was too good an opportunity to miss. The girls were thrilled as I'm sure you will be aware and a thrilling morning was had by all. Pay back time had to come and the girls had discovered the where-a-bouts of Koenisbourg Castle, no I had never heard of it either but apparently the family once owned half of Germany. Completely rebuilt to its original condition it is set high on a steep hill overlooking all it surveys and a quick peek on the internet should show you why if you are ever in the area to give it a visit. Our engines loved it, yet another long steep in hot sunshine, great. Any way no history lesson from me but if you're in Alsace go visit. As we had made these visits the day had been eaten up so our plans were now non existent and we would meander towards Calais and a ferry home. Our meanderings took us as far as Chalons-en-Champagne and the Ibis hotel that was clean and bright but the town appears to have nothing to offer the tourist apart from a bed for the night and a chance to rest.

Day17 RainWe now began to encounter some serious rain and the 5 day weather forecast was not promising. Our trip was meant to last 21 days but looking at what lie ahead we made an executive decision and decided we would continue our drive north and west and if no improvement was forthcoming we would make for Calais and a ferry back to the UK as a result we made for Fillievre and a guest house we know and love, one we could be sure of a great reception, good food and a comfy bed. It rained and it rained for the whole 200 miles and not a sign of it easing up so we would stop for one night and catch the ferry the following morning. As we anticipated our welcome at Fillievre was all we expected and our hosts Bernadette and Raymond had their usual smile as we entered their courtyard and gave us a very warm welcome. Washed fed and bed we retired for the night, awaiting the morning ferry.

Day18 Calais / Home.

We said our goodbyes to our hosts and made for Calais where we explained we were a couple of days early due to the weather. No problem they said, just hand over another £60 and you can get on a ferry. I booked on line and the return trip was only £50. Exactly that will be £60 please, what can you do. I think it continued to rain all across the channel though the crossing was smooth and gentle at least. It was now time to say goodbye to John and Wendy who had spent the best part of 3 weeks with us as they still had the trip to Plymouth to negotiate and we were only going as far as Leighton Buzzard. Would you believe it, we had travelled the best part of 3,000 miles without an incident and as soon as you get back on our roads the M20 has a huge traffic jam due to roads. I felt sorry for John and Wendy who had so far to go. As for Us I had invested in a sat nav that constantly monitored the road conditions and it steered us away from the trouble but what a mess we are in when the main route to the continent is forever being closed for one reason or the other. I suppose the last couple of days of our holiday put a bit of a damper on the trip as it would have been nice to have finished on a high. However, the trip had been planned for a couple of years and it kept not happening so I suppose when it did finally come off it was better than I could have foreseen. Would I do it again, yes I would. I would take longer if funds allowed and stayed in some of the marvellous places we visited longer. We only scratched the surface so it will be time to do it again in a couple of years when the itch to make a big trip grabs my attention again. For those of you that managed to read through all this well done, I am not a writer or story teller so it may seem a bit bland or matter of fact. But unless we share our experiences others may not do something they have thought of doing because of the unknown. Yes we could have been in trouble at times and if John had not been with me I think we would have had a few bigger difficulties so I would like to take this opportunity to say to our travelling companions, thank you for sharing our dream holiday and for the support you provided when on a couple of occasions I thought this might be a problem. Thank you John and Wendy, and my Wendy for being adventurous enough, or mad enough to go along for the ride.

Peter Gibbons



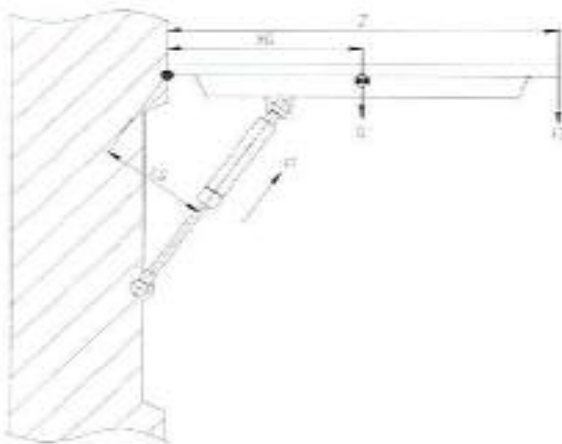
Continental Car Tours in Bruges and approaching the Coldi Turini in the southern Alps
Web ,continentalcartours.co.uk

More Power to Your Boot! , Gas Springs

CALCULATIONS AND MOUNTING GUIDE

Below is a basic calculation which gives an approximation of the minimum required gas spring force for a specified mounting position geometry.

Please remember, we offer an Engineering application solutions service. Through the use of our expert system selection software we can quickly determine the optimum mounting points, the resultant handling forces (both opening and closing forces) and recommend the correct gas spring specification and part number.



$$F1 = \frac{G \times XG}{LS \times A}$$

Estimating Gas Spring Force F1 (N)

Z = Length of lid from pivot(hinge) point(mm)

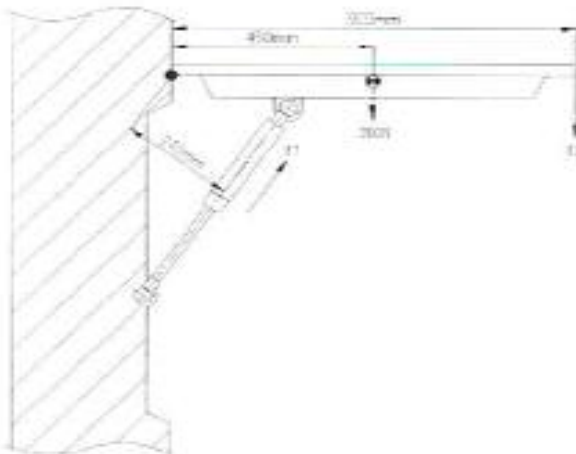
XG = Centre of Gravity(mm). (N.b. take account of Uneven distribution of weight, depending on lid Shape, handles, locks, other components)

G = Weight of lid in Newtons (kg x 10)

LS = Radius of Gas Spring Force(mm)

A = Number of gas springs per

application, 2 is usually recommended.



Worked Example for Estimating Gas Spring Force F1 (N)

$$F1 = \frac{200N \times 450mm}{245mm \times 2}$$

$$F1 = 183.67N$$

To estimate the closing effort F2 (N)

$$F2 = \frac{A \times F1 \times LS}{Z}$$

$$F2 = \frac{2 \times 183.67 \times 245}{900} = 100N$$

Notes:

Gas Springs are charged with nitrogen at very high pressures and under no circumstances should they be opened or subjected to excessive loads.

Gas Springs must not be exposed to bending forces, tensile forces or side loads. Where possible we recommend the use of ball joints as this will assist in reducing the impact of any misalignment. If you have to use eye connectors remember to support the eye on both sides and allow some float.

Where possible protect the piston rod from impact damage, scratches, dirt or contamination such as paint or adhesives. Protective plain shrouds are available from SFC, please contact us for further details.

Great Drives 1

HardKnott Pass Cumbria

HardKnott Pass ,and then Wrynose Pass in the Lake District, is a single track road right through the middle of the Lake District ,it is very steep and twisting but great fun. I've done it in the eurobox.The pass carries the minor road between Eskdale and the Duddon valley continuing on the road to the Langdale valley and Ambleside. The HardKnott vies with Rosedale Chimney in North Yorkshire for the title of steepest road in England with both achieving a 33% gradient.



The foot of HardKnott pass in Eskdale,the left track leads to Brotherikeld farm

The Roman Fort with the farm to the right.one of the loneliest outposts of the Roman Empire,Built between AD120 andAD138 is on a spectacular site overlooking the pass which formed part of the Roman road from Ravenglass to Ambleside



HardKnott pass from the Roman Fort



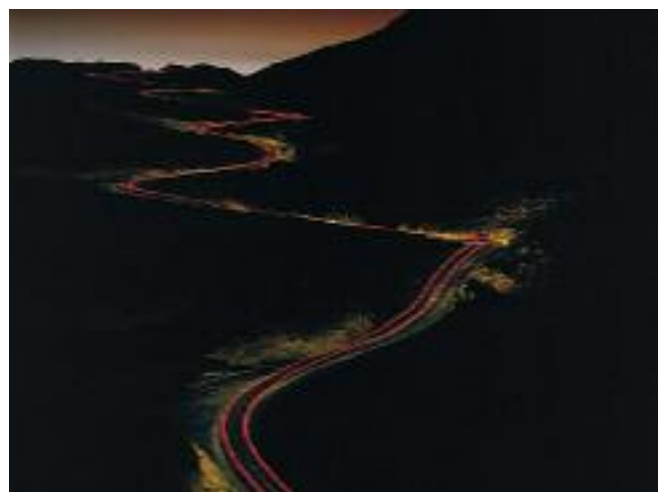
Just below the steepest hairpin bends, note the tyre marks

From near the top, looking back into Eskdale



The road snakes its way up the Duddon side of the valley

And the same view at night



Finally.
"No one travelling on a business trip would be missed if he failed to arrive." Thorstein Veblen , 1857