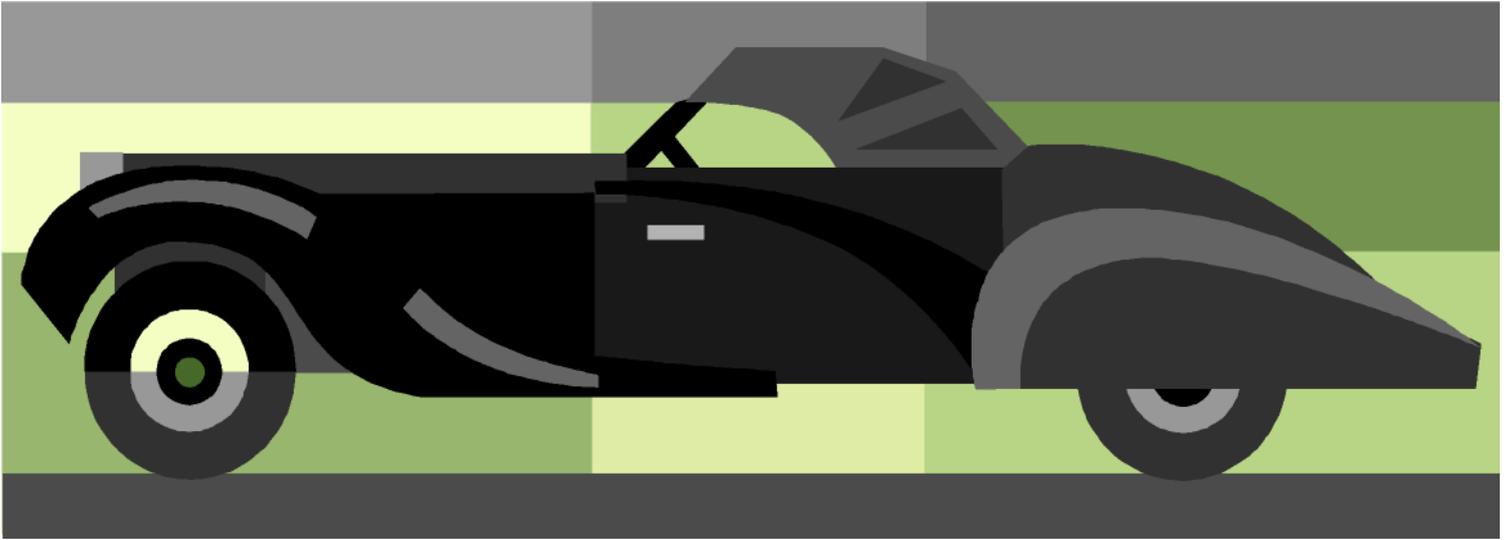


The Royale Owners Club



April 2010

Committee Members



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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,

Here I go again (3)! A short ramble this time as I need to keep to 16 pages for the printer. Thanks to [Gerhold Reitmeier](#) for his great technical article about the Sabre front suspension. The pictures however are out of sequence as it was the only way I could get them to fit!, apologies Gerholt. I may give this a go myself, anyone else interested? (There has been another option submitted recently by Jim Waites, see next issue) Also thanks to [Barrie Evans](#) for his ideas on a boot tidy. Stoneleigh is looming, and the start of another building season (again). I expect, hope, dream to be on the road and join you this year.

The AGM is to be held in the Warwick Suite at 12.00hrs on Sunday 2nd May (same place as last year) and the suite is shown in the show programme

A bit of sad news, [John and Shirley Kelly](#) have decided to give up their posts as Technical adviser, Treasurer and Membership secretary as from the AGM. These are essential to running a successful club and these posts need some volunteers. **Are there any members out there willing to take on one or more of these jobs?** Please let the committees know, or better still come along to the AGM

I am sure all the membership wish to give a big thanks to John and Shirley for their unstinting work over the years and to wish them all the best in their "Retirement"

Welcome to new members, [Mr Michael Fischer](#) from Fischbach, Germany and [Mrs Diana Bullen](#) from Croydon who has a Windsor

Alec Paterson. ajp99@fsmail.net

Chairman's Chat

Can I start this edition of Chairman's Chat by again thanking our new editor Alec Paterson for taking the trouble to learn new skills and bring our magazine forward in it's appearance and layout, I'm sure you all looking forward to this issue to see what new features he has managed to bring to this latest edition, I certainly am.

Wendy and I were pleased to see the many members who attended the New Year dinner at Newport Pagnell on the 23rd January. The hotel pulled out all the stops and made us very welcome and nothing was too much for them to ensure we enjoyed our stay. Most of Saturday afternoon was spent catching up talking in the lounge area until it was time to get spruced up for dinner. Dinner was at 8pm and as we were the only guests that were eating in the dinning room, a huge executive type boardroom table was set-up for us all to eat at the same table. The food was good and at -E94:00 dinner, bed and breakfast it was extremely good value for money. Wendy and I were even treated to a room with a four poster bed, too old to make full use of it you understand but it was a nice touch that made for a small talking point. I think the last of our group managed to stay the course until around 1 am when the full force of our age made it time for bed. There was more talking and socialising in the morning after breakfast when finally it was time to say our goodbyes and speed our way home. Our thanks to all those that attended, it made a wonderful closed season catch - up very enjoyable.

Our web-site builder and maintainer, has returned to the country of his birth and will no longer be looking after the site for us. Thus I sent out an SOS and would like to thank [David Foster](#) for stepping into the breach and saving my bacon. David is a long serving member of the club and it was he that set the site up originally, so David my thanks for agreeing to keep the site up to date for us and keeping us in the 21' century.

As a club we do not have any merchandise to wear and show off our colours, so after a little survey and a bit of digging we have come up with some options in the form of Caps, T-shirts, polo's and a fleece or car coat that will be embroidered with the club insignia. I have examples available to print in this edition of the magazine I hope to have something for those of you that might be interested. The biggest problem with anything like this it's a matter of quantity, the more you buy the cheaper it gets and as we will probably be buying in lots of 10s or 20's so we will not get much in the way of discounts. However, give it some thought and if you might be interested please let me know and we can hopefully put a package together that allows us to negotiate a better price.

That's about it for this edition of Chairman's Chat only to say that Wendy and I will not now be joining the Stelvio Pass trip as we've decided the weather will be warmer in the South of France so we will now be off to Carcassonne instead and will be taking two other cars with us. We'll let you know how we get on.

[Peter Gibbons](#) - Chairman



[Peter](#) and [Wendy Gibbons](#) and [Jim](#) and [Jean Waites](#) even risked the elements and brought their cars along to the gathering

Great Drives 2,

See England's historic heart.

Using Gloucester as the starting point

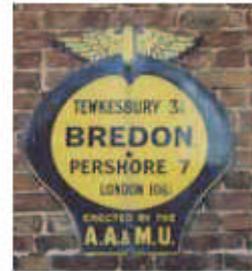
take the A417 to the unspoilt market town of Ledbury with impressive Eastnor castle and Ledbury Park, the house Prince Rupert used as his HQ during the Civil War.



Follow the A449 through Wynds Gap and Malvern Wells for eight miles to Great Malvern, famous for its spring water (steps by the Mount Pleasant hotel lead up to the source at St Anne's Well).

Take the B4211 to Upton upon Severn, turning left onto the A4104 and in one mile on to the A38 to Tewkesbury, Here the abbey is one of the finest Norman buildings in the country and the Royal Hop Pole Inn is mentioned by Dickens in *The Pickwick Papers*.

Return to the A38 for a short distance, then take the B4080 to Bredon, a picture book village complete with Gothic folly on the slopes and Roman earthworks at the summit of nearby Bredon Hill.



Continue along an unclassified road through Kemerton and Beckford, and then take the A46 to Evesham, an area noted for its fruit blossom. You can spot a plaque near the river which marks the burial spot of the man called the father of the English parliament, Simon de Montfort.

Take the B4088 and an unclassified road to Alcester, with its old streets, notably Malt Mill Lane, which is lined with ancient houses.

Follow the B4089, then unclassified roads east to Wilmcote, noted for the timbered farmhouse (now a museum) which was the home of Mary Arden, Shakespeare's mother



Head along the unclassified road, then the A3400 for three miles to Stratford-upon-Avon which has retained its market role despite becoming one of the world's leading tourist centers.

You can visit Shakespeare's birthplace in Henley Street as well as the Collection, and the teddy bear museum in Greenhill Street.

Leave Stratford going west along the B439 for four miles before turning south on unclassified roads through Welford-on-Avon and Long Marston to the B4632. Turn right and soon left on to the B4081 to Chipping Campden with its wealth of beautiful architecture.

Take the B4081 and the A44 through Broadway (well worth a stroll) then the B4632 and a minor road to Buckland, a quiet village nestling at the foot of the Cotswolds



The rectory is England's oldest and further along the road is the GWR Steam Railway Centre at Toddington, where you can make a six-mile round trip. Follow the unclassified road for eight miles to Winchcombe, once capital of the Kingdom of Mercia and where nearby Cleeve Hill offers some good walking, including the long-distance footpath of the Cotswold Way.

Continue along the B4632 to Cheltenham and admire its elegant Promenade. Take an unclassified road, then the A417 south to Birdlip and follow the Stroud road until an unclassified road leads through Cranham and on to the A46 to Painswick, an old wool town dominated by the 15th Century St Mary's Church and collection of 99 yew trees. Return to Gloucester on the B4073.

Don't miss: Great Malvern, Stratford, Buckland.

For Kids: Broadway Tower Country Park, east of Buckland, Winchcombe, Bredon.

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[All the answers have a car model in it.](#)

1. What is the only sport where left handed play is banned
2. One word describes a book title by Frederic Forsyth, and class of British escort carrier
3. Big Brother contestant Jane Goody thought which area of the UK is abroad
4. Name the rail service that will carry spectators from Central London to the Olympic Park
5. Gracie Fields owned a villa on which Island
6. What is the musical term for "quick or lively"
7. One word naming:- A tv documentary, A space shuttle, A No1 by ELO
8. Name a Mediterranean wind that comes from the Sahara
9. Name the rowing short sleeved T shirt where the front opening and sleeve ends are trimmed in club colours
10. Which creature has varieties called, Yellow sac and Chinese bird

Answers page 16

Custom made Mc-Pherson front axle for the Royale SABRE

Car: Royale SABRE 2,9i GE (German Edition)

Owner: Gerhold Reitmeier (author)

Subject: Front axle "re-conversion" to the original Mc-Pherson design

1. Why I did it:

Due to the limited room under the front wing of the SABRE, John Barlow could not fit the original Mc-Pherson strut of the Sierra/Granada front axle. To overcome these problems he replaced the strut by a custom made adapter with a ball joint and a custom made upper triangle wishbone. Unfortunately the design of the modified front axle is not very good (sorry John). First the lack of enough negative suspension travel causes a bumpy uncomfortable ride on rougher surfaces and second the bad geometric layout causes things like e.g. a steering reaction force near to none and displeasing bump steer at highway curves driven with speeds over 100 mph.

2. Basic considerations on the re-design:

A glance at the Sabre front axle shows that there is no chance to get more negative suspension travel, because the negative movement of the upper wishbone is limited by the chassis rails. So a basic re-design is necessary.

Knowing that designing a really working "double-wishbone-axle" is a tricky job, I decided to adapt the original Ford Mc-Pherson design to the SABRE. Additionally my ambition was to avoid any dismantling of body-parts, reduce necessary chassis-modifications to a minimum, get a maximum of suspension travel and match the proven Ford Sierra/Scorpio/ Granada setup parameters for e.g. track width, caster and camber as close as possible.

3 How I did it:

First I made a rough-and-ready Mc-Pherson strut and determined the basic design parameters on the car (see pictures 1 to 3).

Second I made a basic design drawing of my own "SABRE" Mc-Pherson strut (picture 4)

Third I gave my drawing of the strut to the technician of a local supplier of custom made car- suspension parts with good connections to a company specialized in manufacturing one-off mechanical parts. This company "translated" the final version of my drawing (this drawing can not be published because the copyright belongs to the car-suspension company) into programs for their CNC-machines and manufactured all parts from stainless steel and aluminium.

Fourth the technician of the suspension supplier assembled all parts to a pair of complete struts with adjustable damping and sold it to me for a small fortune of 1.400.-- Euro (in 2005).

Fifthly I had to calculate and to get a suitable spring. Because I was keen to experience the results of my conversion asap, I quickly made the following simple spring calculation. Roughly the suspension travel of the FORD strut is twice as long as mine. So the force-to-travel ratio of my spring has to have twice the ratio of the spring from a FORD Sierra 2.0 DOHC with comparable weight at the front axle, which was measured to 150 N/cm (ca. 15 kg/cm). So at least a spring with suitable dimensions and parameter was chosen from the supplier's shelf and fitted with a homemade upper spring seat to the strut. If I remember well the spring is a custom

non-linear KONI rear spring for lowering a VW Golf, which has a measured ratio of about 325 N/cm in the linear sector. The upper spring seat I did turn myself from suitable 15 mm aluminium spacers found in my workshop.

Sixthly I fitted the strut to the car (see picture 5), fitted the necessary spacers for the wheels all round and adjusted track, caster and camber as near as possible to the Ford values.

Seventhly I made the first test drive and came back very happy because my new front axle really did what I expected.

Eighthly and finally an expert of the German TUV (vehicle inspection authority) examined my conversion in detail, glued on several strain gauges, connected them to the data recorder and made a comprehensive stress measuring drive at the test track. As a result I will get the necessary (in Germany) supplemented single type approval for my modified car, if the gusset plates are welded to the chassis upright (see picture 2).

Summary:

Now the suspension characteristic of the front is adequate to the back and overall the conversion has improved the roadholding characteristics of the SABRE so much that even on rough roads it can be driven like a sports car but is comfortable as a tourer. Feel free to contact the author if you want to discuss the subject in general or detail, the adaption to your own car or your ideas of further improvement by e.g. a custom made conical spring or/and an adjustable torsion bar or at least a double-wishbone design with good suspension and driving characteristics.

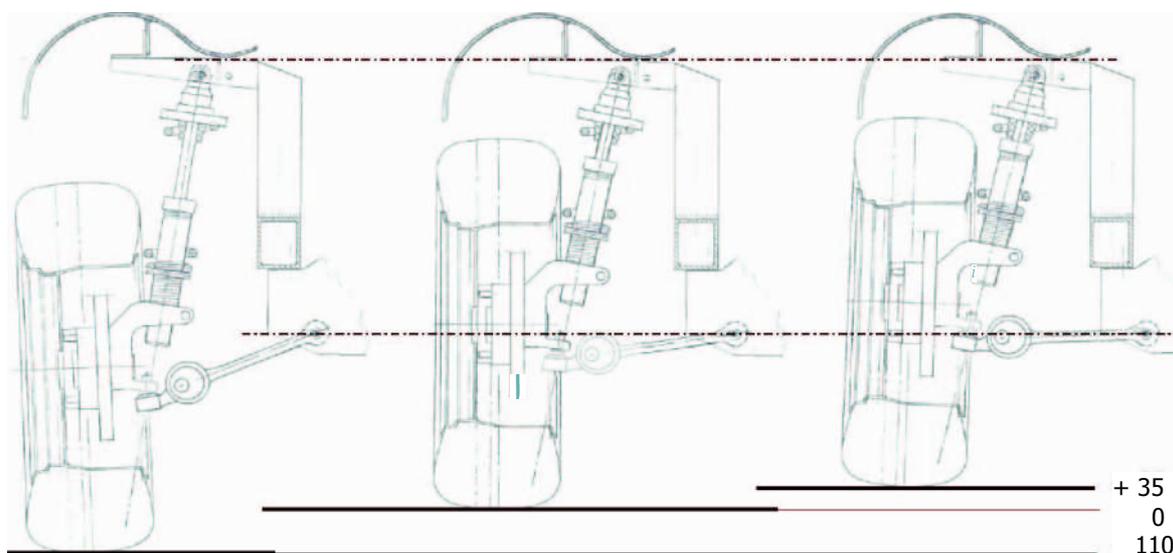
If somebody wants a PDF copy of the article with all sketches and pictures, please email three full resolution photos of your Sabre (complete car, passenger compartment, engine bay) to the author and you will get your copy by return. Contact [Gerhold Reitmeier](mailto:Gerhold.Reitmeier@arcor.de) T.0044-561-9324711 Email:reitmeier@arcor.de

Car: Royale SABRE 2,91 GE (German Edition)

Picture 3

Subject: Mc-Pherson front axle conversion

Sketch: Scaled visualization of wheel- respectively suspension-travel



Important: My sketches are made only for information purposes of interested ROC members. The author is not responsible for any consequences of any practical application



The author drilling the new upper fixing point

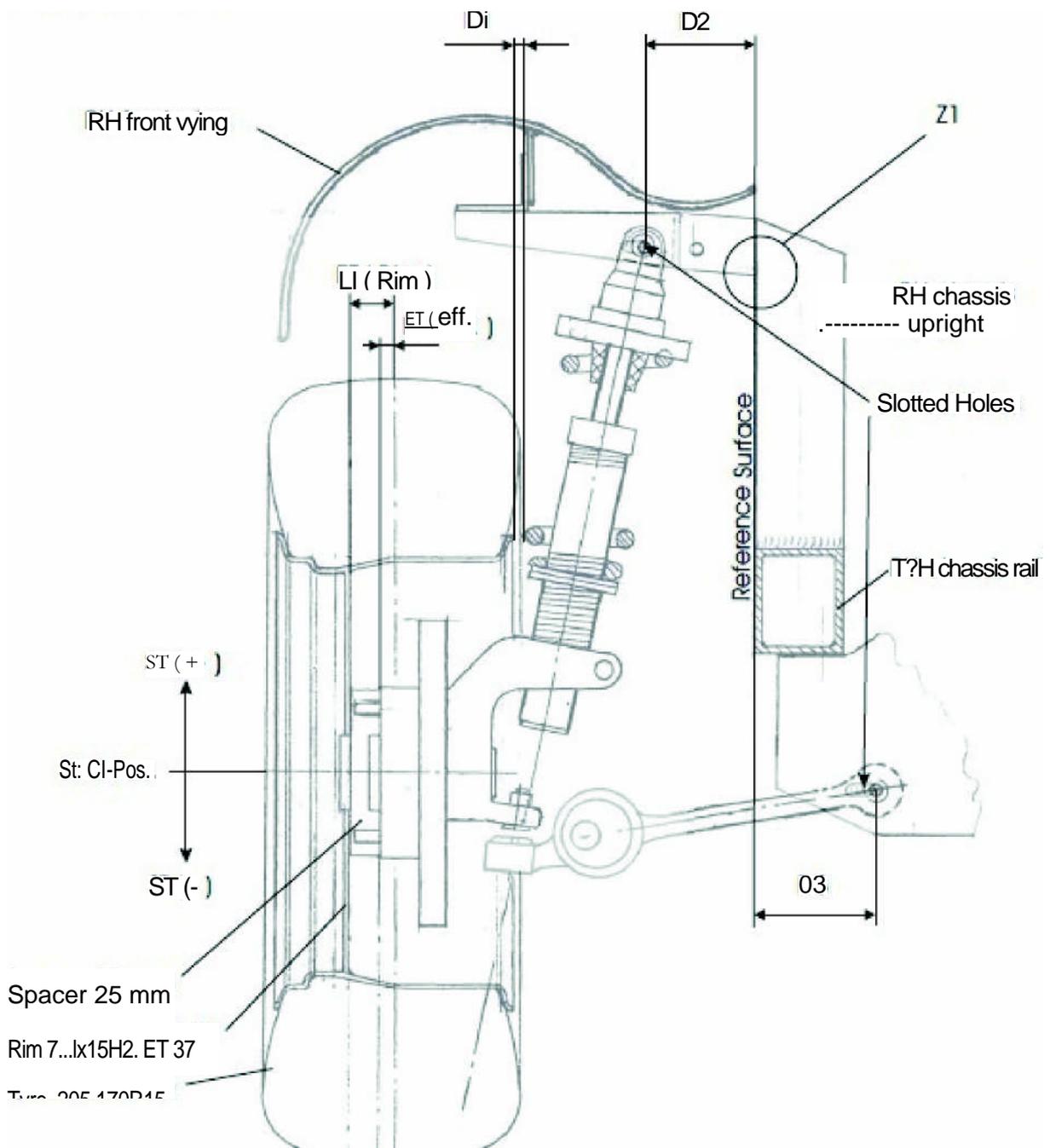


The complete strut fitted to the car (LH-side)



Evaluation of the basic design parameters using a rough-and-ready strut made from several parts found in my workshop

Car: Royale SABRE 2,9i GE (German Edition)
 Subject: Mc-Pherson front axle conversion



Sketch: Design parameters

D1 = Distance between rim and spring (should be minimum 5 mmj)

D2 = Distance between axis of upper fixing point of the strut and the vertical line along the reference surface of the chassis (ca. 93 mmj)

D3 = Distance between axis of inner fixing point of the wishbone and the chassis (ca. 95 mmj)

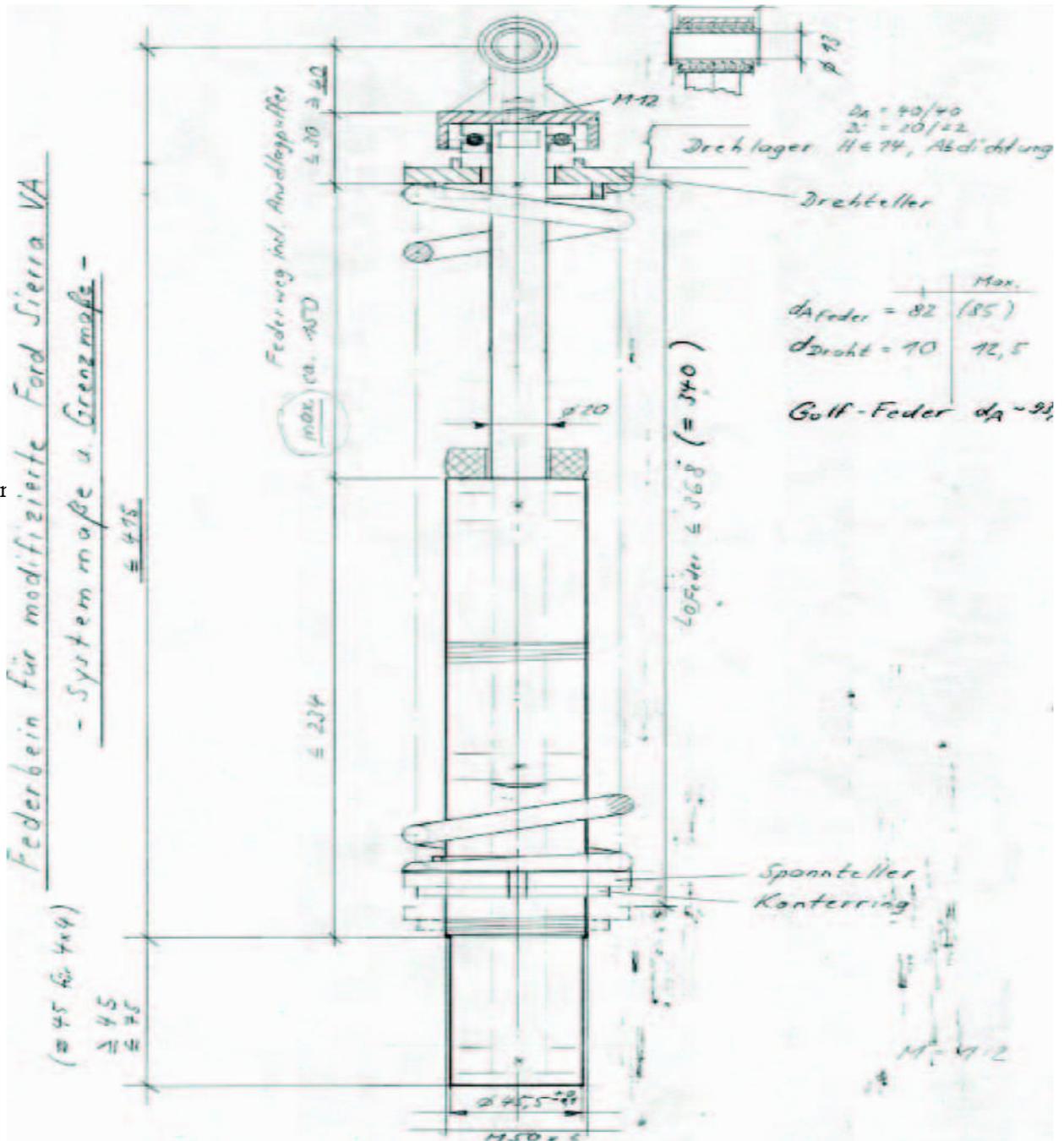
ET = German abbreviation for offset

ST = Suspension travel (ST (+) = ca. 35 mm, ST (-) = ca. 110 mmj)

Z1 = Stressed zone which needs strengthening by welded-on gusset plates to get approval from the German Vehicle Inspection Authority (TÜV)

Important: My sketches are made only for information purposes of interested ROC-members_ the author is not responsible for any consequences of any practical application.

Dowr



Downsized facsimile of the scaled basic design drawing of the Mc Pherson strut
 Note: In detail the final strut does not comply with the basic drawing.

Important note: Text and pictures are only for information purposes of interested owners of a Royale Sabre. The author is not responsible for any consequences of any practical application of the given information.

In a few minutes a computer can make a mistake so great that it would have taken many men (or women) many months to equal it.

What is it?

In response to your question (Rokit News January 2010 issue) I was minded by the picture on page 4 of belage or belahaye. I did a bit of digging and by accident came across these images. The photos belong to Robert Myrick Photography. They are on the website of some remarkable guys in the States; I strongly urge readers to visit www.delahayeusa.com where this Rolls Royce is featured under the Fastback Coupes link on the home page. These are the words of Terry Cook, one of the magicians at belahaye USA.

This 1925 Rolls Royce was rebodied in Belgium by Jonckheere in 1934. I saw this car in the basement parking garage of the Petersen Museum years ago when I was visiting my SCRAPE Zephyr, now owned by that museum. At the time the giant round door Rolls was 40 feet away, painted gold and looked terrible.

However when restored and repainted stunning Batmobile black, when it rolled into Ocean Ave. in Carmel Thursday of Pebble Beach week 2005, it had the same effect on the crowd as if a giant UFO was hovering in for a landing on the White House lawn! We'd love to build a 20 foot long replica of this car, except the grille shell is overwhelming and the car could use a "nose job." Would you like one? [Alan Kennedy](#)



Sabre Merchandise £6.50 + £1.50 P&P for the cap (one size fits all), Black, White, Navy, Sky blue, Red, other colours available please ask. £11.00 + £2.25 P&P for the Polo Shirt (chest sizes to 50 inches), Black, White, Navy, Sky Blue, Red, Grey, Wine, other colours available please ask. £20.00 + £3.50 Sweatshirt, limited colours available please ask. Items available from Peter and Wendy Gibbons, all cheques to be made payable to Royale Owners Club



Barries Boot tidy

I thought I would pass on my easy solution for utilising boot space in my Sabre after having tools rattling and rolling around every time I negotiated a bend. Utilising the "unusable" void at the rear of the boot I took a sheet of 15mm MDF cut a base, front upstand, two side supports and one strengthening piece for the underside, all of an appropriate size to fit a Wickes 24" plastic tool box (see photos). Screw and glue together.

I painted the completed stand in matt black and found that when the tool box is mounted on the stand it does not move as the top is a tight fit to the underside of the boot. This avoids having to drill the boot floor.

The tool box houses all my tools including a hydraulic trolley jack, sockets, spanners and various get me home spares. There is still room either side and behind the tool box to store various items, which now leaves the main boot area space completely free.

Barrie Evans



"I know I wanted you to stop going to those summer classic car shows so you could spend more time at home, well, I changed my mind."

If Computers get too powerful, we can organize them into a committee----that will do them in - Bradley's Bromide

Roc member offers a cottage to let in Brittany

If you fancy a holiday where you can enjoy quality fishing while keeping the rest of the family happy, my cottage in the heart of rural Brittany should be ideal! Situated in a quiet traditional village, with fishing lakes, bar/restaurant & tennis courts, the cottage features two bedrooms, recently re-fitted kitchen/diner, living room with open fireplace & G/F shower room.

Only 15 minutes away is a very large lake with bars, restaurants, crazy golf and a man-made beach where canoes, kayaks and pedalos are available for hire.

The village location is ideal for exploring the charms of central Brittany with its welcoming people, traffic-free roads and no-rush attitude.

If you would like further information, feel free to contact Jim McAllister ([mention you are a member](#)) on:

mobile: 07752 298237 or [email: jamescimcallister@yahoo.com](mailto:jamescimcallister@yahoo.com)

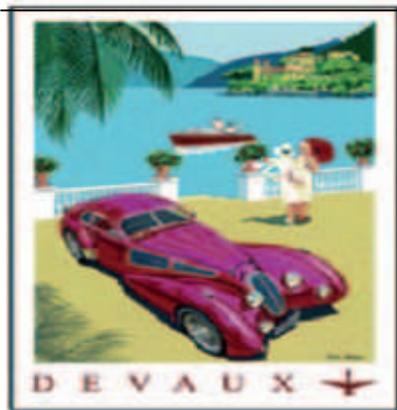
To Let In Brittany



**Cottage in small village in Central Brittany Two bedrooms, brand new kitchen.
Close to numerous fishing lakes For Brochure or details contact: Jim 07752 298 237**

Where the calculator on the ENIAC is equipped with 18000 vacuum tubes and weighs 30tons, computers in the future may have only 1000 vacuum tubes and weigh as little as 1.5 tons. Popular Mechanics 1949

Whilst trying to find the "what is it"(solved by Alan above) I came across this, it's a Devaux,(Google - Devaux cars,) An Australian creation but still terrific , (Not to be unfaithful to my Sabre!).



At the other end of the scale, what do you recon this is



Imagine, if every Thursday your shoes exploded when you tied them the usual way. This happens to us all the time with computers, and nobody thinks of complaining

Some Events

May

2nd-3rd The National Kit Car Motor Show Stoneleigh, Warwickshire.
Grosvenor Exhibitions. T: 01775 712100 W: www.grosvenorexhibitions.co.uk

June

6th Kit Car London to Brighton Run

Greenwood Exhibitions T: 01527 871150 W: www.classicmotorshow.com

12th-13th Le Mans 24-hour France The annual mecca for race fans

Your Chairman, Peter Gibbons has booked 10 spaces at the **Luton Festival of Transport** to be held at **Stockwood Park** Luton on **13th June 2010**. Entrance Tickets are free on a first come first served basis and can be obtained from Peter by request. Any queries ring Peter 01525381240.

19th-20th The National Kit Car Festival Newark and Nottinghamshire Showground, Newark. Newark Promotions T: 01526 320721 W: www.kitcarshow.co.uk

I have reserved a club stand for 10 cars at the Newark Kit-Car show please contact me. Peter Gibbons

July

2nd-4th Goodwood Festival of Speed Goodwood House, West Sussex.

T: 01243 755055 W: www.goodwood.co.uk/fos

9th-11th Le Mans Classic France, A chance to see classic racers

September

18th-19th The Genuine Kit Car Show Stafford County Showground T: 01243 755055 E: kitcarman@ntlworld.com W: www.kit-cars.com.

17th-19th Goodwood Revival Goodwood Race Circuit, West Sussex. T: 01243 755055 W: www.goodwood.co.uk/site/content/revival.

October

23rd-24th The Great Western Kit Car Show Westpoint Exhibition Centre, Exeter. European Promotions T: 01233 713878 W: www.kitcar-shows.co.uk

Answers. 1 Polo (Volkswagen), 2 Avenger (Hillman), 3 East Anglia (Ford), 4 Olympic Javelin (Jowett), 5 Capri (Ford), 6 Allegro (Austin), 7 Discovery (Land Rover), 8 Scirocco (Volkswagen), 9 Zephyr (Ford), 10 Spider (Renault and Alfa)