



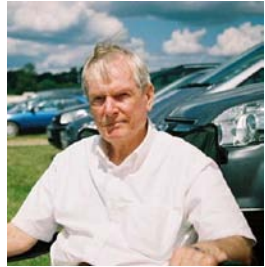
It's your magazine so let's fill it



## Committee Members



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e-mail user group Members only  
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## Editors Ramblings

A good turnout at the AGM and some changes coming in the direction the club is going. On a personal note (even as a builder) I am pleased that the emphases will stray from purely car shows to more social events and visits. (All ideas welcome!!) It's a bit thin on articles this month as all the reports made it fun trying to keep to 16 pages, I also have discovered that I should be adding all sorts of disclaimers but no room yet. Thanks to all those who have contributed and if you do not feature this month then, have no fear you will appear. A warm welcome to all the new members who have joined since the AGM and a big thanks to new Membership Secretary Ken Baker and Treasurer, Ando Baker for taking the posts. Enjoy the rest of the summer. Alec Paterson ajp99@fsmail.net

## Chairman's Chat

We are already at the beginning of July as I sit and write this edition of Chairman's chat and our summer has just enjoyed the longest run of sunny and warm days that I can remember in recent times. This is especially good news for Wendy and I as we have recently returned from our holiday to France and I have to say it was without doubt the wettest motoring holiday that I can ever remember. One does not expect to drive to the South of France the middle two weeks of June and encounter not only rain of Niagara proportions but even witness a tornado running along the road beside us wondering if at any moment it would change course and lift us away as in the Wizard of Oz. Possibly I exaggerate a little but it gives a feel for some of the weather we encountered, so a much welcomed English summer has been enjoyed this past two weeks when we have notched up many miles in our Sabre. Hopefully you have two.

Our weekend trip to the Cotswolds beckons on the 24<sup>th</sup> July, with 9 couples booked into the hotel for the night and the meal at Our Great grandfathers Restaurant, we look forward to meeting all at the Bourton on the Water Motor Museum around 10 am - 2 pm before driving to the hotel at Tewkesbury.

We now have sew on badges for sale that you can purchase to attach to your own clothing if you wish; these are £6.50 + £1.00 P&P. Please don't ask why these are more expensive than a cap with the badge attached because it's not possible for me to explain the intricacies of embroidery

On August the 16<sup>th</sup> we have the Woburn Rally and it would be good if we had a record number attend this year. I would like to suggest that all those that do attend we have a theme and we dress as close as we can to the look of the 50's, hopefully this will provide a bit of fun but also provide a look that probably best suits our cars.

Currently I am advised that we will have to increase the print run of our magazine because we now have 103 members. I do not know why but a 10% increase over last year is music to my ears and I do believe the improvement to our web-site and the fact that it looks like we are now an active club that listens and includes the desires of our members has had a pronounced effect. We continue to get enquiries even now and I suspect by the time you receive this magazine the membership will have increased a little more, so although most economic stats show a decrease Royale is on the rise.

I will get round to a travelogue of our tribulations in France but am struggling with time for this issue but I suspect I'll find something to bore you with in the next issue.

I must remind you all again, especially all those that look forward to receiving the magazine, without your input there is nothing to print so please everyone with even the smallest of interesting content please put pen to paper and give our marvellous editor the ammunition he needs to make the magazine the focal of the club we know most of you wish it to be.

We hope you all enjoy the rest of the summer days and until next we meet may all your Royale days be sunny days.

Peter Gibbons - Chairman.

## Treasurers Report

The current balance is £2896.64 (see statement) This is without the bill for the April Rocket News so approx £300 needs to be taken from the balance to give a true reading.

Paid up membership stands at 92 (now 103 ed)

Membership stays steady taking into account new members and those who do not renew

The cost of bulletins is now £250 per issue (for printing) plus postage.

This coupled with insurance will negate the membership fee.

When the cost of sending out renewal notices and posting membership cards is taken into account the present membership fee will not cover our annual costs.

The reserve account is covering the extra expenditure at the moment but you will have to consider increasing the membership fee shortly.

Peters has invested some of our reserves in some corporate clothing and has in stock at present:

Caps No?

Polo Shirts:?

Jackets No:?

We also have Cloth Badges Grey No 8 Blue No 3

## Balance

Brought forward from both accounts		£2932,93
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## Income

Sale of badges / cd	109,25	
Donations	18,50	
New members/Renewals/Rejoins	1470,00	
Interest from reserve fund	,96	
	-----	
	£1598,71	
		£4531,64

## Expenditure

Insurance	131,25
General expences	329,83
Rocket News	700,28
Web Site Maintainance	150,00
Christmas Cards	160,00
Corporate Clothing	163,64
	-----
	1635,00

<b>End of year Balance</b>	£2896,64
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## Royale Owners Club

### Minutes of the 15<sup>th</sup> AGM Warwick Suite, Stoneleigh Showground Sunday 2<sup>nd</sup> May 2010

**Committee:** Peter Gibbons, Chairman; Shirley Kelly, Treasurer; Jim Waites, Event Organiser; John Kelly, Membership Secretary; Simon Carrington,

**Number Attendees:** 29

**Apologies:** Derek Robinson, Bill Paul

**Minutes 2009:** Minutes of the 2009 AGM accepted as a true representation of the meeting.

**Treasurer's Report:** The treasurer presented the accounts and explained the club has a reasonable balance in hand, namely a year end balance of £2,896.64. Expenditure during the year was more than

income largely due to the increased costs of production of the Rocket News. The amount raised by membership fees of £15.00 at the present time does not cover these costs and therefore, this will begin to significantly reduce the amount of club funds. The amount of the increase of costs was estimated to be in the region of £400 per annum. Current membership stands at 92 members.

No queries were raised by the floor and the accounts were accepted.

**Membership Secretary's Report:** As already stated the club now has 92 members. Membership fees have again been very slow in coming in (with approximately 30 members needing to be chased for their payment) which is somewhat of a problem but all fees have now been received. It was felt that the issuing of SAE with the Membership Renewal Forms had not achieved any significant benefit in prompt responses so in view of the cost this will not be done next year. It was proposed that the Membership Renewal Forms should be included as a separate sheet with the January issue of the Rocket News. All members are asked to try to pay as promptly as possible in the coming year.

The difficulty in receiving the full amount of the membership fee from our foreign members was raised. During the last year it was again found that the sending of Cash (Euros) via post has been fairly successful although again on one occasion some money was missing on receipt, and we assume pilfered in transit. The treasurer expressed the view that the best method to ensure that the club receives it's full amount of the fee has been shown to be where the overseas member request's his bank to issue a cheque in UK Sterling for the appropriate amount. Thus there are no bank charges paid by the club on presentation. It would be appreciated if our overseas members could adopt this method of payment.

**Chairman's Report/Events:** This has been another good year for the club.

**Web Site:** Unfortunately the designer of the site has returned to his home country and is no longer available to maintain the site. It was taken over during the year by Dave Foster and our thanks go to David who is doing an excellent job, has made several improvements and is also providing his services for free.

**Rocket News:** Thanks go to Alec Patterson for taking over the editorship and production of the magazine. It is now printed externally (100 copies currently) and is therefore a more professional finish than previously. More articles for inclusion are required. Shirley raised the matter of payment for advertising which had appeared in the magazine. One was a full page advertisement from a professional company and one a member's advertisement for a holiday cottage. Alec explained that the former was placed free of charge in order to complete the necessary 16 pages required for printing. It was felt that, with the exclusion of members cars for sale, all other advertising should incur a small cost and be charged. Members cars for sale will however, still be advertised free of charge in the Rocket News and will be then advertised one month later on the Web Site. Thus giving members the opportunity to see the advertisements prior to non members.

**Merchandise.** We have purchased a minimum amount of Royale owners club clothing as a trial, namely caps, polo shirts and zip-up fleeces, each in a selection of colours. These have been advertised in the club magazine. Further orders can be placed with the supplier in small quantities as required. Members who wish to place an order should send their request to Peter Gibbons stating quantity, colour required and stating exact chest size (in inches) that is required

**Letter from Simon of Asquith Motors re the Royale Brand.** Peter read the letter in full, see the attached, and in view of the investment required it was decided that no action could be taken by the club to purchase.

**Events:** Jim reported that only 4 were present at Detling and that as a whole the Car Shows which appeal most to those still building their cars there is currently less interest for general members. Space has been booked at Newark Peter apologised for being unable to attend this show due to holidays, and Woburn which has become a very pleasant social event in lovely surroundings and usually with sunshine. Exeter Car Show this year has been moved forward so please check the dates

Peter and Jim encouraged any willing member to consider arranging an event in their region for local members as well as the wider club. A drive to a place of interest, with perhaps a meal or overnight stay in a hotel seems very popular with many members to whom the car shows do not greatly appeal. These events can take little organisation but provide a lot of pleasure and interest. A full membership contact list will be sent out with the July issue of the Rocket News this year but in future years this should be included with the April Rocket News to assist in this. Members contact information will not be posted on the Club's Web Site for data protection/security reasons

**Election of Officers:** The chairman asked if any members present would like to take on any of the committee posts. In view of no volunteers Peter agreed to continue in the position of Chairman. Two

committee members, Treasurer and Membership Secretary have advised that they wish to stand down and that these two posts need to work closely together. He asked the floor if anyone would be prepared take on these duties and Ken Baker agreed to stand as Membership Secretary and his wife Ando Baker standing as Treasurer. Jim Waites will remain as Events Secretary, and Simon Carrington and John Kelly, both will remain as Committee members.

#### AOB:

Ideas for the Future: Any ideas, whether organisational or proposals for events, that might assist the club and its membership to grow and flourish would be welcomed by the committee.

#### Membership Fees

Barry Evans proposed from the floor that the Membership Fees should be increased now in order to cover the increased costs of the magazine. It was discussed and felt that an increase from £15 to £20 would mean that an increase of £5 now would mean it would be unlikely that there need be a further rise next year even should printing costs increase marginally, and this would also maintain our current comfortable balance at the bank.

#### Presentation to John & Shirley Kelly

Peter asked that members to return to the Club Stand where a presentation was made on behalf of all members to John and Shirley Kelly in thanks for their hard work for Royale Owners Club over the years, particularly during the last few years when they no longer own a Royale of their own.

#### Meeting closed at 12.55pm.

#### Some pictures from Stoneleigh



From John and Shirley Kelly a big THANK YOU to the club members for the lovely watches John and I were given at the AGM. (Picture above)

Also, until we find someone who is willing to take over the technical role, John is still on the end of the phone if anyone needs help. [Jim Waites has all of the printed manuals, etc.]

After 11+ years of virtually faultless motoring and over 60,000 miles, my Sabre had a tantrum last year. I have had minor hitches with the tick-over speed of the 2 litre DOHC engine in the past which I put down to the tick-over module. I must have the largest collections of this item in the country!

However, last year I had an intermittent fault, in-that the engine would run very badly for no apparent reason and then just as suddenly go back to normal. For all the world it felt like it was running on 3 cylinders and I changed all the plugs and leads plus a new rotor arm (the distributor cap passed all the tests I could muster for it) as I could not find which cylinder - if any - was breaking down.

The fault persisted and I joined the Ford Sierra Club with a view to both getting good advice and sourcing hard-to-find parts. I put my problem on their forum and got two responses. One suspected that it may be the throttle position sensor (TPS) and the other that it may be the MAP sensor. The first gave the necessary test information for the TPS which is that with a multi-meter connected to the centre pin, connect the other lead to one of the other pins and (preferably) have someone slowly rotate the inner part of the sensor. Resistance readings should start at about 0 ohms and rise steadily up to a maximum of about 4 ohms at full turn. Allow the moving part to return to it's stop and then connect to the other pin. Repeat the process rotating the inner part through it's full path when the reading should reverse the previous process by going steadily from 4 ohms to 0 ohms. Obviously it depends which pin you choose in the first place which of these readings occurs first.

I had a spare TPS in stock and found that it was within the parameters, The one on the car was not, in that it lurched across the 0 to 4 spectrum. I opened it up and found that the metal strip which produces the resistance was worn out. I replaced it with my spare sensor and lo and behold, the problem still existed !!

At some point of the process I went to my local Ford agent and found that you could get a brand-new TPS for £50+. However, having bought one I found that it would not fit my throttle body because the screw holes did not match. It was returned with a refund. I went on't'interweb and found a national spare-parts-location company who circulated my request for a TPS to their members. I got an immediate response - wait for it -  $\frac{1}{2}$  a mile up the road from where I live. This came complete with throttle body and I then found that there are two types of TPS and two matching types of throttle body to suit the different screw-hole positions. It passed the resistance test with flying colours and is now in stock - as you will gather I am in the process of not only rectifying the current fault but of future-proofing my Sabre.

My 2 litre DOHC is one of the very first and it is apparent that the design of the TPS was changed at some time. The first has bonded-in wires going to a three-pin plug, whilst the second has a rectangular socket built into it.

I sourced no less than two MAP sensors from the same source on eBay for the grand total of £12 delivered and found that by trying them the problem remained.

About the same time I found a brand-new - old stock - EEC unit suitable for my engine on eBay and made an offer which was accepted at less than  $\frac{1}{6}$ <sup>th</sup> of the Ford price (if you can find one). For those of you who think that the EEC never fails, I know of three which have gone AWOL in the past 12 months or so - £750 for an Astra !!

Having read a very early article by the much-missed Peter Hare about a sudden failure of his car traceable to the crankshaft position sensor and recollecting that I had had a temporary bout of the engine missing for a nanosecond at a time many years ago due to a dirty sensor, I checked that mine was nice and clean in it's hostile working environment. However this is no real test and again in the spirit of future-proofing my car, I sourced two brand new sensors on eBay. You need to use some imagination in searching for items on the internet and more than a little lateral thinking but I have proved that items which are as rare as rocking-horse droppings still exist somewhere.

One of my respondents from the Ford Sierra club had suggested checking all terminals and plug/socket connections on the engine, and this I thought I had done - but still without any effect. A nearby Royale Club member had used the services of a local auto-electrician in the past and put me on to him. I duly turned up at his premises with a badly running car - isn't it maddening when you turn-up at the diagnostic guy with an intermittent fault and it has 'cured' itself en-route !!

He immediately found that the spark plug on No. 4 cylinder was not producing much of a spark and further investigation found that the brand-new plug lead to that cylinder was not up to scratch. He lent me a new lead and I cranked the engine which fired just fine - back to normal. I happily drove away and after 20 yards it was back to huffing and puffing again.

To cut a long story short, it was found that the injector to No. 4 cylinder was not being triggered and this was traced back to a faulty contact in the eight-way engine loom connector which lies under the inlet manifold and which I had not tested earlier. By moving the loom near the connector, the engine could be made to misbehave or not as you chose !!

There are two eight-way connectors in this vicinity and I decided to replace both of them. This I have done using Mafco item 506-8130. I have no doubt that there are more sophisticated connectors somewhere but these are virtually idiot-proof. I both soldered and crimped each terminal and packed the open ends with silicone. I also replaced the 'new' after-market plug leads with Bosch B802 items on the recommendation of the auto-electrician, who, for the benefit of those living south of Watford charged me £10 for his services (I made this up to £15 for a job well done). Do not let your supplier try to fob you off with other Bosch leads - they will not reach !! The B802 items are purpose-made for the DOHC and are not easy to find. Also make sure that you use the correct plugs - I use NGK BCPR6E or ES which is the recommended type on the NGK web site.

All went well for a few weeks, when the original problem started again and so, following advice in an item found on the internet, I replaced all the female injector wiring plugs with Durite Part No. 0-012-72.

Unbelievably, the intermittent problem continued and so it was now all-out war and I found that I could still make 3 and 4 cylinders misbehave by tugging at the loom. After stripping the loom back (starting at the injector wire plug), it transpired that two soldered (Ford) joints within the old loom had lost the will to live and came apart and back together again whenever the spirit moved them. These were duly fettled, together with any other original soldered joints within the engine loom. Job done !!

The Sabre is now back on song - full of life and much livelier than it should be. The tick-over problem has also settled down.

I have fallen back in love with my baby and looking forward to another extended period of happy motoring - if only my personal bits and pieces keep working as well, I will be happy.

As an addendum, I was in the Lake District yesterday and met a nice man in a toilet !! He asked me how I liked my Sabre - I assumed he was talking about the car outside and I was suitably impressed that he knew what it was. It transpired that he had just sprayed two Sabres in the Newcastle area and was much impressed with the kit and build quality. If you are the builders involved - well done and get on the road ASAP. [John Preston, Lancashire](#)



## Some Information about the future of the Sabre

**From:** [Simon \[mailto:simon@asquithmotors.com\]](mailto:simon@asquithmotors.com)

Hi Peter,

Thanks for your email...there have been developments, but probably not in the direction we were all hoping.....As I set out in my update of Sept 2009, I have had a number of issues with Retro Classic Cars Ltd who had did not stick their agreement to develop the Sabre, and then the two directors decided to split and close down the company. Since then I have issues with the director who asked to continue running with the development work. One of those issues was the non payment of rental charges at Moss Mouldings. I have now had to take control of this matter and agreed a settlement with Moss to secure the future of the master moulds. These are now due to move to storage supplied by John Barlow until the future of the



project is determined. One option, I have discussed very briefly with John Barlow, is for us to enter a partnership and for John to get involved again in the project. This wouldn't be an immediate solution due to the amount of work that John and his company are currently undertaking, but it is a possibility. As my company is owner of the assets and we are focussed on other things, my preferred option is to sell the project. This would include the following assets

### **Company**

- o Rights to the company name "Royale Motor Company Ltd" (see note 1 below)
- o Domain name [www.royalemotors.com](http://www.royalemotors.com) & [www.sabresportscars.com](http://www.sabresportscars.com)
- o Any related IP Rights
- o Database of various interested buyers

### **Sabre**

- o Full set of moulds
- o Chassis Jig
- o Build Manual & parts lists & cutting lists

### **Windsor**

- o Full set of moulds
- o Chassis Jig
- o Build Manual & parts lists & cutting lists

**Note 1** - this is currently a non trading company so has no debt or trading history. However I had to get special approval from the government to be able to use the word Royale....so potentially a valuable asset.I haven't determined exact timescales, but we plan to advertise this opportunity in due course. However the ideal scenario would be to sell the assets to the members of the Royale Owners Club, though not sure if this is what they would want and if it could be organised, but thought I would mention it and give you an early heads up on what is happening.I have had an approach from a person who is interested in the Windsor but it might require to split the two vehicles between different owners and not sure this would be ideal.If advertised we will be looking for offers in excess of £50,000 + VAT for the lot. If a member/members is/are interested, then we would currently accept a 50% cash deposit (based on £50k) and the balance paid over a longer term. Alternatively if there was a suitable proposal to develop this into a business, we could look at selling a majority share (pro rata).

Please feel free to email me with any questions...

Regards

Simon Rhodes

## An Interesting Proposition

Perhaps I'm being naive here but as a Sabre kit owner, I am not too interested in the Windsor, the domaine names or the Royale name, however I am interested in saving the rights to the Sabre, including the:

- o Full set of moulds
- o Chassis Jig
- o Build Manual & parts lists & cutting lists

I would therefore be interested in buying a share in this, should enough others also be interested. Maybe then we could lease it out to a kit manufacturer, (or indeed John Barlow) who could pay us a sum per kit, or part, produced?

Would this work?

Stewart Arnott

### SABRE FRONT SUSPENSION Mark 2 Jim Waites. March 2010

After changing the front springs of my Sabre in 2008 and still not very happy with the outcome I was talking to Gerhold Reitmeier at the Stoneleigh show last year about the modification he made to his front suspension on his Sabre that made me think of an idea that might help me in the redesign of my front suspension. The problem is although the springs no longer bottom out the front suspension is still a little stiff and the front end is 25mm lower than the rear. To soften the front springs I increased the length by 12mm. This now has the effect of not only softening the springs by giving them more movement but also now lowers the vehicle by 12mm making the front 37mm lower than the rear.

A new set of link collars was made 37mm longer (see photo 1) and fitted to the wishbones.

PHOTO 1 New and old collars





PHOTO 2 New collar fitted

After fitting the new collars (see photo 2) the ride height at the front of the car was now the same as the rear. This set up changed the camber angle by +3 degrees. To overcome this, the Lower Arm inboard fixing on the front crossmember had to be moved 10.5mm outboard. As the new holes eyed the old ones 3mm washers were welded round the new hole locations. (see photo 3) The crossmember was removed by supporting the power steering rack from above prior to releasing it and removing the Lower Arm inboard joint.



PHOTO 3 Showing welded washers

The car's ride height is now the same as the rear and the suspension is softer. The handling does not feel stiff anymore and I believe is more in line with the standard Granada rear suspension making the ride even more comfortable.

My thanks go to Gehold Reitmeier for without looking at his modification I don't think I would have come up with this idea.

## REAR LIGHT PLINTHS

I have been asked if I am going to produce anymore light plinths for the Royale Sabre and the Drophead.

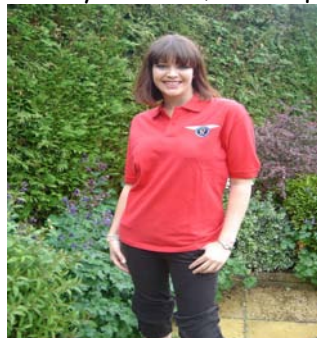
If there is anybody else out there that wants a set of rear light plinths for their Sabre to use as twin fog or reverse lights I am taking orders once again. The minimum order has to be 8 sets to make it worth while to manufacture and chrome plate.

The cost is £70 a pair plus postage and packing. Contact Jim Waites.



**Royale 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.





Cloth Royale Owners Club badge now available for attaching to your own clothes £6.50 + £1.00 p&p.

Hi Guys,

Two years ago we enjoyed a very successful weekend away firstly visiting the Cotswold Motor Museum followed by an overnight stay in a very nice hotel and dinner in a nice restaurant.

The motor museum has invited us back but before I accept and start arranging a date could I please have a response from the members so that I can gauge the amount of interest.

The cost will come out at about £100 for the weekend including dinner/bed and breakfast. I am tempted to follow exactly the same format we used last time but I wonder what you think, perhaps those that attended could give me some feed-back to that possibility.

Peter

### Chiltern classic & Selkirk show

This year the Cumbria Classic Weekend takes place on August 21/22nd. The Saturday event is the Rose and Thistle Challenge, which will start at Houghton Hall on the A689, just off the M6 Junction 44, so easy for access from both entries from Scotland and the north of England. The route to be taken will be over lesser known roads on both sides of the England/Scotland border. The finish will be in the Gretna/Carlisle area.

The Cumbria Classic Car Show will take place on Sunday 22nd August at Dalemain House, Ullswater. There will be the usual club displays and auto-jumble stalls. This year's theme is Italian Cars, and it is expected that many of the main Italian Car Clubs will be mounting displays.

Details of both these events can be seen on the organiser's website, [www.wigtonmc.co.uk](http://www.wigtonmc.co.uk). Entry forms are also available here.

The Selkirk Rally will take place this year on Sunday 19th September at Sunderland Hall, Selkirk. Entry forms available from Maria Povey on 01835 830316 or 07743 135215, or email [Mapov@aol.com](mailto:Mapov@aol.com). On the Saturday before the rally there is a scenic run in which all entries are welcome to take part. This starts from the rally field at 11.00am followed by a free social night. Camping facilities are available on site. Contact Maria Povey for details and reservations. The rally field will be available for camping from the previous Thursday.

Bill

### For Sale and Wanted

Well every journey has to start somewhere, so here goes:-

Hello all, I am looking for a Drophead or Windsor to buy as a completed car. (Sabre might be too small for me to get in and out of easily!). If anyone has or knows of such a vehicle please let me know.

Richard [levineprops@gmail.com](mailto:levineprops@gmail.com) mobile 07860 517100

I have been approached by a guy called Paul Cruise who is wanting to buy a Royale Drophead. If anyone can help, perhaps they could contact him direct on [acorndeliveries@btconnect.com](mailto:acorndeliveries@btconnect.com).



I was at Stoneleigh with my Royale Drophead. We love the sabre and have been all over France with it but I 've got too many cars to look after and something has got to go . I built the car in 1998 (pre SVA) . I am asking in the region of £9500 for it. Please find the attached photos . Thankyou both for running the club and conducting the AGM with both humour and authority. It was the first time I had been to Stoneleigh and what a great spectacle it is All the sabres looked great , and were the stars of the show

**Email:** c.greenhough@tiscali.co.uk

**Telephone:** 01565777276

Royale Sabre for sale, British racing green , Ford V6 2.8 litre with twin choke weber carb . 31000 miles. Royale owners club member . Reliable car ,been all over France and into Spain with it .Does 30mpg . Five speed manual box . Superlite ally wheels shod with 205 /70 by 15"(V12 E type size) . 12 months test. Black mohair hood . Much cherished car built in 1998 by me . Colin Greenhough



Whats this then??

Keep smiling and everyone wonders what you are up to?