

The Royale Owners Club

Autumn 2010



It's your magazine ,let's fill it

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Editors Rambling

For various reasons, holiday, work and*** computers this issue went to the printers late, so the October issue this year has become the Autumn issue! Hope this has not inconvenienced anyone.

The article on car storage over winter may not tell you anything new but at least it's a reminder.(with thanks to old classiccar .co.uk)

The following I plagiarized from the JBA club news but I fully agree with the sentiment ,especially the last paragraph.(Thanks JBA and Alan F)

How many times have you been approached and greeted by the words "Is it a Morgan"? Have you seen the price of a Morgan new, clearly the chap I met in a car park recently had, and indeed he had bought one. I can't remember the exact words, but basically he came over and accused the Sabre of being one of those copies. It's nothing like a Morgan I replied and still he persisted with the idea that because it had wings and a soft top it was clearly based on his car. Apparently having a wooden chassis shows the car is craftsman built. I just see this as a lack of investment over the years. My Sabre, and I'm sure there are many others, are as good as any wood framed alloy clad, sports car, and I personally find the styling aesthetically beautiful, especially with the hood down, and yet for a similar aged and quality Morgan I'd have to fork out an additional £20K to what I would optimistically value the Sabre , in the current market. They are both ford powered and hand built, so where does the difference come from? Perhaps the badge is hard to manufacture and has to be hand carved by solid gold. How else could the badge on the front command such a premium or perhaps it's the cost of the creosote for the chassis. I would happily state that my Sabre with its GRP central body unit and wings plus the aluminum bonnet is a great example of material selection for the UK climate. Perhaps the main chassis is a little over designed compared to the mass produced, crumple zoned, computer designed marvels on production cars. But would you swap it for its bent plywood distant cousin. Interior trim in wood and leather, we have such luxuries, and with electric windows and a snug waterproof hood . Our friends with Morgans have great big knurled external fitting holding their windows in place surely a hundred years of evolution could have neatened up this detail. Anyway to the point. Why are our cars so affordable? I appreciate that at present you can't actually get them as a kit, but I can't recall seeing many fully built Sabres over £11K. I'm sure that if a Sabre Kit was available today, it would be more than this. Then there is the donor car, all the reconditioning, paint, and wheels and tyres to consider. Plus dear reader the time. A fair average must be all the builders' space time for a year.

So, next time someone asks if your car is a Morgan lets avoid apologetically mumbling under our breath that it's a Kit car, instead let's celebrate the relative rarity of our cars, and start to realize that most of us drive some pretty exclusive motor cars, and their value is way beyond the sum of their parts. (All comments welcome-ed)

Readers writes, still hoping!! I looked through some old copies of the mag up to 2003/4 and several pages were always full of readers letters. How do you think we can get back to that?

Chairmans Chat

Our Latest Trip

South of France 2010

Day 1

Holiday time again and Wendy and I are leaving for our overnight stop in Dover that will be the launching pad for our 16 day trip to the South of France. We will again be meeting up with John Nassaris as we did last year for our trip to Italy and Peter Biggs who is a long time friend from our days with the JBA. Travelling via the M1, M25 and the M2/20 is a boring trip but a journey of only 3 hours is worth the boredom as there is little alternative in this part of the world. We only make it a short distance before the British motorway system grinds to a halt as the toll booths at the QE2 Bridge have a 40 minute wait to pay our money, what a joke our roads have become. Other than this the journey is faultless and we arrive at our B&B safely and then meet up with the group for an evening meal before turning in ready for our ferry crossing the next morning.

Day 2

A sunny start to the day and a crossing that mimicked a Mediterranean cruise and we were soon out of Calais en route to our first stop which was a beautiful house on the outskirts of the village of Moisson 40 miles west of the centre of Paris (www.auprieuremaialen.com/) it also has a very nice swimming pool within extensive grounds. The sun was shining when we arrived to a warm welcome and dinner was taken beside the pool in the summer house all beautifully cooked by the lady of the house together with an unlimited supply of wine that gave us a wonderful start to our trip.

Day 3

With a slight hangover and bleary eyes the new day dawned dull and overcast for the next part of our journey which was to be 239 miles to Urciers. It was not long before it was necessary to put our hoods up and the rest of the day was a mixture of drizzle and outbreaks of heavy rain. We arrived tired but pleased to see we had chosen another beautiful location to spend our overnight stop. Our host was a very nice Dutch lady and the food again was beautiful (www.lamaisonducerf.com/uk-welkom.html) and the rooms superb with everything newly fitted out as in a 5 star hotel.

Day 4

Only 147 miles to drive today so a bit of a rest, our stop-over is going to be at Noailles (<http://dependancesduchateau.free.fr/>) again the weather is inclement and although the scenery in France can be spectacular its never the same as on a nice sunny day. What I have failed to mention so far is that it was our intention not to use the motorway network at all and especially the payage as the last thing you will see is much of France. In the main we achieved this but of course you must expect your progress to be slower but at the same time more relaxed. We arrived in bright sunshine as for the final hour of our journey today the sun decided to come out and we took advantage of the weather. Here we were in for a bit of a surprise as although everything was equally up to expectations, the property being the old servants quarters of the chateaux, in the barn the owner had an extensive collection of old cars and motorcycles that had all seen better days and that had no chance of being renovated in his lifetime as he was still undertaking the renovations of his house which is of enormous proportions. The fact that he was also into his cars made the evening meal go with an additional interest for the males whilst the girls could discuss the menu and the delicious food we were served once again.

Day 5

Another 190 miles and we will reach the furthest point south we intend to stay, we are booked in for 4 nights at the chambers d'hôte Val d'Aleth in Alet le Bains and a well earned rest as we can use the cars or not for the next four nights. We arrived at 3:30 in the afternoon and were met with a blunt 'you are 30 minutes early' go away for half an hour and come back at 4:00 as it says in the booking conditions. You can tell when you have made a mistake and this was looking very bad. But after we had been on the road for 5 days and arrived 30 minutes early you would have thought that a little leeway might be called for and a would you like to wait in the garden room while I finish preparing your rooms might have been more welcoming. Needless to say, here we were staying with an English owned establishment and I am not going to provide the link as I think it best you stay away. This makes it sound all bad but it was not as awful as it sounds but still you do not expect this type of welcome and from a business point of view you need to keep the clients coming back and this is not going to do it. This was the only place we booked on the trip that did not provide an evening meal, probably as it doubled as a camping site and the owners were too busy. However, there was supposed to be four eateries in the village so we thought this would not be a problem as restaurants would be fine for our stay here. Unfortunately the world downturn has reached here to and the only places to eat without driving were the local hotel and a Casino. This was to be our least expensive residence of the holiday and although it was immaculately clean I was disappointed in the furnishings and the décor, so I am not thrilled with the idea of staying here for 4 nights. Anyway, we are finally allowed into our rooms and we change for dinner and go to the hotel for our evening meal, the food was passable but you would not want to eat there again. The next day our host kindly offered to provide us with the tools to buy our own food and eat on the veranda in the evenings. She would see that all the washing up was taken care of and that it would be no problem. We did this for two of our remaining 3 nights and on the other we attended the meal provided by the village festival that just happened to be taking place the weekend of our stay. This included a show at the 11th century church ruins, dinner in the ancient village square including wine and a fireworks display when night fell. All this for 16 Euros per person, we thought it a bargain and a nice way to integrate with the French life style for a short while at least. What we didn't know was at least half the organising committee were English and that the place was close to be over-run with Brits. Anyway it was Saturday, our 8th day and the day of the fete, the sun was out for a change and the heat was over barring. How the dancers and performers coped I have no idea as we found it difficult to cope with the heat just watching the show. Mostly it was of a Britain's got talent type level but mostly enjoyable and the performers all seemed to enjoy themselves. At the end of the show it was time to move to the village square for pre dinner drinks and a little socialising with the locals. We collected our drinks and then a couple more, as you do and waited for the food to be served, the square was decked in bunting and fairy lights, the tables were dressed with beautiful white cloths and the picture was strait out of Hansel and Gretel. It was picture perfect, then there was a great clap of thunder and the heavens opened completely destroying all the work the organisers had put in to make it so perfect. Everyone ran for cover and I ended up in some local front room with grand piano that was soon being played and everyone discussing a plan of action. I had managed to ensconce myself among the committee and although half was in French the other half I could understand. The plan was to pick up everything we could and move it to the village hall, reset the tables and chairs and start a fresh. Without giving a table by table blow of the details this is what happened and everyone joined in the community spirit and within 30 minutes all was re positioned though not in such a romantic setting. I think that as we all helped and did everything we could which was observed by our land lady, she was much nicer to us after this and maybe she began to warm to us. The food was good, the wine flowed, the rain stopped and at the end we enjoyed a wonderful fireworks display. If I'm honest the rain coming down was one of the best things that happened, it gave a first hand view of what communities can do if they all muck in and for myself I enjoyed the experience.

During our stay we took a trip to Carcassonne castle which turned out to be another very hot day and a trip over the highest point in the mountains which was a waste of time as the weather was so dreadful the only thing of note was the car was waterproof and for those of you that managed to fight your way through last years missive will understand how important that was.

Day 9

We begin our travels north again from today, not far, only 32 miles but it was always our intention to spend a week in the south so we split it in two just in case we were not happy with stop one, after reading the above you will understand we made a

prudent decision. Our stay is to be with Christina and Nico a Dutch / Belgian couple, who could not have been more welcoming, a complete opposite of our last encounter. Their residence was in the mountain village of Cuxac-Cabardes (www.chezprovidence.com) the house was beautiful and the rooms stylishly decorated, Christina's food was outstanding and we enjoyed a very pleasant 3 nights here. Again the weather was not of South of France expectations but as we were hearing that 40 people had lost their lives in the floods further to the east of us I suppose we should feel lucky we did not experience anything that might have threatened our lives. As I am sitting at my computer typing the heavens have opened in sympathy of our trip I think because even our gutters are overflowing, so I think that's enough of rain.

Day 12

One of our party was very keen to make a detour on our way back and to cross the Millau Bridge, no chamber d'hôte in this area that suited our needs so we booked into a cheap hotel (fast Hotels) as all we required was somewhere to get our head down for the night. We took a beautiful drive across the mountains to reach our destination and saw some spectacular scenery. The only thing with this route was in the back of your mind you think if we break down here we're in trouble. Not to worry though we had a mechanical failure free holiday I'm pleased to report. As you approach the bridge you get a sense of how high you are going to be above the ground as the scenery in front of you looks as if you are approaching in a plane rather than a car. I'm still not sure how the thing stays stable with only one row of string holding it up and an architect did try to explain it to me but I'm none the wiser. Anyway a spectacular engineering achievement and well worth the detour. Millau if you Google it does not come across as much of a place to visit so we were very surprised to find a thriving pleasing on the eye centre ville with a vibrancy that gave it a very pleasant feel and well worth dropping down into after your bridge crossing. I suppose I should mention we actually had nice weather this day which made it all the more enjoyable. Cheap hotels are not hot on food so we thought it would be prudent to find a nice little restaurant, found it but the food was poor, so two meals out and not impressed, the French must be losing their touch.

Day 13

Another 149 miles to clock up today, Lizeray was our destination (www.domainederonzay.fr/) Owned by a wonderful French couple this is a beautiful farmhouse that is immaculately decorated and in the centre of absolutely nowhere and not easy to find. Fortunately the instructions included the GPS position as well as the address so we learnt a new way of using our SatNav, so that was nice. Again nice food, good wine and exceptional friendly company made this a wonderful place to rest.

Day 14

And we are heading back to Moisson, the only place we used twice and what a way to almost complete our holiday. The man of the house here plays guitar in a band and at the end of our fabulous meal he entertained us with his musical skills while we all got merry on wine that came and came. This was the most expensive of our stop over's but by far the most interesting and value. Truly hospitable hosts and a destination Wendy and I are sure to return to one day. After a very late night we turned in to make ready for our last day in France.

Day 15

On the way down we made Moisson in one hit from Dover, as it's 239 miles from Calais this was a bit of a stretch on scenic roads so we returned as we do nearly every year to Fillievres where we are familiar to the owners and where we are always sure of a warm welcome. This is only an hour and a half from Calais and as the next day John and Wendy Nassaris still had to drive to Plymouth it would make a good launching pad for home. So a short drive today, 149 miles which meant we had time in hand to visit the gardens of Monet in the morning before starting our journey proper. The Gardens are smaller than I thought they would be and so busy we had to queue for an hour to get in. I think the trick is to get there the moment the doors open if you are planning a visit at any time in the future, well worth the effort though. On our arrival at Fillievres (www.moulindefillievres.com/) we're shown our rooms, and we bathed and changed for our last dinner in a country we love, the only negative thing I can say about the whole trip was the weather was not up to expectation and the Seaside landlady attitude of the only English destination we stopped at.

Day 16

Early breakfast and make for the ferry, left loads of time so we thought but the approach to the channel terminus was closed and we were sent 10 miles north in heavy traffic only to have to return in the opposite direction. Not to have worried though we made our ferry crossing in good time and a please sailing was enjoyed as we said our goodbyes on the bout and looked forward to our trip to Germany in August.

My Thanks to John and Wendy Nassaris and Peter and Doreen Biggs and to my Wendy who puts up with these long journeys when I know she would rather hop on a plane to India or some exotic destination.

As to the figures we drove nearly 3000 miles, averaged 35 mpg, at an average speed of 35 miles per hour. Peter G



Before !!

After !!!!

Now I know what a statesman is; he's a dead politician. We need more statesmen. [Bob Edwards](#)

Under every stone lurks a politician.

Aristophanes (450 BC - 388 BC), *Thesmophoriazusae*, 410 B.C

Cotswold Motor Museum and Tewsbury weekend rally

On Saturday 24th July we held a Royale Owners Club meet at the Cotswold Motor Museum at Bourton on the Water that was attended by 9 members and their beloved Royales. The weather was pleasant for the whole day and a visit to the Museum and a shopping trip in the town was the order of the day together with a little socialising and a constant chat to the general public who showed a huge amount of interest in our cars. At 2 pm we departed the Museum and headed for our overnight stop at the Travelodge hotel at Tewkesbury. Unlike many Travel lodges this was once part of the Purple hotel chain of establishments and thus it is more spacious than your usual Travelodge type. It has a bar and restaurant to socialise and we took reasonable use of the facilities before retiring to our rooms to prepare ourselves for the evening. Taxis collected us from the hotel at 7:30 and transported us to Our Great Grandfathers restaurant in the town centre where we enjoyed a delicious meal and good company for the evening. Taxis again collected us from the restaurant and transported us back to the hotel for a nightcap and a little more chatting before it was time to retire to bed. The following morning it was time to say our goodbyes and go our separate ways and enjoy a pleasant trip back home in glorious sunshine. A most pleasant weekend that I believe was enjoyed by all who took part.

Peter and Wendy Gibbons



Lookout for suspicious looking guys peering over their shoulder

Since a politician never believes what he says, he is quite surprised to be taken at his word. [Charles](#)

De Gaulle (1890 - 1970)

At the other end of the spectrum from the Devaux (April) is the Mitsuoka K-4. Car maker Mitsuoka who created the strange looking Orichi supercar has another model aimed at motorists in tight inner-city areas where parking is a major hassle. The K-4 will be sold in kit form and a complete car. It features an air cooled 50cc two-stroke motor joined to a sequential type automatic gearbox

The total length of the car is only 2490 mm with a width of 1290mm. With a curb weight of only 180Kg the car can achieve a top speed of 50km/h (31mph) while returning a fuel consumption of 30km/Ltr(85mpg). For the eco-friendly out there, the electric option should appeal. The K-4 is in its final testing stage and is awaiting safety approvals from Japan's traffic ministry. The complete kit comprises more than 500 parts and has a claimed assembly time of 40 hrs. The expected cost is \$6,490



Mitsuoka make a range of kits, some are replicas some are Whoa! what's that? In 2006 they started orders for the K-4, a 50cc engine microcar but only with a limited production of just 220 vehicles. Weighing less than 400lbs, the K-4 was eight feet long and four feet wide with a top speed of just under 30 mph. There was an electric motor option I think. The limited production quickly sold out, and I believe that they have no plans to make more. It was priced around \$9000 (US) so not cheap. With about 500 parts, it was said an average DIYer could hobble it together in around 40 hours. (Solved again by Alan, and thanks for the article- ed)

Ninety percent of the politicians give the other ten percent a bad reputation.

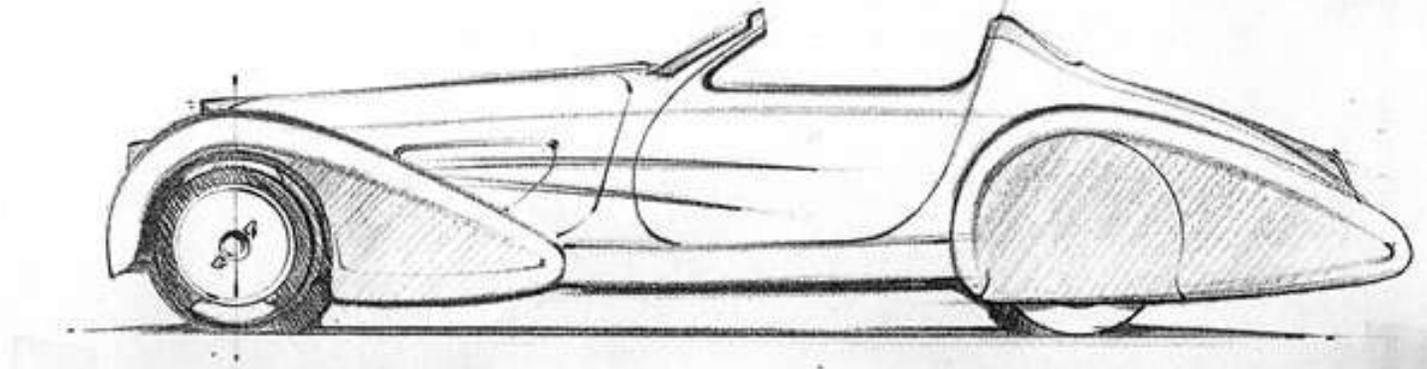
[Henry Kissinger](#) (1923 -)

Ref last "what is it" It's a [Bugnoti](#) ,have a look at their site- Delahay usa

DESIGN: Inspiration for our design of a stretched, modernized Type 57S BUGNOTTI came from several sources. It evolved over a one year period as described on our [DECO RIDES website](#).

Several factors that also came into play included an illustration I found of a Gangloff bodied coupe built in the 1990's by an avid Bugatti collector from old drawings (*below left*). I also had the occasion to visit PAUL RUSSELL & COMPANY in Essex, MA and saw Ralph Lauren's incredibly beautiful 1937 Bugatti Type 57SC Gangloff bodied Drophead Coupe (*below right*), which was designed by Ettore Bugatti's son Jean.

The stunning Gangloff Drophead had a dramatic influence on the shape of the rear 25% of our body. We will offer customers a choice of two decklids, one with an externally mounted spare tire, and a second with a smooth decklid with a raised dorsal fin. Rear fender skirts are another option, or the rear wheelwell can be open, fully exposing the tire and wheel.



THREE BODY STYLES: Originally we intended to make a coupe, however one customer requested a removable Targa-style top. The third design that will hopefully emerge, influenced by Ralph Lauren's stunning Gangloff bodied car, is a soft-top Drophead. The coupe will be the first body style to be offered.



Bit late in October but maybe next year!!!

Picnic extras for the Perfect Sabre day out

Muffins :: Cheese & Bacon Muffins , Grease muffin tins. Preheat oven to 200C. Place cheese, bacon/ham, flour, baking powder and pepper into a bowl and mix. Add eggs and herbs.

Melt butter in the milk and fold into dry ingredients. Spoon into tins and top with extra grated cheese. Bake 15 - 20 mins.

Ingredients

1 cup grated cheddar cheese ,1/3 cup bacon or ham finely chopped,1 ½ cups flour,1 Tbsp baking powder,Ground black pepper
1 egg, lightly beaten,2 Tbsp chopped chives and/or parsley,75g butter,1 cup milk

Asparagus tart

- **Ingredients**,500g/1lb 2oz ready made [puff pastry](#), 1 [onion](#) sliced,16 medium [asparagus](#) spears,1 [egg](#), beaten , 2 tbsp [olive oil](#) ,grated [parmesan](#) cheese, salt and freshly ground [black pepper](#)

Preparation time: less than 30 mins

Cooking time: 10 to 30 mins

Serves 4

Preparation method

- Preheat the oven to 200C/400F/Gas 6. Roll out the pastry to 0.5cm/¼in thick. Cut the pastry into 4 rectangles of 20x10cm/8x4in, Fry the onion in the olive oil until it is softened without colour and set aside to cool, Blanche the asparagus in boiling water for one minute, remove, and run under cold water until cold and set aside.
- Spread the onion over the pastry, leaving a 1cm/½in border of pastry around the edge. Lay the asparagus spears lengthwise on the pastry, placing the spears side-by-side until the onion is covered. Brush the asparagus with olive oil.

- Brush the exposed pastry with the beaten egg. Scatter the tarts with grated parmesan and season with salt and pepper to taste. Bake the tarts in a preheated oven for 15-20 minutes, until the pastry is golden brown.



The most remarkable thing about my mother is that for thirty years she served the family nothing but leftovers. The original meal has never been found.

[Calvin Trillin](#) (1935 -)

We are indeed much more than what we eat, but what we eat can nevertheless help us to be much more than what we are.

[Adelle Davis](#) (1904 - 1974)

The Top 5 Scenic Drives in the UK as voted in a recent newspaper poll

[Snowdonia](#) - Wales

Snowdonia or Eryri as it's known in Welsh, is located in North Wales and attracts over 6 million visitors each year who are drawn to its stunning natural beauty. Snowdonia is the third most visited national park in England and Wales, with so much to see and do in stunning surroundings it's no wonder why.

The key road links to Snowdonia are as follows:

A55 - from Northern England & Scotland.

A5 - from the Midlands and Southern England.

A470 - from South Wales.

A5 (Holyhead) - from Ireland via ferry.

To tour the region by car, start at Betws y Coed. Here you can stop off at the amazing Pont-y-Pair Falls before you head along the A4086 towards the Snowdon summit. Continue on the A4086, this takes you through the Pass of Llanberis on a 1,169 feet ascent into the mountains and then on to Beddgelert, right in the heart of Snowdonia.

Further details, visit the official website of [Snowdonia](#).

[Hardknott Pass](#) - Cumbria

Hardknott Pass is located in the county of Cumbria in England; this pass carries the minor motor road between Eskdale and the Duddon Valley. Hardknott Pass is a single roadway that twists and turns its way through the spectacular scenery of the Lake District with a series of hairpin bends and spectacular lookout points.

The Hardknott Pass ascends up the Duddon Valley and descends to Eskdale. There's much to see and do here and you've a choice of great pubs and little restaurants along the way!

[Scottish Highlands](#)

One of the most scenic drives in Scotland has to be The Scottish Highlands. At the Scottish Highlands you can discover dramatic mountain ranges, haunting lochs and wonderful wildlife in a unique highland experience.

To tour the area from Glasgow take the A82 and then follow the A83 onto Inverary. Here there are endless miles of scenic routes with breathtaking views and not forgetting stunning landscapes.

[A39 - Cornwall](#) Stretching from Barnstaple in Devon to Newquay in Cornwall you'll find the A39 route, other wise known as The Atlantic Highway. This is a wonderful drive to take with breathtaking scenery, dramatic coastline, welcoming beaches and friendly towns and villages dotted along the way. As self-drive tours go, you're sure to enjoy this coastal route with some of the most wonderful scenery that the south west of England has to offer.

[Cheddar Gorge](#) - Somerset

Cheddar Gorge, the largest gorge in the UK, is named as the second greatest natural wonder in Britain and attracts over 500,000 visitors each year. Cheddar Gorge (located close to the M5) was formed during the ice age by melt-water floods that occurred over the last 1.2 million years! Now that the water and ice have subsided you can enjoy some truly spectacular scenery when you tour the area by car.

There are 27 cliffs that make up the Cheddar Gorge and the region offers an amazing 350 official climbing routes. Another huge attraction here is the Cheddar Caves. Discovered over 200 years ago they are as popular as ever and attract tourists from both near and far.

What's your favorite scenic driving route? [Have you driven any of the above?](#) Write and tell us about it

[A VISIT TO MERCEDES/PORSCHE/SCHLUMPF/AUTO und TECHNIK](#)

Ando and I are recently back from a most interesting long weekend in Germany and France, courtesy of Haynes Classic Tours. We set out from Heathrow and flew to Stuttgart by BA. Our group consisted of 15 enthusiasts and our very able tour guide, Mike Penn. Mike is the curator of the Haynes Museum in Sparkford, Somerset.

We had been promised a hot meal on board the aircraft but when the trolleys did arrive on this very short flight, we were each given a brown paper bag marked "ALL DAY DELI" which contained a cheese and ham roll, a small damp piece of cake and a paper napkin!! There was also a mysterious packet containing UHT milk. The purpose of this was never explained. Perhaps it was intended for coffee?

We were collected by small coach at Stuttgart airport and were taken to our hotel, which was to be our home for two nights. It was one of those perfectly fine and dandy Ibis lodges, but the hotel description provided by Ibis was rather amusing. They insisted that it was a "nice hotel in the centre of Stuttgart". In actuality it was two or three underground stops away. We know this as Ando, for some obscure reason, preferred a shopping day in town, to a visit to Mercedes. Well, she had been there in 1980.

The Mercedes museum was splendid. Full of all those magnificent cars from the turn of the century right up to date. We had a charming lady called Monika to guide us round the exhibits and to explain the finer points of many of the cars. I noted from her ID tag that she spoke German, English and Chinese!! A very sincere and involved chap then gave us a tour of the archives. Apparently this area is not open to the public and we were counted in and counted out again through locked doors. For anyone collecting old car brochures and posters it was dreamland! Incidentally, the first modern automobile is regarded (by MB) as being the 35hp Mercedes of 1901. The order for the car was placed by one Emil Jellinek, an Austrian businessman. The car was named after Emil's daughter Mercedes. The three-pointed star points to air, water and land. The workers reckon it means 8am start, 12 noon lunch and 4pm finish!

A computer guru then gave us an overview of the database used for all info on Mercedes used by journalists, historians and so on. I have been promised a password so as I can gain access to this vast info system. The staff laid on a superb lunch and the boss of the museum joined us for an informal chat. Very pleasant.

In the afternoon we were driven to the classic car restoration centre in another part of town. This place was a revelation. Cars from all over the world are sent here by wealthy owners to be worked on and there was even a "used car display" of classic cars for sale. I rather fancied the silver 300SL Roadster with a nosebleeding price tag! Or perhaps the totally unique silver 300SLR, being the precursor of the gullwing coupe. Or maybe the Maybach.....or the 540K cabriolet. Dream on, Baker. Our evening meal was laid on by Haynes in a local restaurant and jolly good it was too. The local beer is called "Dinkel Acker"! Sounds more like a skin complaint.

Next morning we drove to two amazing indoor/outdoor museums in Sinsheim and Speyer, known as "Auto und Technik" centres. These are owned by the same fellow who must have scoured the world buying up the most unlikely and crazy job lots of old tanks, submarines, aircraft, militaria, guns, and an incredible collection of cars from all eras and all countries from Trabants to Corvettes to Rolls-Royces. There was also a collection of huge electric organs scattered about the museum. For the price of a Euro coin these could be persuaded to play various melodies. Very popular! Ando was so overcome with this esoteric display that she took herself off to the I-max 3D cinema to watch "Creatures of the Deep" through the special specs!! A jolly good film from all accounts.

Our driver then picked us up and took us to Mulhouse over the border in France to our next hotel being one of the Tulip Inns in the town centre. Late arrival due to difficulties in finding not the hotel but the way in to it through a labyrinth of one way streets and those unfriendly black posts sticking up out of the roads. Tumbled into bed after a very tasty meal in a local hostelry.

On Sunday, the high point of the tour. The Schlumpf Collection is breathtaking, mounted as it is on a 17,000 square metre site complete with 800 lampposts. I reckon that John Barlow must have spent time wandering up and down the aisles to get his inspiration for the Sabre! A staggering 400 cars are laid out in rows and lanes with Bugattis by the dozen, and many Delahayes, Morgans, Jaguars, Rolls, Sbarros, Maybachs, Skodas and Tattras from yesteryear. The list is endless. For the fainthearted, there is even an electric train available to see the exhibits in comfort! The prize cars are all the huge Bugattis which are housed in a separate area which has subdued lighting for extra effect.

On the final day of our trip we were taken to the Porsche factory near Stuttgart. In 1897 Ferdinand Porsche laid the foundation for numerous inventions with the design of an electric wheel hub motor. He then pioneered work in aircraft engines. At Austro-Daimler he designed engines for airships and planes. As technical director at Daimler he developed the legendary

SS and SSK kompressor sports cars. The Wanderer followed in 1931 (Porsche type 7). In 1936 came the prototype VW. (Porsche type 60). 1948 saw the roadster type 356, the first car to bear the Porsche name built in Gmund, and the rest is history.

We were given a guided tour of the engine building section. One technician is responsible for the assembly of one engine. Each engine is then put on a test bed and run for an hour. We saw 911 and Boxster bodies being prepared and receiving suspension and engines. Completed cars are taken out for test-driving and shaking-down for about 30km. As I am a Porsche enthusiast this was dreamtime for me. We had ample time to inspect all the cars in the museum with the original open 1948 356 taking pride of place. We were also taken outside (in the 33 degree heat) to view a batch of new cars destined for America - mouthwatering stuff!

We then headed for the airport and our flight home by BA and the inevitable brown bags again.

KEN BAKER

Does Your Sat-Nav Drive You Mad? or Does it Drive You Where You Want to Go?

Lord Ronald said nothing; he flung himself from the room, flung himself upon his horse and rode madly off in all directions.

[Stephen Leacock](#) (1869 - 1944), *"Nonsense Novels"*, 1911

This tale is almost impossible to believe but be assured of its veracity. Reported in the Daily Telegraph they have discovered a lorry driver who, after trying to drive from Turkey to Gibraltar using sat-nav, finds himself some 1600 miles off course.

Necdet Bakimci was driving his 32-tonne lorry, carrying expensive cars, from Turkey to Gibraltar when he turned up, lost, in Skegness, England. Apparently, there is a Gibraltar POINT in Skegness.

Eventually, Mr Bakimci arranged for his firm in Antakya, Turkey, to ship the cars to the correct destination from Birmingham and he began his journey home.

The blunder is one of a series that has prompted calls for drivers to use more common sense and less technology when taking to the roads. They say that they agree with this sentiment entirely and suggest that a modicum of planning might have helped.



A sat nav blunder is pointing hundreds of drivers to a bridge that has never existed. According to the dashboard devices, it is possible to drive down a country lane to cross the River Severn at Hampton Loade, Shropshire. At the end of the road, however, there was only a ferry for foot passengers - as a sign at the top of the lane has warned drivers for years.

The foot passenger ferry has been closed since May 2007

Drivers visiting Luckington, Wiltshire, have been getting that sinking feeling after trying to find a detour around a road closure in Sherston. Satellite navigation systems, together with misleading signs have been blamed after dozens of motorists tried to drive through a ford at Brookend in Luckington.

Several lorries and vans have got stuck in up to three feet of water. Enterprising farmers have been towing out stricken vehicles at £25 a time. One local resident has been helping stranded drivers to dry out. The lady said: 'The other day my husband came home and I had to explain why there was a van driver's trousers in our tumble dryer. He was sitting in his cab, shivering in his boxer shorts.' Anyone have anything to admit?

Maps encourage boldness. They're like cryptic love letters. They make anything seem possible.

[Mark Jenkins](#), *"To Timbuktu"*

Even with the best of maps and instruments, we can never fully chart our journeys.

[Gail Pool](#)

Authors note: Please be aware that what follows is just my opinion based on my experiences in this subject.

All matters relating to motoring law, or any other legal/official matters should be pursued with the relevant authorities. I cannot accept any liability for loss/damage/divorce/grey hair or any other misfortune based on any of the following advice, given as it is in good faith only. Ta.

How to lay up your car for Winter.

If you have decided to mothball your classic for the winter, a car should be stored in a dry, condensation-free garage, and there are a number of things you can do to make a classic cars recommissioning that bit easier when the daisies begin to reappear.

Its a good move to give the car a very thorough wash (dont forget underneath!) and valeting, get rid of all the old sweet wrappers, banana skins and pizza boxes (ok probs exaggerating a little but..) as they'll be getting a bit stinky by the Spring, and give it a good vacuuming, don't forget the boot either! If your car is lucky enough to have leather trim, now is a good time to give it a careful clean and going over with a quality hide food, such as that from Connollys, to preserve the longevity of your trim. Neglect to look after leather seats and door panels can lead to premature cracking and splitting, especially around the seams which, when cleaned, mustn't be left to get too wet as they can rot in time.

If the car will be getting direct sunlight into its interior via a garage window, its wise to throw a sheet over the trim too. In fact throwing a blanket or two over the entire car is a wise move, but only after you've washed it and waxed your car properly, protecting any chromework with a thin layer of wax or, alternatively, a quick wipe over with an oily rag, although the latter can attract dust in a dusty environment.

With the coachwork glistening after a thorough polishing session, always throw over some old blankets, bought cheaply from a charity shop and washed through. You can buy a fancy cover, but they don't really have any benefit over a few rugs or blankets, apart from maybe looking a little neater. As well as protecting the bodywork of your car from passing knocks and dings whilst laid up, if your garage is anything like mine, there are some items hanging up in the rafters which, despite not being heavy, would leave a nice scratch if they fell from the roof onto your car. Prying eyes peeking through the garage window will also be left no clue as to whats under the mountain of blankets, so it could deter a potential low-life from breaking in to steal your car.

There are varying opinions on whether its worth jacking your car up or not. If its going to be laid up for say 4+ months then resting the car on some stands (not old bricks or blocks of wood either!) may be beneficial, but if its just for the winter, I don't see much of a problem in leaving the car sat on its wheels, provided the tyres are pumped up say 5-10 psi higher than normal, to prevent the tyres getting any flat spots and it's a good idea to place the car on wooden boards as it appears the sitting on cold concrete will absorb moisture from the rubber. A sheet over the tyres is not a bad idea either to cut down on any sunlight getting through and possibly affecting the rubber in some way.

There are few things on the mechanical side also worth attending too, the most important probably being to double check the antifreeze, and replace with a mix using quality antifreeze, mixed up to a %age strength depending on the climate you are in. A few drops of oil into each bore, then turn the engine by hand or on the handle, should prevent the pistons seizing in the cylinder bores too. Some people recommend putting a block of wood on the clutch pedal, to prevent the clutch seizing whilst a car is laid up .. I'm in two minds about this, it may be ok where the linkage is purely mechanical, say as on a sit up and beg Pop, but on a car with hydraulic clutch mechanism, my feeling is that it could be putting the system under a constant strain it was never designed for. What I would do however is make sure the handbrake isn't left on, as that can seize easily.

One of the best things you can do is try to exercise things regularly during the layup. Firing up the engine for a few minutes every week could do more harm than good, filling as it will the engine, exhaust and so on with moisture that, with the engine not getting as warmed up as it would in use, will not get burnt off. Turning the engine over manually however is a good move, which should ensure that nothing seizes in that department.

Ideally before laying your car up, it is wise to replace the oil and filter - old oil, if left for a long time, can be more prone to gunging up than the new stuff, and can become carcinogenic if its gets on your skin too regularly anyway, so a quick change, and a greasing up of any grease points while you're getting dirty, has to be worthwhile.

Something that is often overlooked is the battery - batteries like to be exercised, or else they tend to lose efficiency. Try to use the battery on your winter car if you can, or else cycle it through charge ups, and gradual discharge (say with a test lamp strapped to it), or buy a trickle charger to keep it on the boil.

One final final point, it might be worth advising your insurers that the car is laid up, it could result in a reduction in premium for the months of the policy that the car is out of use for, needing as it will Laid Up cover only .. check with your insurers to find out what they can do in this respect!

So by now your classic should be glistening beneath its carefully positioned covers in the garage, ready and willing to be brought back to life when the weather improves. You can now turn your attentions to drawing up a list of jobs you can do to it while its off the road, and attend some classic car shows to get the bits you'll be needing!!

Colins Trip

please find attached photo of our sabre outside where we stayed at Le Crotoy on the mouth of the Somme in France . Toulouse Lautrec stayed in this very house at the end of the 19th century . After leaving there we went on to Amiens and toured round looking at the important sites of the battle of the Somme in the first world war. This was very sobering experience ;especially walking through the preserved trenches at Beaumont Hamel, and visting the Thiepval memorial to the 73,367 missing men from the battle. After this we drove over to the Cherbourg peninsula and toured the coast. This is a quiet area and is every bit as good as Brittany especially places like Barfleur where Willam the conqueror launched his invasion of this country . Barfleur was the major port in Nomandy during the middle ages, with people such as Thomas a' Beckett and Richard the Lionheart passing through there on a regular basis . After this we travelled back along the Normandy coast looking at the D day beaches and Bayeux before catching the ferry from Dunkerke back to Dover and home to Cheshire . The sabre is fitted with a 2.8 V6 Cogne engine breathing through a twin choke weber carb and it returned 28-30 MPG for the whole trip.

Kind Regards Colin & Grace Greenhough



CUMBRIA CLASSIC WEEKEND - DALEMAIN HOUSE, ULLSWATER. 21st/22nd August 2010

By Bill Paul



Rose and Thistle Challenge

As always, the Cumbria Classic Weekend was split into 2 halves, the Rose and Thistle Challenge on the Saturday, followed by the Cumbria Classic show on Sunday. The Saturday saw over 60 cars of all types, dating from the 1920's to the 1980's, set out from Houghton Hall near Carlisle to tour north across Cumbria and then head across the border to south-west Scotland.

Record Entries

Once again, the numbers of entries for the 22nd annual Classic Show on the Sunday proved to be a record, with over 560 cars entered. The weather was fine and dry, which also guaranteed a healthy number of spectators, with queues at the entry points for most of the day. Cars of all ages were represented, ranging from a 1925 Model T Ford to a number of 1979 MGB GTs.

Club Stands

There were 18 club stands this year, the one exhibiting the most cars being Solway Jaguar, which put on a special exhibition of 40 cars of all ages, as this year celebrated the 65th anniversary of the company name of 'Jaguar'. Previous to 1945 the company had been known as SS Cars Ltd., the successor to Swallow Sidecars Ltd., which originally specialised in coachbuilding and in the manufacture stylish sidecars. The first of the sports car range was produced in 1935, and was called the SS90, supposedly because 90 mph was its top speed. However after only 26 had been made, it was replaced in 1936 by the Jaguar SS100, which was the first car to bear the Jaguar name. In 1945 after the end of the First World War, the company was renamed 'Jaguar' due to connotations attached to the initials 'SS'.

AutoCross



A popular event was the autocross circuit, which was open to all comers. This was active throughout the day with cars of all ages taking part. Luckily the weather was fine and dry so, even with constant use, the circuit did not become too muddy. Shown in the picture is a vintage Alvis being put through its paces.

Kit Cars

There were a number of kit cars on display, including an immaculate Ferrari 250 GTO replica based on a Subaru, a Caterham Roadsport, a Marlin Roadster, a Minari RS2, and 2 Westfields. David Foster was also there with his Sabre, which is the one previously owned by Peter Hare. However unfortunately he did not enter the car, as he missed the final date for entries. David Tomlinson had also entered his car, but was unable to attend on the day.

Another Royale Success

For the last 4 years, Royales have always been represented among the award winners at the Cumbria Classic Show, and this year was no exception. Unfortunately this year I had to make do with second place, being pipped to the post by a Westfield Megablade. However I was delighted with that, which just put the icing on the cake for me at the culmination of what had been a most excellent and well run show, now generally recognised as being one of the best in the UK, in certainly what must be the most picturesque location possible.



Thanks to Geoff who has the following parts for sale

Saleable parts in that case would be:- Front wings (inners & outers)- Bonnet- Radiator grill- Body tub- Rear wings- Doors- Boot lid- Chassis- Bracketry for basic kit

Regards - Geoff: Geoff Elliott [mailto:member@geoff30.fsnet.co.uk]

Peter Gibbons would like all those who would like to attend a new year weekend get together again this coming year somewhere in the midlands please email or phone Peter and Wendy so that they can judge the demand. Peter@columba11.freeserve.co.uk or 01525381240

Just a quick reminder that I am getting some rear light plinths manufactured for Hugh Monrow, Henry Holmes, Ian Nixon and Mick Night. If anybody wants light plinths for their Sabre or Drophead please let me know as soon as possible as I hope to get them manufactured in the next weeks then sent out for chrome plating.

They are still at the old price of £70 a pair Plus postage and packing.

Regards Jim Waites

Enquired the other day about a wind deflector for my sabre with a company that makes and sells them and it seems they don't do one for us but would be willing to if someone with a sabre would let them measure one up. so if someone around the montgomery area is interested give them a call the company is .VERTAR 0800 1777 808 From Ged Webster

The IVA Test

To those members who are still building and have not submitted their car for a test beware! Now that I have downloaded the latest update (May 2010) of the I.V.A. inspection manual, I am having to replace a number of parts for the car in order to comply. I felt that it would be worth mentioning in the next newsletter that the I.V.A. manual is more stringent than the S.V.A. manual and that if anyone is using the S.V.A. manual for guidance then they should be aware of the changes that the I.V.A. has brought in. A major problem for anyone with a kit as old as mine is the new Section 45 which refers to glass which must now be marked with 'E 43R'. My windscreen and one of my original door windows were not. (I had to replace a door window after the original blew up, as toughened glass does, when I was removing it from the door. A shower of glass chips fell on the car ruining the surrounding paintwork. Hey -ho what is one more mini disaster in a series of such disasters. The replacement was correctly marked.) There is a dispensation until April 2011 for Amateur built cars only, but after then all vehicles must comply. I am replacing the windows nevertheless just to be on the safe side. There is also the requirement for warning lights to be correctly marked with the relevant pictograms. Check the fitment of the bumpers i.e. the gap between the bumper and the bodywork plus the need to protect the edges. I am also concerned about the requirement to have all metal edges rolled over. I am not sure if the bonnet will comply because of its recess and alignment with the surrounding bodywork. This is one of the elements of the test that I will have to wait and see what the examiner says. Check the size of the seat mounting spreader plates i.e. minimum 100mm x

100mm x 4mm. If you have fitted dayrider lights instead of dim-dip headlights, these are now included in the test.

This is not a complete list of the problems and I am by no means an expert but forewarned is forearmed. I do not know how others are faring but I feel that I have been playing catchup with the S.V.A. and now I am still trying to reach the ever higher standards being set by the authorities. Some time soon I will have to take the test but at £450 I would like my car to pass first time. I also dream of winning the lottery. All the best to my fellow builders, Terry Cash

Check this out, Sabres in Europe

<http://www.klassiekeauto.info/royale-sabre-44-nt-zj>

If you own a Sabre and would like to order a windscreen top finisher as in this attachment please let Peter Gibbons know as soon as possible. These will vary in price but if we can get 30 ordered they will be as little as £50. However if the response is poor we will get a price based on the number interested and advise you before ordering. Obviously there will also be a P&P consideration. Peter



If a man insisted always on being serious, and never allowed himself a bit of fun and relaxation, he would go mad or become unstable without knowing it.

[Herodotus](#) (484 BC - 430 BC), *The Histories of Herodotus*

Windsor for Sale

Royale Windsor in blue and cream with matching cream seats and blue carpet. Personalised non dating classic number plate included in the sale. Based on 2.9L Ford Granada and built to a very high standard in 2001. The car looks and runs beautifully and I have just spent 900 pound having the door cappings and dashboard re veneered. It comes with a long MOT (10 months). Viewings welcome at any time. More photographs can be supplied on request. £26,000 ono. Please call Craig Neale on 0118 976 0845 (Reading).Thanks



A new member looking for a car (Completed or unfinished project).

I would be very grateful if you could help at all.Many Thanks. David HODGKISSutton Coldfield Email: burgau08@hotmail.co.uk Telephone: 07879336051

I once said cynically of a politician, 'He'll doublecross that bridge when he comes to it.'

[Oscar Levant](#) (1906 - 1972)

And a plea from Tony that I think will resonate with anyone still building, myself included.

Can I also ask that anyone who has any experience of the IVA send me a small article (such as the one from Terry above) and I will compile a running commentary for all of us?

HELP NEEDED

My name is Tony Doherty, member No.64 and I am probably the only one, or are there any more out there, who is still building a Royale Sabre.

I started with my build project, believe it or not in 1998, as a distraction from working too many hours and extending my working week into the weekends. Initially this idea worked but following several relocations with the job and latterly commuting to the South by the week for the last several years I am at the point where I have still as much to do as I have already done. Fortunately however, the many many hours I invested on behalf of GE over the years have reaped their reward and in March this year, after much planning, I resigned, to spend an early, and hopefully long, retirement living six months in France and six months in the UK.

And so to the point of my plea.

I have now returned from my first six months in France and plan to spend the next five or six months to complete my project with the aim of cruising her around the Limosin and other parts of France starting in 2011.

In the years gone by I actually "completed" the build of my Sabre but then dismantled her to have all the parts sprayed before the final reassembly, which is the point where I am at today. However, I know already that some of the work I have completed will not meet SVA regs today, and I fully appreciate that when I do submit for the test she will fail on all sorts of things.

Therefore I am looking for someone who has "recently" been through the trauma so that I can "pick their brains" and potentially avoid some obvious pitfalls and also rekindle my passion to complete this project once and for all.

I live near Manchester but will travel to meet with people who are in a position to and prepared to help.

My home telephone Number is 01942 89 47 56

Mobile; 07831 40 18 57

E mail; retiredearly@live.co.uk

As the vans say - no job too small - (any and all advice/ help appreciated)

Where is this, think of Monet's favorites



When looking for a circuit for another project I came across these Kits which may fill a winters evening.

Velleman 3rd Brake Light Flasher Mini Kit



Specification Features:

- Easy two install
- Selectable number of flashes (5 or 10 times)
- Adjustable re-trigger setting
- Includes heat shrink tubing to cover completed kit
- 12V DC Power Supply
- Maximum Load 4A (50W)

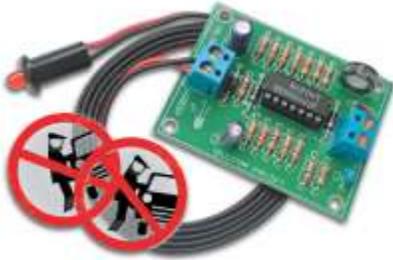
Case

Dimensions 60 x 30 x 20mm

Weight kg

This kit will work on any car or van which has a third brake light (incandescent or LED). It makes only the third light flash at a rate of 7 times per second. It can be adjusted to flash for 5 or 10 times. The re-triggering setting can be in one of two modes.
1/ Always operate when brake pedal is pressed.
2/ Wait between 5 - 7 seconds.

Velleman Car Alarm Simulator Mini kit



Specification Features:

- Activates automatically when the engine is turned off
- Easy installation with two wires
- Adjustable sensitivity
- Low current consumption: 12mA max. (12V only)
- Comes complete with pre-wired LED holder and two warning labels

Transformer

Case

Dimensions (PCB) 57 x 45mm

Weight 0.056kg

LED with realistic flash sequence simulates active car alarm system.

I know I should not be advertising but I'ts what they are called !!!! Ed