

# *The Royale Owners Club*



January 2011

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e-mail user group Members only  
<http://autos.groups.yahoo.com/group/royaleownersclub>

## Editors Ramblings

Greetings for the new year and I hope you all had a good Christmas and a relaxed New Year

As agreed at the last AGM we hoped to organize a lot more small social meetings around the country to get away from the "Car show" option. This did not happen as no one did anything, it's not difficult to choose a venue near to you and put the word out to see if any other Sabres/Windsors appear for some refreshment and a day out. Go on, give it a go this summer, you may be surprised at the result!!!

Publication dates and last submission. I try to give the magazine to the printer about the middle of the month of publication. I would like any submissions by the first week. Having said that I have yet to receive anything for publication (with a few notable regulars. Thanks!!!) Notice that we only have 12 pages this issue, please put finger to keyboard with any suggestions about what you would like to see in YOUR magazine

Found the front cover on the internet but with no artist to acknowledge. I thought it was a great painting and if anyone knows the artist??

I set up a new Yahoo email specifically for the magazine but it keeps blocking mail so if anyone has it, please ignore it. Have a good year Alec Paterson [ajp99@fsmail.net](mailto:ajp99@fsmail.net)

**The next AGM will be Sunday 1<sup>st</sup> May @ 12.00. Stoneleigh Kit Car Show**

## Chairmans chat

Chairman's Chat January 2011

I thought as I seemed to miss my column in the last issue I thought the best way to apologise to you all was to produce a round up of the last year and touch on a few of the things we have achieved, trips and general comment on how I believe we have performed.

We started the year with our New Year dinner held at the Holiday Inn at Newport Pagnell near Milton Keynes, as I recall we had 13 couples who enjoyed a wonderful afternoon and evening in like minded company with good food and lager at a £1.00 a pint. By the time this issue hits the press and you receive it, we will probably have already enjoyed this winter's gathering at Buckingham as we intend to link our date with Valentines Day so that you guys can spoil your partner with a nice hotel, swimming pool, sauna and Jacuzzi. As most of us are a little past our prime and the first flush of love and lust is probably a little dulled by now we asked the members attending to join in a theme of the Valentines Day massacre and come dressed as gangsters and molls. Hopefully we will have some interesting pictures for the next edition.

Our effort to promote our club with some merchandise received a mixed reception but several of you purchased caps, T-shirts etc so I will mark it down as a moderate success. It was never our intention to have this branch of our endeavours to make money so if you are interested in promoting your club by wearing its colours with pride let Peter or Wendy know what it is you would like. Remember, we can obtain almost any branded clothing so if you do see what you would like, please ask and we can come back with a price for you.

Our first real trip out of the year I suppose was the Stoneleigh show and the AGM as you will all have received a copy of the minutes I'll not touch on too much of the content here only to say the weather was poor but the turn out was good. Thank you all that managed to attend as your direct feed-back is very much valued and of course we need to know in which direction you wish the club to move in. One of the most interesting points raised was that from the floor you wished for more social occasions to be organised. Now Wendy and I organise at least one event during the course of a year and in most years two, but of course it is very much a one man band at the present time and for a club to be successful it needs more of the members to get stuck in and help. Wendy and I can only do so much and we would be pleased to promote anything you may like to organise in your area. If you think you have an idea but not the confidence to go ahead with it then ask us to help or even take it over for you as just a good idea may help.

We had the weekend visit to the Cotswold Motor Museum followed by an evening at the Tewkesbury Hotel with dinner in Our Great Grandfathers Restaurant which I believe was enjoyed by all and we have been asked to do it again this coming year. However, we have done this twice this year so time for something different I think.

On Sunday 17<sup>th</sup> April we have the MK Classic car Tour which includes a visit to the Alpine Circuit at Millbrook and a drive around the Porsche Circuit at Silverstone, entry is £65 and is limited to 200 cars so if interested you need to act fast as it is well advertised this year and I did send out a flier in December by email.

In June we went to the South of France with our Royale as some of you may have read to say we had a wet holiday is an understatement to say the least only for the experience to be repeated later in the year on our trip to Germany. Although we enjoyed our holidays and the company we went with it's always nicer when the sun shines.

Simon of Asquith Motors wrote to us to advise the Royale brand was once again up for sale and that if the club wished to purchase the tools and rights a sum of £50,000 + Vat





would cover it. A snip I hear you all cry but as we were £48k short in the bank we felt it would be pointless pursuing the proposition further.

The only other Car Show we attended was at Exeter, we drove down on Friday with the hood down all the way and although there was a chill in the air early on we enjoyed beautiful sunshine for the most part of the journey. Our hotel in the heart of the city was very comfortable and as we had a weekend break option the price was reasonable too for a four star hotel. The day of the show (Saturday for us) the weather was awful which curtailed many car owners from attending even though the event was brought forward by a month to hopefully avoid the poor weather. Worse was to follow as we met up with John Nasarris at the hotel and went together, on our arrival at the show John advised that he could not find



reverse our park in his gearbox. To cut a long story short the outcome was we spent more time fiddling with his car in the cold and wet than concentrating on the show with the final outcome being that we had to endure the indignity of watching his beloved Sabre end up on the back of a tow truck. The strange part of this storey is that when John booked it in to be repaired everything worked fine and to date it continues to behave its self.

I'm sitting typing this in early December and the depths of winter has arrived early I have lots of jobs to do on my car but with 50 ft of snow on the drive I'm staying in the warm and turning the central heating up another notch.

Stuart Shotbolt kindly made the Stainless Steel windscreen finishers for us and I must say I think he has done a beautiful job and made a fine adornment to the car. We have a couple left as there were some that did not take up their enquiry so if you think you might like one give me a call and we may still have one left by the time this is published.

Enough of this only to ask you all if you have any ideas for trips whether weekends or holidays please get in touch and we will see what we can do.

Have a great 2011 with your car and hope to see as many of you as can make it to Stoneleigh 2011 for the AGM. For those that will be attending the Valentines weekend, see you there.

Peter Gibbons - Chairman

## Events diary

### 2011 EVENTS THUS FAR ANNOUNCED

<a href="#">Autosport International Show</a>	NEC, Birmingham	January 13-16
<a href="#">Race Retro</a>	NAC, Stoneleigh	February 25-27
NATIONAL KIT CAR MOTOR SHOW	NAC, Stoneleigh	May 1-2
KIT & CAR BUILDER SHOW	DETLING	May 21-22
NATIONAL KIT CAR FESTIVAL	NEWARK	June 18-19
GENUINE KIT CAR SHOW	STAFFORD	September 17-18
SPORTS & KIT CAR SHOW	EXETER	October 22-23
Classic Motor Show	NEC, Birmingham	November 11-13



We Need more small trips to be organized by members to try and make the club more sociable and get away from the reliance on national shows. It doesn't take any effort to organize a meet at a local Pub or Hotel for a few members to get together and gossip over a few beers. Perhaps someone from each area could try it once???

A lot of people like snow. I find it to be an unnecessary freezing of water.

[Carl Reiner](#)

## Whats this then



I think this will even beat Alan (you know who you are)

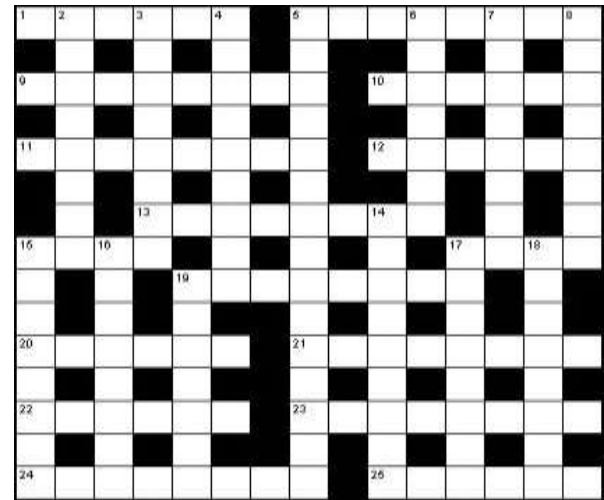
Thought I would try this crossword !!

### ACROSS

- 1 He could be consumed with a lust to become crystal-user (6) 5 Very delicate material available from the Web (8) 9 Vessel containing pills primarily? (8) 10 Kingdom that's in possession of year-old Japanese painting (5-1) 11 Defeated party bouncing back as poll for Euro is decided (8) 12 In just under a month German replaces new car (6) 13 Introductory radio broadcast given by Liberal after European vote (8) 15 Slav girl has year off (4) 17 Nest's located by English woman (4) 19 I attempt to keep a certain equality of measure (8) 20 Loathing produced by crone hoarding money (6) 21 It's fired from Winchester perhaps (8) 22 Enjoy the taste (6) 23 Paisley for example puts marriage first (8) 24 Making certain to telephone after being given place by university (8) 25 A series that's tied? (6)

### DOWN

- 2 Combine fossil fuel energy with significantly cleaner energy sources (8) 3 What old newspaper did, having cowardly editor (8) 4 Sent academician translation of Proust that's about acceptable (9) 5 German poet said to have blasted "mostly dumb German opera" (15) 6 Tree from Lusaka's gone astray (7) 7 Summer festival's leading lady finds setter's packing a most powerful piece (3,5) 8 Gypsy gentleman needs money for food (8) 14 Passed examinations? (9) 15 Piece of music much performed in Copenhagen? (8) 16 Marine being risqué in speech, almost drunk (8) 17 Cosmetic from the Orient found on the old ship (8) 18 No rep is substituted, note, when one appears thus (2,6) 19 One charges, taking pound from hero-worshipper (7)



## Club Shop



I think the stainless finishers may all be gone by now, only have a couple over now so not expecting to be out of pocket. Our stainless steel man is looking into kick plates and a proper badge for the front of the car. I have also asked him to look into the possibility of a good boot rack like Moss sell for MG's. If anyone is interested please get in touch. Kind Regards  
Please contact Peter Gibbons for availability and price





Perfect for a cold day, this chicken soup is hearty yet healthy. The grilled corn adds sweetness and a nice crunch to this popular dish. Add a squeeze of fresh lime to add something a little acidic and refreshing!

Info Prep: ~30 mins. Cook: 30 mins. - 1 hr. Serves: 4 Ingredients

1 Medium sized onion , 4 Celery stalks , 3 Carrots, 1 1/2 lb Chicken thighs (bone in) , 2 Corn Ears , 3 Tbsp Extra Virgin Olive oil 2 Garlic Cloves , 1 Bay Leaf , 1 1/2 tsp Cayenne Pepper , 32 oz (2lbs) Low Sodium Chicken Broth, 3 cups Water , a handful coriander



**Step 1** In a large pot over high heat, add the garlic cloves and 2 tbsp olive oil. When the oil is sizzling, add the chicken thighs (skin down) and cook for 5 minutes. Turn the thighs over and cook for 3 minutes. Add water, bay leaf, and 2 cups chicken broth. Bring to boil then add 1 carrot (roughly chopped), 1 celery stalk (roughly chopped), and 1/2 an onion (cut in 1/2). Simmer for 30 minutes.



**Step 2** While the broth is cooking, cut what's left of your celery stalks and carrots into bite size. Finely dice what's left of the onion. Reserve all ingredients in a bowl. Rinse cilantro thoroughly and pick the leaves off the stems. \* this step is optional but I highly recommend it if you love cilantro as much as I do\* Take the cilantro

stems and chop finely. Add to the bowl of veggies. **Step 3** In a pan over high heat, add corn ears and grill until the corn is slightly charred. Remove the corn from the cob by cutting the tips off (so you can lay it flat on a cutting board).



**Step 4** Stand the cob vertically and with a knife, cut downwards row by row until all kernels are removed. Put aside.

In a large pan cook for 5 minutes. Turn the



over high heat add 1 tbsp oil. Add veggies and minutes. Add 1/2 tsp salt, add corn and cook for 2 heat off and put aside.

**Step 6** When the broth is done, remove

Throw away all the vegetables in the broth, including the bay leaf. Skim the excess top with a spoon. **Step 7**



When the chicken has cooled down, remove the bones and skin, and shred it with your fingers (it's much easier this way). Set aside in a bowl. Add what's left of the chicken broth to the just cooked broth. Bring to boil and add the cooked veggies. Simmer for 10 minutes. Add the cayenne pepper, shredded chicken and simmer for another 10 minutes. Season with salt & pepper, garnish with cilantro leaves and serve.



fat off the

I thought I understood , until I read this

## Tension vs. Torque Explained (sort of...)

The relationship between tension and torque should be looked at cautiously, since it is very difficult to indicate the range of conditions expected to be experienced by a fastener. **Torque** is simply a measure of the twisting force required to spin the nut up along the threads of a bolt, whereas **tension** is the stretch or elongation of a bolt that provides the clamping force of a joint. Bolts are designed to stretch just a tiny bit, and this elongation is what clamps the joint together. Torque is a very indirect indication of tension, as many factors can affect this relationship, such as surface texture, rust, oil, debris, thread series and material type just to name a few. Virtually all the torque/tension tables that have been developed, are based on the following formula:

$$T = (K D P)/12$$

- T = Torque (ft-lbs)
- D = Nominal Diameter (inches)
- P = Desired Clamp Load Tension (lbs)
- K = Torque Coefficient (dimensionless)

The value of K is a dimensionless torque coefficient that encompasses variables such as those listed above, as well as the most significant variable, friction. The value of K can range from 0.10 for a well lubricated/waxed assembly, to over 0.30 for one that is dirty or rusty. The values used when calculating values are:

- 0.10 = Waxed/Lubricated
- 0.20 = Plain, as received condition, slightly oily
- 0.25 = Hot-Dip Galvanized

The appropriate torque value to use in a specific application is best obtained by using a calibrated torque wrench and a Skidmore-Wilhelm load indicating device to equate actual torque to the desired tension. For ASTM A325 and A490 structural bolts The Research Council on Structural Connections (RCSC) recommends:

The pre-installation verification procedures shall be performed daily for the calibration of the installation wrench. Torque values determined from tables or from equations that claim to relate torque to pretension without verification should not be used.

An alternative and more accurate method for assuring proper tension would be to use a [direct tension indicator or DTI](#). These are available for use with [ASTM A325](#) and [A490](#) structural bolts and are engineered to compress at the proper tension, assuring the installer that the proper clamp load is achieved. Hopefully, this short introduction to bolt connections helps address some of the confusion surrounding this issue.

There is no nonsense so arrant that it cannot be made the creed of the vast majority by adequate governmental action.

**Bertrand Russell (1872 - 1970)**

## MEMBERSHIP SECRETARY/TREASURER DUTIES

Just a word or two from your memsec and his memsahib who looks after the bawbees - halfpennies to you Sassenachs. Ando and I performed these duties from 2000 to 2005 and here we are again chivvying up the members to get their fees in for 2011! By the way, we have a mystery benefactor who has put £20 into the bank account and is a bit coy about his identity. Any takers?

For those of you who don't know me from a cake of soap, I was born in 1932 in the Scottish town famous (also) for being the birthplace of James Logie Baird - who's he? Answers on a postcard but no prizes (we're no made a money jimmy).

I come from a very musical family - at the age of three I was playing on the linoleum. My parents gave me a set of dungarees when I was five and I spent time lying under the bed with a spanner servicing things. I was keen to become a car mechanic but my folks thought a banking career was just the jinkies for a sensitive wee laddie. So that was it and I sweated over a hot biro in Scotland, NZ and Nigeria, until retirement in 1988. Since then I have been making a general nuisance of myself to various part-time employers.

As to the club, membership-wise we are not doing too badly and as I write this, we have about 112 provided that the 2011 fees arrive in due time. Cut-off will be end of January 2011 so for those of you who have not done so - lubricate the hinge on your wallets eh?

I would ask you all to check your details and email addresses and advise me of any discrepancies so as I can have my records exactly correct. Finally, and on a more serious note, if you don't renew with all due alacrity, then it costs the club extra money chasing the errant members!! So if you have not renewed please do so right away.

ken baker



And we struggle over a couple of inches (of snow that is) (Photo's from Moscow)

Don't knock the weather. If it didn't change once in a while, nine out of ten people couldn't start a conversation.

[Kin Hubbard](#) (1868 - 1930)

## IVS Stuff and a history of developments

Following my appeal in the last issue, thank you to all those who contacted me and offered their insight and wisdom. I have taken note and am now starting to understand the IVA latest regulations myself although like many others I suspect, I am struggling with them and their application at times. I have passed your comments on to Alec who is going to compile a help sheet for posting on the web to help others.

Having read Terry Cash's piece on the IVA test in the last issue I am now aware that all my glass will not meet the new regulations. I could press on and hope that I complete before April 2011, but as in past years there are still many interruptions to my build plan even though I have now retired. (Grandchildren and now a new arrival last week and another due in a few months) However, I live quite close to John Barlow and he was looking in his Sabre bits for me a I am missing a bonnet hinge



mounting bracket following a fire in my neighbors' garage some years ago which spread into mine resulting in the loss of some items, and he has helped me / us with this new regulation for the car glass.

For his current model he uses Bedford Glass in Leigh to supply glass stamped "E 43R" and they just happen to be 2 miles from where I live. I have visited them today and discussed my problem and they were very helpful and can provide a solution. A rough estimate would be £50 per side window and, somewhere between £60 to £70 for the windscreen. Therefore if anyone is in my position and needs replacement glass it would make sense to coordinate our requirements, my contact details are below.

The reason the price is not too accurate is that my windscreen is fixed in the car and the price is an estimation on the surface area of glass and the number of cuts. I therefore am looking for anyone who has not yet installed their windscreen, who will need a new one cutting, so that we can supply templates to Bedford glass which we are 100% confident with. The alternative, which I will be going with early in the new year, is to template my own windscreen to provide to Bedford Glass, and cross my fingers.

I am quite happy to help coordinate glass for other members so if you need new glass, or if you have sourced new glass elsewhere at a better price, please contact me at [retiredearly@live.co.uk](mailto:retiredearly@live.co.uk) or by phone on 07831 401 857 / 01942 894756.

Following my submission of the above article for the next issue I have been contacted by a member and obtained a set of Sabre windows to be used as a template. These I have now given to Bedford Glass and they have quoted me £99 inc Vat for two side windows and a windscreen, which I should take delivery off in the new year. Assuming that these will now meet regulations and my car anyone else who needs new E43R glass can contact Bedford Glass on 01942 674331 as they will retain the templates for future orders. As I am local I am also available, when in country, to help anyone where possible.

I met with Alec to transfer the glass and as we are still both building we exchanged some useful information and tips some of which I committed to document in the hope that some of it may benefit others.

**VA:** For people who need to review the new IVA regulations, the 294 page document can be found at: [http://www.businesslink.gov.uk/Transport\\_files/124\\_IVA\\_M1\\_Inspection\\_Manual\\_Version\\_1010.pdf](http://www.businesslink.gov.uk/Transport_files/124_IVA_M1_Inspection_Manual_Version_1010.pdf)

I am getting it printed to digest in the new year so cannot give much guidance to anyone at this stage.

As I have restarted my build project I have found many many things that I need to re-do as I approach the final fixing of any parts, dash, doors and panels etc etc. However in doing so I found that I have needed to source many items and had to spend many hours to find suppliers, so below is a short list of some of the useful ones I have found. These may be known to many of you but just may be a help to some.

**Granada and Scorpio on line:** This community of really helpful people (even though I have confessed to using the Granada as a donor for my Sabre) can be found at: <http://www.granada-and-scorpio-online.com/>

At this site through the Community forum I have read, responded to and had quick responses from Threads that discuss all sorts of issues, some of which have helped me with some problems I have encountered. Though the free adds too I managed to source a Ford 5 Pin Wiper delay relay, which was proving very difficult to find. Also in the "buy and sell" section under collectables, I have purchased a copy of the Granada workshop manual (on CD) and the Ford wiring diagrams on A3 for my donor vehicle which are really useful.

For those not using the Granada try <http://www.ultimatetopsites.com/kewl/ford/> for lots of other enthusiast web sites.

For some parts that I needed to source, I found that there is a network of scrap yards that are on line too. If you need something you post your request at:

<http://www.247spares.co.uk/partrequest>

and scrap yards that have what you want will contact you directly. It actually works, like trawling around all your local scrap yards without the hassle or getting cold wet and dirty. A virtual scrap yard - great. You need the registration of the donor vehicle though to ensure you get the right version of what you request.

When the above failed me I found that there are scrap yards on e bay; <http://www.ebay.co.uk/>

who advertise that they are about to break a particular car at the end of the auction and you can request parts which they then put on E Bay as a "buy it now" for you to pay and arrange delivery. I got a replacement Kick Down Timer Relay this way.

Finally, for some reason I always wanted to acquire a replacement ECU for the EFI circuit but could never manage to find one, and the ones advertised for other models are not cheap. If you have the same, probably misguided concerns, then we have a solution.

At <http://www.efi-parts.co.uk/index.php?categoryID=82>

They offer a repair service for your own module should you have a problem. Three day turn around but I do not know the costs. It has given me peace of mind though.

I hope that some of this may be of some use to some people, if any of it needs further explanation or anyone would like to discuss, please feel free to call or e mail me at any time. E mail address and number are above.

I have had a **verbal** price from Pilkingtons today. £90 plus vat plus £30 delivery so about £145 in total. I have ordered one so the template will be kept by them for anyone else who needs one.

It is now Monday January 24th and the day Alec is supposed to go to press with this months Club Newsletter, but we have yet another twist to the windscreen saga to insert IF we get the final price today.

I have acquired two new E43 R stamped side windows from Bedford Glass at £25.00 per window inc Vat and also a hard top rear window at £26.00 inc Vat BUT they are not allowed / authorised to produce an E43 R stamped Windscreen.

I have chased many dead ends trying to source a supplier but the old RAC Windscreens who used to supply many Kit Car manufacturers have been taken over by AA Windscreens and they do not want to know individual bespoke problems. Anyway, after many calls I managed to talk to Peter Swan at Pilkingtons Glass (in London not St Helens) who seems to be the "man in the know" on windscreens. Apparently it is not possible, as it was in the past, for glass suppliers to purchase an 8 by 4 sheet of "windscreen" glass and cut out and stamp multiple windscreens from it. Why not, it seems to me at least, that if the sheet is produced to E43 R spec that the ability to produce multiple windscreens should be possible as in the past. NO.

It would now appear that ONLY ONE windscreen is ALLOWED to be produced as each sheet of 8 by 4 (feet) can only be stamped by the original manufacturer in one location and one windscreen can be produced with the template being positioned to incorporate the E43 R marking in the appropriate position.

I reserve judgement and to comment, as if I did, it would not be allowed to be printed. !!!

I have sent a template to Peter who should return to his desk today ( after having boiler problems at home) and hopefully he will be able to give me a price which I can then phone through to Alec before he needs to go to print.

I will of course be asking for discounts for a multiple purchase but would need to understand how many other people need windscreens. If you do can you please let me know by phone or e mail asap and I will try to get a package put together.

If I do get the written , price and others need to purchase in the future, Peter Swan at Pilkingtons is the contact and he will keep the template on file. His office is at Unit 4, Queensbrough Business Park, Main Road, Queensbrough, ME11 5DY or he can be contacted on 01795 596106.

I am sorry that this piece is a little disjointed but hopefully contains some useful information for some. Please feel free to call me if anyone needs any clarification on any point.

The aging process has you firmly in its grasp if you never get the urge to throw a snowball.

Doug Larson

I have had some responses from three members with some interesting comments from the SVA test, many more would be welcome ,especially any experiences of the IVA .I will combine any information in an article for the next issue,so if you have any info or comments please email me (ajp99@fsmail.net)

Another product I came across on another project, Just put a few granules in a bowl of hot water and mould or manipulate away. I have already used this stuff and am amazed by its properties and potential uses. Google or ebay, and about a £5 for 250g which will make loads of stuff

Polymorph Thermoplastic

**Polymorph Thermoplastic Granules.** A fantastic invention, a myriad of uses. Able to make impressions of non undercut relief shapes to make basic self supporting moulds as well as to be used in Push Moulds or indeed manually shaped by hands. Simply drop into very hot water, over 65 celsius, allow to melt (the granules will become clear) and remove. Use caution when handling right out of the water, the product can scald you when this hot. However it stays supple for a while and soon becomes handleable.



Once made into the desired object simply allow to cool. The plastic will return white and can be used for its intended purpose. Polymorph is strong (a tensile strength of 580kg/m!), not at all brittle and can be carved, sanded, machined.....however this product is known under several brand names such as ODO HMP and Jet-Set.

And for the season it was winter, and they that know the winters of that country know them to be sharp and violent, and subject to cruel and fierce storms.

William Bradford (1590 - 1657), *Of Plymouth Plantation*

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Whilst trying to raise some sponsorship for the mag (failed) I was made this offer which may be of interest. I think this counts as free advertising as it is aimed at us but it could be of benefit to some members

## Royale Owners Club Offer

### Deter and Foil any Attempt to steal your car.

Our GPS security tracker is small enough to be easily hidden in your car as it is no bigger than a box of matches. It has its own internal battery which will last up to 8 days and comes with small voltage dropper so that it can be powered by the cars own 12v battery. Even after four months in storage the tracker will not significantly drain a 40Ah 12v battery. During this time the tracker will monitor the car and warn you if it moves. Unlike many security trackers there are no annual fees. The tracker communicates with your mobile phone. You simply buy a phone SIM card, preferable one to match your mobile phone to get the best rate, and then the tracker will act like a mobile phone. You can use your phone to ask it where it is or get it to warn you if it moves. Everything is done using text messaging and with messages costing about 10-12p you are very unlikely to spend £5 a year in messages.

Knowing if your car has been stolen, wherever you are in the world, and being able to find out where it is an essential step to foil an attempt to steal it.

In a unique security package we also include a Radio Frequency Identification (RFID) microchip which is about the size of a grain of rice. This provides a covert ID marking to prove that the car belongs to you. Unlike some RFID chips that can only be detected by the manufacturers own scanners, ours conform to ISO 11784/5 FDXB which is the standard that Trading Standards now have to be equipped to read because recent legislation requires them to have this standard of RFID scanners. We also include two anti-tamper ID tags which give a clear, visible ID and so help to deter theft.

The ID markings can be registered on the police database ([www.thenmpr.com](http://www.thenmpr.com)) for FREE for life and you can include a photograph of your car to help police in the event of it being stolen.

Members of your club can purchase these security packs which normally retail at £129 (inc p&p) for just £99.

Buy TWO, one for your normal car and one for your kit car - £179 (inc p&p)

No Increase when VAT rises to 20% in January 2011.

[www.rbs-property-marking.co.uk](http://www.rbs-property-marking.co.uk) click on the classic car club and enter the password [gertie1972](#)

RBS Ltd is a trade supporter of the FBHVC membership No 49420

Contact Stan Ratcliffe 01474-350-883 Email: [stan@rbslimited.fsnet.co.uk](mailto:stan@rbslimited.fsnet.co.uk)



## Sabre For Sale

Due to a change in my personal circumstances George & I have decided to sell our beloved Sabre & would ask you to insert the following ad in the next edition of the Rokit News. We would like the current membership, friends & relatives to have the first opportunity of buying her before placing an ad in the kit car magazines.

FOR SALE : Royale Sabre - we think the last one built by John Barlow & first registered 8th November 2001 for his own personal use. Bought & lovingly looked after by Bob Muir & George Wilson 9th October 2002.

Ford 2.9 V6

Power steering & electric windows.

Volvo midnight blue with saville grey leather.

Only 6,500 miles.

Twice winner - best in class at the Selkirk Rally.

Reluctant sale.

Available to view at Stoneleigh 1st & 2nd May or sooner by contacting :-

Bob - 01899 220 369 / 07917 753 519 / [flo3bob@btinternet.com](mailto:flo3bob@btinternet.com)

George - 01835 823 072 / 07825 405 695 / [georgewilson21@btinternet.com](mailto:georgewilson21@btinternet.com)

Price : £13,500

Many thanks,

Bob Muir.

Isn't it interesting that the same people who laugh at science fiction listen to weather forecasts and economists?

Kelvin Throop III

You will find that the State is the kind of organization which, though it does big things badly, does small things badly, too.

John Kenneth Galbraith (1908 - 2006)



No matter how rich you become, how famous or powerful, when you die the size of your funeral will still pretty much depend on the weather.

Michael Pritchard

