



Autumn 2012

News

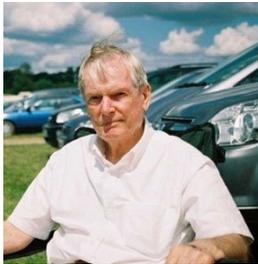


IT IS YOUR MAGAZINE SO LETS FILL IT

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

Firstly can I say thank you to all those who took my whinging to heart and supplied me with material for this edition of the magazine, I knew you could do it if you tried though the challenge now is for all your good work to continue and for those that sat on their typing fingers to pull them out and have your say please. I have managed to include a couple of technical features in this issue which some of you showed a desire to see more of so if anyone has interesting technical stuff they could pass on please let me have it for the next issue.

There has been no new news from Malcolm regards the progress being made to the re-launch of the Sabre but I expect he and his team are whirling away in the back ground making ready for a bigger push next spring. I have been supplied with some promotional leaflets to give out at car shows to interested parties but the weather has been so bad and business taken up so much of our time this year we have had little time to attend shows that only two have been issued.

The weather has also been a contributing factor as whenever there has been an opportunity to actually get out in the car the weather has rather put a dampener on it. I did however get to the Duxford Spitfires and Classics day and also the open day at RAF Benson. Both of which I found very interesting and entertaining, certainly did not know you could things with helicopters that were put through their paces at Benson.

On a positive note Stuart Shotbolt put me in touch with a printers in Wolverhampton that is producing our magazine for a lot less than we paid before so you are now receiving a better quality magazine at a much reduced price so we should be able to keep the membership fees under control for a while yet so thank you Stuart.

I came across this picture of what looks to be the origins of the sabre and thought I would share it with you, I have to say I think it is one of the most beautiful cars I have ever come across and if my numbers come up one day someone will be parting with their car. This is surely the car of my dreams should I ever be a billionaire.



In the last issue of this magazine I was discussing the way in which we could improve the quality of the badging on our cars and I can now show you the final version as fitted to my car. The problem is we have an issue with getting the inserts made so I am asking all members if they would know of an engraving company that might make the centres for us at a reasonable price as although I am happy with the end result it has cost a total of £81 due to the cost of having the centre made at £60.00 plus £21.00 for the bonnet badge of a famous manufacturer. I have printed a picture that shows the end product which I think you will agree lends a much higher degree of class and I have already been asked if the car is a Rolls so not everyone knows much about the marque.

Wendy and I did manage a quick week away to visit our Australian friends that had taken a house in Tours for the summer and although we were away for a total of 12 days we were able to have the roof down for the whole time with not a drop of rain, must be a record for this summer as it was raining the day before we left which was a last minute decision and we returned home to gales and torrential rain with flooding the day after we got back. We even had a channel crossing as smooth as a cruise in the

Med and the following day the weather broke to tremendous winds and rain with very high seas, luck was on our side. Not sure if those that like to attend the Valentines day weekend would like us to do it again this coming year so please let me know and if there is enough interest Wendy and I will look into another meeting at February time.

A journey back in time

Longstanding members of the ROC will recall that in issue no 10 (Nov 2001) of the News, I wrote an article for the magazine entitled "Rocking Horse Droppings". The article contained many of the trials and tribulations of trying to bring my Sabre closer to the Post Vintage Thoroughbreds of the era, which had inspired John Barlow's design. In the end after much research I concluded that the Sabre owed much to the Delahaye 135 that was built between 1935 and 1950, when Delahaye ceased trading. In those days you would buy a chassis and choose a coachbuilder that offered their own variant of bodywork style on the chassis. John's inspiration had clear influences of Chapron in the sweeping curves and running boards, whilst Figoni and Falaschi used more voluptuous curves with no running boards. In addition the chromed strip on the bodywork ran horizontally on the Chapron body, as on the Sabre, whilst it curved down to the base of the rear wing on F&F bodies. Neither coachbuilder however offered faired-in headlights until after the war. So what does this mean for our Sabres? Their most probable heritage is a circa 1949 Delahaye 135, with coachwork by Chapron. Even then Chapron used a spare wheel mounted in a neat cover on the boot lid which John may have considered a bridge too far for a kit car. It should be noted that the correct wheel covers would have been stainless steel discs, even in 1949, on the Chapron body. It is also of some interest that the original engine would have been a 3557cc, 6-cylinder producing 125hp. The fact that John chose a 1998cc, 4-cylinder Granada engine producing 125 hp is either a happy coincidence or design genius.

After my research I set myself the task of replicating the original as closely as possible. This meant addressing several changes to the kit, which I will cover in a series of articles in forthcoming issues and will encompass.

- Radiator Grill
- Wheel discs and retaining studs
- Steering wheel
- Dashboard
- Door trims and window winders
- Seats
- Instruments and switches
- Exhaust
- Number plates



It took me three and a half years to complete my car and yes I still have a wife. Was it a success? Let the following true story be the judge.

I usually take my car to Goodwood for the revival meeting, which is all about turning back the clock to the 1950s. Needless to say it is a Mecca for classic car enthusiasts from all over the world. I have been privileged to get access to the pre 1950 classics enclosure over the years and one year returned to my car to find a gentleman pacing around it. He looked for all the world like Albert Einstein, but he said nothing. To break the ice I said, "Perhaps you are wondering what it is". There was no response, just an embarrassed silence. So I continued with "It's a replica of a Delahaye 135". At this point his face lit up and in broken English he said "and I am ze President of the Delahaye owners club".

Well I just wanted the ground to open up and swallow me because if anyone was qualified to put me in my place, this was the man standing before me! I expected a tirade of how dare I compare my car to the genuine article, followed by a long list of inaccuracies. But no, he called over his large entourage of ladies and gentlemen, (At this point I have to explain that everyone at Goodwood dresses up in period costume and when you see a bevy of Parisian ladies, dressed to kill, it makes the entry fee doubly worthwhile). "Cette une Delahaye" he announced and encouraged them all to take pictures. I tried to correct him and emphasised it was a replica, but he wasn't having it and complimented me on the wonderful restoration. He then went on to enquire how I had sourced large instruments, (they are 5¼in.diameter), because they can no longer find suppliers in France for their own restorations. He was mortified to hear that I had had to make them myself so could not help. More on this subject in another chapter. They all waited for us to drive off, which I achieved almost silently lest they should hear the sound of a 4-cylinder engine when they were expecting a 6.

It is fitting now that new kits are available at £6500, that we should have a few "how to do it" articles for any new builds that wish to follow a similar path to mine. Let's kick off with the radiator treatment.

The photographs clearly show vertical slats where the kit car uses a mesh. There are twelve of these on each side as on the original and the spacing to achieve this is $\frac{1}{2}$ in. I am often asked how did you bend those metal slats into such precise curves or did I have castings made at great expense? Well I did look at the latter but was put off by the cost. It's not the castings that are expensive, but the pattern making leading up to a production run. (New owners of the Sabre brand please note). On the question of bending slats of metal into smooth curves without kinking them, I didn't rate my chances. My only bending machine was a 5in. dia. cast-iron drainpipe, still attached to our cottage, around which I had formed the bonnet curves!

The answer, in the end, was relatively simple and was inspired by the plastic chromed surround to the air intakes that come with the kit. I reasoned that if I could find a suitable section of chromed plastic I should be able to manufacture a plywood base on which to mount them. I had once owned a Mini so the solution quickly sprung to mind. The old Mini used to have a



chrome strip that followed the curve of the wheel arches and sills, so it must be possible to source something similar. The choices seemed simple: either go to a Mini spares dept and order enough spare strip for four Minis or try my luck at Stoneleigh. The latter came up trumps and I was able to buy 12m. of the stuff. Now the only remaining problem was what thickness of ply I would need. I hoped that the standard 4mm (replacement for 1/8in.) would do the job, No such luck; it just sprung off as quickly as I pushed it on. I then tried to source thinner ply and found that model makers were catered for with 1 and 2mm ply but not 3mm. What followed was a wild goose chase that began by inquiring if 3mm existed. I was assured it did and if I was prepared to order several hundred sheets the importers would be happy to oblige. Trying another tack I went to main distributors, who supply DIY chains and was told that there was no call for 3mm so they could neither supply me nor suggest where to buy it. I had the feeling that I had been fobbed off and resolved to go back

again on a different day, when I might be able to have a quiet word with one of the workers rather than the office staff. So one lunchtime I went straight for the warehouse and caught a few of the workers having their sandwiches. I explained my plight, but they reiterated that there were no consignments of 3mm ply. However, I was taken over to a scheduled delivery of 9mm ply for B&Q, which seemed unremarkable other than the top and bottom sheets were badly damaged by the steel bands with which they were bound. I remarked that someone is going to get a poor deal out of that consignment. No they won't, I was assured; all bundles of ply come with two sacrificial sheets of, guess what, 3mm ply. Eureka!

My next trip was to B&Q as they took delivery of their ply. Sure enough the sacrificial sheets were being discarded into a skip and I asked if I could buy some. Help yourself was the reply. I only needed half a sheet, so they just broke one in half for me.

Compared to the search for materials, which I compare to finding rocking horse droppings, the rest was child's play. Examination of the photo of the rear of the grill matrix shows three horizontal ply battens (9mm or thereabouts); slotted to take the 3mm curved slats at $\frac{1}{2}$ in. centres. The curved fronted slats (the backs can be straight) are sufficiently deep so that the three ply battens are not obvious from the front. Painting the matrix matt black helps this process. Once the chrome strip is added the assembly is held in place by the same struts provided to hold the mesh in place. A further give-away, for the eagle eyed, is that John made no provision for a dummy starting handle aperture at the base of the grill. To draw attention away from this detail, I have straightened the bumpers with extra inboard spacers and fitted a badge bar sporting appropriate age badges for French and Italian motoring clubs. My radiator grill has been in place for 12 years and looks as pristine as it did when manufactured. Incidentally I have had no overheating problems, so the airflow may be better than through the mesh.

N.B. The slats must be parallel to the airflow and not at right angles to the inclined intakes, (a mistake made on the production MGA).

More instalments next time.

Norman Green



Royale Sabre, VOSA and the DVLA

Following on from my earlier missive where I bored you all with my stories of buying my Sabre, read on for the next instalment for those of you who've lost the will to live.

To recap, in Spring 2009 I bought my Sabre pre-built and virtually completed by someone else. He'd sorted the SVA test, mine was the last kit car to go through SVA before it morphed into the IVA, and I handled the VOSA and DVLA registration process and ended up with the next random F Reg in the sequence.

All well and good and I happily drove it for a year or so both in the UK and France, then in late summer 2010 had a new engine put in from a 2003 Focus and at the same time I bought a personalised plate, E5 ABR.

Which if you were to space it out illegally, could almost say E SABR. Shame I'm not from Yorkshire, it could be quite good eh?

Not that I'd do such a thing of course.

Sad or what?

Eventually, during 2011 I decided I ought to get the paperwork straight so despite advice to the contrary from a couple of people who know about these things, I sent my V5 off to the DVLA in Swansea notifying them of the engine change and at the same time, asked them to change the registration number to this personalised plate I'd bought.



BIG mistake. Asking the DVLA to do two things at once was a real mistake and as I mentioned I'd been advised not to do that, get them to do one at a time otherwise they get flustered.

To say the least, it was a bad decision to ignore that advice

It turned into a long running saga where they wanted proof that the engine had been changed and wouldn't accept photos. So I had to get a statement from my buddy who'd done the work on his garage's headed paper saying that the engine had been changed, which they wouldn't accept as a fax or by e-mail it all had to be posted. Then they asked for photos having previously said they weren't acceptable, then they lost the V5 and the paperwork to change the Reg, oh it all went really pear shaped. In the end I ended up with two V5's one for the old number and one for the new, as well as two tax discs. When I phoned them for the umpteenth time to tell them I had two V5's and two tax discs, they told me it was illegal and impossible for me to have that and when I asked what to do with the old one was told, "oh, just destroy it and send us confirmation that you have". How odd is that?

Anyway, let's move on a year to this May.

I knew my first MoT would be due early July 2012 so I put the car in for a pre MoT test with my local garage so I'd have the MoT in time to renew my road tax at the end of June as well. He spotted a couple of job's I'd need to do, change the steering rack and track rod ends, sort out the hazard warning lights which weren't working reliably and "hide" evidence of the wheels rubbing on the chassis – "just give the chassis rails a coat of paint before you bring it for the MoT" was the fix for that one.

Royale Sabre, VOSA and the DVLA

So last week in June I booked it in for the MoT confident that it'd pass easily. Except his computer won't let him do it as per the V5.

The V5 says on the front page, section 3 Special notes; rebuilt - assembled from parts some of which were not new SVA/IVA cert issued 28/06/09 emission limit %CO4.5; HC 0.12 and then in Section 10 it says Date of First registration; 06 07 2009.

As I mentioned earlier, two things have changed since it was first registered in 2009. Firstly I changed the old Sierra 1.8 CVH engine to a 2003 Focus Zetec and secondly I put a personalised plate on it, the E Reg as against my "proper" F reg.

When the tester tried to book the car on to the computer for the emissions test he immediately got a message back saying that since the date of first registration is 2009 it has to meet 2009 emission levels. After playing around with his computer a bit more he managed to get it to accept that having an older engine than the year of registration, at the best he could test it to 2003 emission levels. This is a totally different standard to now with the engine as it is we can't meet either of these emission levels. In order to get down to those levels I'd need to install a cat, re-map the ECU and fit a lambda sensor and it'd cost c£500 at the least.

To say the least I disagreed with him and insisted he phone the area test examiner at VOSA but unfortunately he'd gone home early and the chap he spoke with didn't have a clue so we had to wait till Monday to get a proper position from VOSA.

Oh and the tester's on my side since he's got a Q plate kit too.

Over the weekend I posted the "problem" on Pistonheads website and got a lot of advice, the upshot being that the computer's wrong and the car should be tested to the emission levels shown on my V5, i.e. %CO4.5; HC 0.12. Actually to confuse things even more, I've still got the V5 for the old registration plate which shows the same emission levels and the fact that I have two different V5's really did get them scratching their heads and at one stage I'm sure I heard the word "ringer" mentioned

A couple of people on Pistonheads gave me some very valuable information, not least of which was the names and phone numbers of two senior test managers within VOSA who know the rules, as well as the website location where you can get chapter and verse from the MoT testers handbook.

If anyone's got any questions in general about MoT's, not just for kitcars, this website has the testers own manual on-line so is a very valuable source of information;

<http://mottesters.co.uk/files/special%20notices/MOT%20Inspection%20Manual.pdf>

Come the Monday I phoned the MoT tester early and gave him the reference details from his manual as well as the contact names at VOSA and within half an hour he called me back to confirm that his area examiner agrees to test to the levels in my V5. Phew, that's a fight avoided.

So later that day, after a bit more messing about, he tested my Sabre and it passed. But only just. We had to fiddle around for quite a while to get the CO down to 4.5. The hydrocarbons were easy but we had real trouble with the CO. At one stage it was consistently hovering around the 6.5-7.3 mark and it was only by really revving the wotsits off it and giving it a good blast to clear the soot, that we got it inside the 4.5. Not sure what'll happen next year though, maybe I ought to drive it more.

So that's it. With a nice fresh MoT certificate, new tax disc and insurance, I've got a year's legal motoring to look forward to.

Anyone fancy making up a convoy and going somewhere?

For Sale Royale Sabre

The Sabre donor was a Ford Sierra Sapphire GLX 2.0 litre DOHC, first registered in 1988. The original vehicle covered 24,000 miles until the body was scrapped in Sept. 1997.

The car has only registered 15,400 miles since it was registered as a Sabre in 1998. Body colour is Royal Vauxhall Blue, with cream leather seats and dark navy soft top roof.

Spoked alloy wheels, central locking, alarm system, etc. etc.

I have all the full- build documents, (it was built by a gentleman in S. Wales, sold to my father-in-law in 2001, and I purchased it from him in 2003).

Regularly serviced with all invoices, MOT until January 2013 Taxed until end of October 2012.

A most reluctant sale, changed family circumstances forcing this decision.

I am asking £10,250 ovno.

It is garaged in East Sussex. geoffmaking@yahoo.co.uk



Help Wanted

Email: sales@rollersweddingcars.co.uk Telephone: 01616435836

Message: can some one tell me were i would source parts for the Royale Windsor, Regards Chris



This is the final result of our endeavours to provide a quality badge for your cars, looks the business but some might think £80.00 is too higher price.

"Last of the Summer Tour" Milton Keynes 2nd September

My entry for this event was late, as my work schedule has been erratic to say the least. The organisers (Alison & Michael) however sent me an email saying they would be very happy to accept my entry, so all systems go.

My entry number was 41 which coincidentally is my shoe size in metric, the door number of the house that I grew up in, my sisters first house and Lesley & My second house (weird).

As I had taken Lesley to the Merlins & Motors day at Duxford in August I knew she had seen enough aircraft to not want to go on this run, so I took my neighbour & friend Roger who is a real aviation nut and what he doesn't know about aircraft ain't worth knowing.

The event started at "The Inn at Woburn" where we were joined by Peter & Wendy Gibbons for coffee and a Bacon Roll. We had plenty of time to fill out the entry form, tie the tour plaque on to the bumper and have a look round the other cars.

There was a mixed entry ranging from a 20's Aston Martin to an XK8 and including a Rally Mini and a Fastback Shell-by Mustang.

We were set off at 1 minute intervals to avoid clogging up the staggered crossroads in Woburn. As we were leaving the lady passenger in the XK8 said that's really beautiful, as they pulled up along side us in the queue. Now I know Roger's not a bad looking bloke (Tall strawberry blonde) but I was just about to tell her not to be so fresh, as they hadn't been formally introduced, when I realized she meant the Sabre.

The route took us through 38 miles of scenic Bedfordshire country roads, to the WW2 airfield and museum at Thurlleigh. Judging by the noise coming from the Rally Mini's gearbox behind us, the event could have been called the last of the summer whine. The excellent, wire bound road book with the directions and mileage also contained questions, to which we were to find the answers En-route. The answer sheets were entered into a raffle at the end.

Tea/Coffee and digestive biscuits were provided at the Monaco suite, which is part of the Palmer motorsport organisation.

The museum is dedicated to the 306th USAF Bombardment Group that were the first to fly bombing missions over Germany in WW2.

The museum has been put together by Ralph & Daphne and has many exhibits including photographs, uniforms, airfield vehicles, weapons & memorabilia.

We then drove 44.5 miles back to Woburn Safari Park, again off the beaten track, where there was a roped off classic car park for us. Cream tea was served in the Safari Lodge & the raffle was called. Roger and I were lucky enough to win 2 bars of Belgian chocolate.

Although the weather was overcast and not too hot, we both had a good day and I would recommend Alison & Michaels tours, especially as they are charity events that raise money for the little lives appeal, which provides funds for the neo-natal unit at Milton Keynes hospital.

Entries are open for the Classic car tour taking place on the 21st of April 2013 This is a larger event and will follow a similar route to the previous years, in that the ever popular Millbrook alpine testing circuit will be visited and the event will finish at the Porsche Experience at Silverstone.

If you read my account of that event earlier, I can re-iterate that the whole event was well organised and the only problem was the catering at the end, which Michael assured everyone present, will not be sub-contracted out again, but will be laid on by Porsche.

Entry forms are available from mkclassictours@aol.com or by telephoning 01525 290117

Simon Carrington



Technical

Sabre Wind Deflector

Some of you may recall that I've been searching for a pair of the sunblind or wind deflector hinges for a year or so now but with no luck. In fact I sent an e-mail round to a lot of members asking if anyone knew where I could buy some but no-one seemed to be able to help.

Last year I went to every kit car show, Detling, Stoneleigh and Newark hunting for them, whilst buying other bits of course, and I asked all the traders I could find. Several knew what I was on about but didn't have them or know where I might get them. Going on a "tip" someone gave me I even went to the MG spares day at the NEC in March since I was told they're a standard fit on one particular (unspecified) old MG car, but still no joy. I even got Peter to send me photo of his hinge and hawked it round all the shows this year too but still no joy. I kept the photo neatly folded in my wallet and referred to it at any relevant opportunity.

This was by now starting to become an obsession to the extent that I approached a local CNC machining company to see if they'd make a pair for me. I showed them the photo and they nodded wisely and were happy to tell me that if I gave them a proper dimensioned drawing they'd be more than happy to make me a pair. For around £140. Gulp. I didn't ask if that included VAT or not. All of a sudden I wasn't that keen on fitting the deflector.

But I still kept the photo in my wallet and if I was passing a car boot sale or car spares stand at a village show or fete or something I'd ask any likely looking trader if they could help.

Last Saturday we went to the inaugural Donnington Kit Car show at East Midlands. Since there weren't any Sabres there on the Saturday I guess it's not a popular destination yet for the RoCkers? Or maybe you all went on Sunday?

Anyway, wandering around the somewhat sparse exhibition hall I asked the usual suspects if they had my infamous hinges, but still no joy. In fact it was quite amusing, as I approached the SVC stand the big lad there whose name escapes me, he's about six feet thirteen tall with a big bushy ginger beard saw me coming and told me he still didn't have my bloody hinges before I'd even asked him. He remembered me from Newark and Stoneleigh since we'd shared a couple of jokes but he said, pointing down the hall, "go and have a chat with the guy at the end, he's into odd stuff and has got some really weird bits on his stand and seems to have sources for just about anything".

"Weird stuff? Weird stuff? Do I really look that odd?" I wondered.

So I wandered down and pulled out my dog-eared photo and asked the trader, "don't suppose you know where I might get a pair of these do you?"

"Hmm", he replied with a sly grin, "if you look in that box just off to your right, you might find something similar". And sure enough there they were. EXACTLY what I'd been searching for.

"Twelve pounds fifty each", he said, "how many do you want?" Ouch. I need two but you never know do you? So I bought three of the five he had while my wife wasn't looking. I thought of buying the lot but all of a sudden my wife came over as she saw my hand moving to my money pockets. It's amazing how good their eyesight can be at times isn't it? I could justify buying three, but five could have been a "challenge". So three it was.

And here they are? "Ah", you're all saying, "those brackets, I've got dozens of 'em lying in a drawer in the garage." Yeah, right



So today I decided to fit them.

One reason I wanted this type of hinge is that the screen surround on my Sabre already has tapped holes to take the hinge and ASSUMING the hinge holes are the same centres, it should be a doddle to fit.

So what's the chances of it being right then?

Nope you're wrong. It was a perfect fit. The hinges fitted exactly in the existing holes.

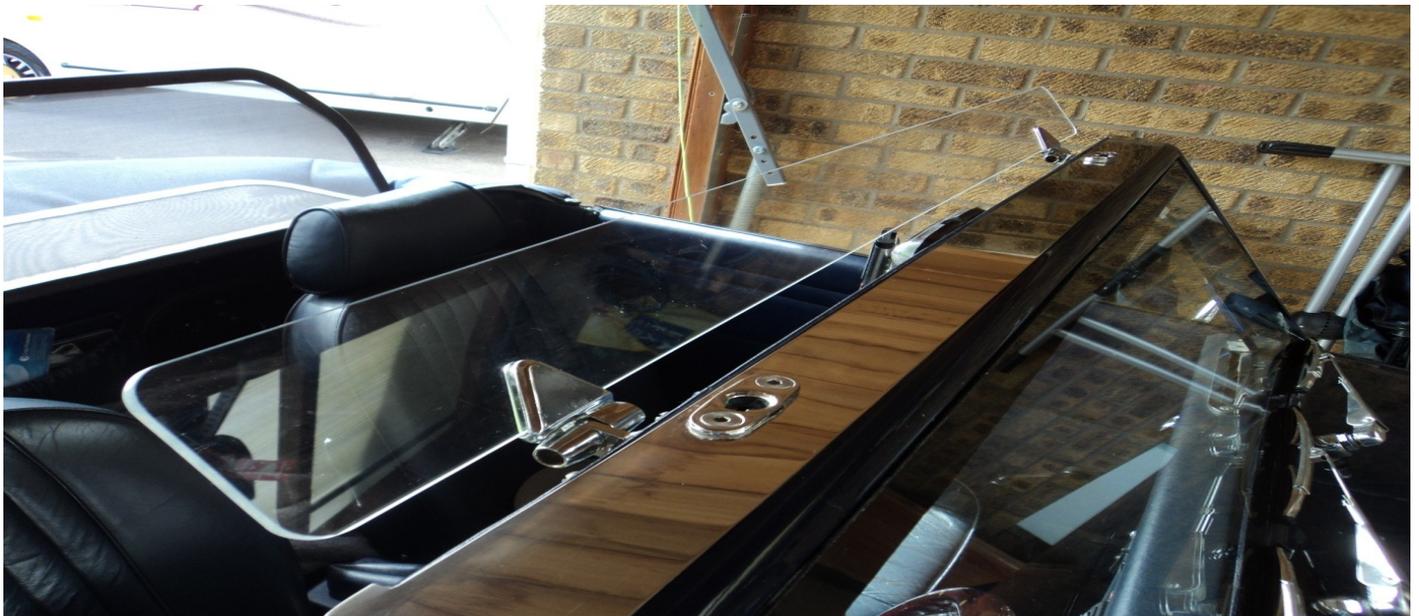
So I just need to make the deflector itself. I'd scrounged a piece of Perspex from a buddy about eighteen months ago and it was happily sitting in the garage rafters awaiting its fate, so I dragged it down on to the workmate, cut it to length, rounded the edges and marked the hinge centres.

As you probably all know, drilling Perspex isn't exactly a tough job, but you should really drill a small pilot hole first, then open up to the 8.5mm needed using nice sharp drill bits.

Small piece of masking tape so you don't scratch the Perspex as you're measuring and marking it out does the job perfectly.



So all that was left was to fit the Perspex to the hinges. And here it is, in all its glory.



And does it work?

I'm really pleased to say yes it does. I went out for a drive this afternoon and the deflector seems to do exactly what it says on the tin, I'm really happy with it.

So all I need now is one of those nice transparent Royale stickers in the centre to set it off.

All in all, it took about two years to find the hinges and about an hour to make and fit.

And if anyone wants to buy some of these hinges, I can sell you a pair for fifty pounds.

Not really. You can get them from;

S&J Motors in Chorley. 01257 262881, e-mail: sandjmotors427@yahoo.com

Technical Article

DIY Blind Fixing

No, not how to mend a errant window fixture, or a miracle cure for our less fortunate optically challenged colleagues, David McDine gives us the low-down on what, where, and how to use captive fastenings

Other members who are building on their own are probably encountering the same problems as me, and that is, not being able to assemble some parts as single handed you cannot reach both sides at the same time to do up a nut and bolt, or the permanent fix of a pop rivet is not acceptable for items that need to be removed or strength purposes.

To help me overcome these problems I am utilising the following fixings almost all of which I buy on e-bay :

POP RIVETS

The "POP" rivet which most people will be familiar with, needs the proverbial "pop rivet gun" to fix (e-bay search "pop rivet"). Available in various diameters, lengths, materials and types.

Diameter: The most common is probably the 1/8" followed by 5/32" and 3/16". Take care in choosing the size and material to be used, as the larger diameters can be a problem to install using the standard type of hand gun due to the force required, and need the alternative type of installation tools like the "lazy tongs" or a two handled riveter.



Standard type gun



Lazy Tongs



Two Handled

Head types: Various head types are available the most common and normally supplied is the domed head, followed by the countersunk, and a third type that should be of interest to the JBA builder is the large diameter head, which reduces the stress when used on fibre glass and other soft materials.

Materials: The most common materials are aluminium and monel, a zinc based alloy. Other materials available are copper and stainless steel. The stainless steel types are harder to pull (or set) and normally would be done with the lazy tongs.

WATERPROOF RIVETS

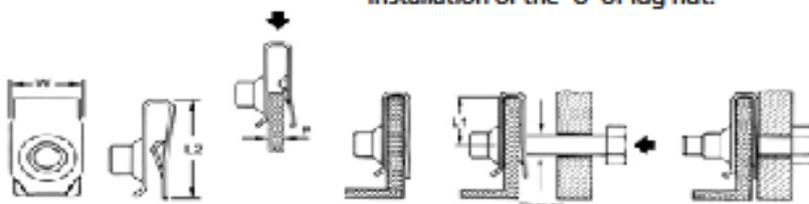
The body of these has a closed end and the "nail type" device that is pulled to "set" them is designed as a "break shank" as opposed to the standard open ended type which have a "break head" pin (the head being left, able to fall out and leave the rivet hollow).

U-NUTS AND LUG NUTS



These do basically the same thing, pushing onto the edge of a thin sheet material and provide a strong fastening. The "U" nut takes a self tapping screw, the blades pulling down into the root of the screw thread as it is tightened giving a firm fixing, resisting vibration. The lug nut fits in the same way over the edge of the sheet material, but has a threaded turret for a standard threaded screw or bolt.

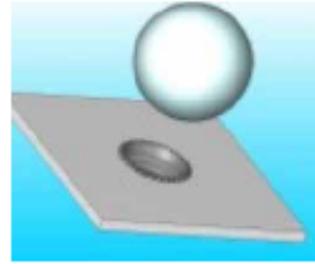
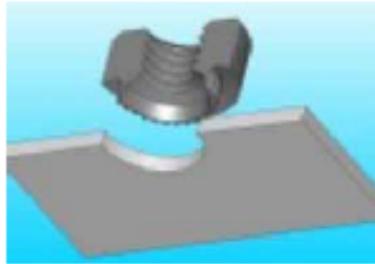
Both of these fixings require a clearance hole to be drilled in the sheet material prior to installation of the "U" or lug nut.



HANKS BUSHES

These are a neat item , one of my preferred , relatively low cost like a nut with a swaging shoulder readily available in zinc plated steel and stainless steel. Access is required to both sides of the material into which it is to be installed, I have used the M4 size in my boot hinge, drilling the holes slightly larger and installing these bushes , I can now line up the boot lid , fit the screw at each end, close the boot and fit the rest of the screws into the captive threads.

A hole is drilled to be a snug fit on the bush, the bush fitted in the hole, and supported on a rigid surface (with the boot hinge I used my bench vice as the support). Using a profile punch or ball bearing, locate either tool onto the spigot and strike with a hammer to "peen" the spigot and embed the hexagons' 6 points into the sheet metal. Several blows may be required to fully peen over the spigot to make a flush and secure fit. When using a ball bearing, hold it in place with blue tack or a piece of masking tape, stopping it jumping out and getting lost.



RIVET NUTS

Quite popular , available at most of the kit car shows . These have the advantage of one side fitting , If you can fit pop rivets you can fit these, can be used for putting threads into tubes (like the chassis rails) where the reverse side cannot be accessed , Normally fitted with a purpose made fitting tool and mandrel , but can be fitted with a nut ,bolt and spacer tube



Normal size range 3 to 12 mm, available with countersunk head or pan head, available in aluminium, zinc plated steel and stainless steel. While the aluminium is the easiest to fit, it is the lowest strength.

CAGE NUTS

These require a bit more effort in fitting , as a square hole is required, but as they are a floating nut ,they have the advantage of taking up some misalignment of holes or out of squareness, particularly useful if countersunk screws are being used as the float will allow a screw to sit properly in the countersink.



ANCHOR NUTS (PLATE TYPE)

Used extensively on aircraft and F1 cars , probably the Rolls Royce of captive fasteners, and the most expensive. Attached with small screws , or pop rivets , nut is high tensile and floats for alignment purposes , and is a torque prevailing ,self locking like a nylock but with better temperature resistance.



Any one has any questions , I should be at the Stoneleigh AGM

David McDine 13/02/12





This is another picture submitted by Stuart Shotbolt and is also of his beloved Sabre, looks as if he has entered his car for the donkey derby, lets be having your offering.



Found this rear carrier on Ebay, however, I have the make and model detail if anyone is interested

Cumbria Classic Car Show Dalemain House, Ullswater August 19th 2012



Dalemain House

Promising Start

Despite a dire forecast, the day of the show opened bright and sunny with hardly a cloud in the sky, so I drove to the venue with the top down hoping optimistically that the forecasters had got it wrong again. Weather in the Lake District is notoriously hard to predict because of all the mountains. Each valley seems to have its own micro-climate, and it is not uncommon for one valley to experience torrential rain and thunderstorms while an adjacent one escapes completely. Always the optimist, I was hoping for a sunny day despite the gloomy predictions.

An Interesting Anniversary

This year marks the 50th anniversary of the MGB, which was introduced in May 1962 to replace the MGA. It was the first car of its type to utilise the monocoque structure instead of the more usual body-on-frame construction used by both the MGA and the MG T-types. The car was popular in the United States, but in 1974 it fell foul of new safety regulations issued in the States, which resulted in a de-tune and a marked reduction in performance. It was also too low to comply with the new requirements, so it was raised by one inch, and the previous chrome bumpers were replaced by new black rubber ones. To mark this anniversary, a special event was organised with an impressive display of MGs invited into the arena.

Kit Cars

Thirteen kit cars had entered for the show, but on the day, only half of them turned up, probably as a result of the dire weather forecast, which also was the probable reason why there were so many empty spaces on all the other exhibition stands. Those who had braved the conditions included an Imperial Falcon, which was based on a 1968 Triumph Herald and made to resemble a 1950/1960 trial car special. There was the Westfield Megablade which won this class in 2010, a Tempest, a JBA Falcon, the Royale Windsor owned by Malc Badger, and my Sabre.

Royale Windsor 'gain

It seems to be a regular occurrence at this show that Royales are among the winners, and this year was no exception. Malcolm's Windsor was judged to be the winner with the Imperial Jackal as runner-up. The picture shows Malcolm being presented with his award by Stewart Turnbull and Graeme Forrester, the President and the Secretary of the Wigton Motor Club, who organised the event.



Forecasters Justified

Midway through the afternoon, the rain, which had been threatening increasingly during the day, could hold back no longer, and a deluge of biblical proportions ensued, which brought the proceedings to a premature halt with exhibitors and visitors alike scrambling for the exits. However, once again, this well organised show has been an outstanding success with attendance records again up on last year. Definitely a regular for the calendar.

WOODCOTE CLASSIC AND VINTAGE CHARITY CAR SHOW – AUGUST BANK HOLIDAY SUNDAY 2012

Ando and I paid a visit to this very interesting and varied show, which has taken place for the past few years at Woodcote Nurseries near Wallington, Surrey. The charity being supported this year was the St Raphael Hospice.

The weather was kind, and yours truly got a burnt nose due to the hot sun coupled with a fresh breeze. This meet has a dual purpose – excellent for car enthusiasts and also madame can slope off in the direction of the weird and wonderful world of “gardening” with all that in there is !!

I managed to get my Sabre in to the show by phoning the boss of the nurseries to guide me in avoiding the mountainous “humps” which seem to be a feature of public venues these days. Fine if you drive one of those monsters with 21” wheels and with cow-catchers at the front. But a wee kit car with about 4 inch ground clearance is different.

Anyway I managed to get the car parked up decently, with the aid of two or three yellow-vested OAPs waving their arms about generously. Very good exercise for them. I think that the total turnout was about 150 cars, so not bad. The car next to me was a one owner Mk1 VW Golf GTI and then another one owner Fiat X I-9 coupe. Great little car this, with terrific handling. I owned one in 1977.

Diana Bullen and family, who are club members, were on site with their amazing collection of John Barlow’s designs, including a white Royale Windsor, and three Imperial/Regents, which they use for wedding business purposes; very successfully, I understand. All these cars were beautifully turned out, and the interiors looked so inviting with sheepskin floorcovers and a huge amount of leg-room.

I closely observed a mint condition factory built Triking three wheeler in yellow and with a moto-guzzi engine. There was a hand-written note on the windscreen stating that “this is not a kit car” – which faintly amused me. The owner came over and had a shufti at my Sabre. Perhaps I should have had a note stating something appropriate on my windscreen?

A red Ferrari F430 convertible replica rolled in, cautiously announcing its presence by indicating that the owner was called Sam and that he was old! The reg plate read OLD SAM. Work that one out eh? Quite a nice Toyota-based replica with very convincing interior fittings etc. I scrutinised the tax disk which had a little bit of paper stuck over the word Toyota. mmm!

Other cars of interest as I browsed along the serried ranks – a mint Ford Zodiac from the fifties in a nice two-tone finish – a 1957 MGA convertible in left hand drive – very valuable cars nowadays – a pre-war Buick kitted out for wedding use - “get me to the church on time” – with a bit of luck eh? (quiz question - what is the birthplace of Mr Buick – anyone know?) – a superb silver Opel coupe from the seventies – a Mark one Cortina in remarkable condition under the bonnet – hours of work there – in the boot was what I initially took to be an Italian coffee making machine – oops! It was a dry sump car with the gubbins in the boot.

Also spotted during my perambulations – a fairly grubby Austin A90 convertible – an Austin Swallow in eminently driving condition – a lovely Jaguar sports with aeroscreens complete with petrol leak and attendant fire extinguisher (elf and safety) – (more about this car later) – a pair of HF Lancias kitted out for racing work - a very cobby pre-war MGTC – I drove one of those



when I was thirteen, with the owner beside me, shooting down the Glasgow boulevard and feeling like a king! – luckily no police around!

There was an understandable paucity of kit cars present – only an old Quantum and a very old Marlin with a one-off hardtop fitted – (see photo)

All in all a very pleasant day out and lots of visitors swarming round the Sabre all day. One lady was convinced it was a French car. Around 4pm we watched while the Jaguar sports car was awarded “best in show” and the local Mayor had his photo taken handing over the trophy to the lucky owner. Can you imagine our surprise when we were then collared and our Sabre was awarded “best in show runner-up” and had photos taken and so on! So we now have a very nice trophy on our mantelpiece at home as a memento.

Signed off by ken baker



I have a friend who had a Stanley Steamer and who is still a member of the Steam Car Club of Great Britain. He still attends all their rallies in his 1936 Hudson Terraplane - a number of their members also have conventional Classic Cars – so I went along for the ride on a recent rally on August 23rd. And a very interesting day it was too. We arrived at the Market Place at Barnard Castle at 10.00am, the official starting time, but we had to wait for about half an hour before the first of the cars hissed and clattered into view amid clouds of steam. A large part of the Market Square had been cordoned off for the event, which was watched by a large crowd, many of whom had never seen a steam car before.

Problems

One thing that was immediately apparent, if you own a steam car, you have to be prepared to get your hands seriously dirty. Although most of the cars had only travelled about 5 miles from where they had stopped overnight, two of them had problems that required urgent attention. One had burst a steam pipe along a seam, and it had to be removed and rushed to a nearby engineering workshop where it was repaired and re-welded. It was indeed fortunate to be able to find one that was prepared to open on a Saturday to undertake the work.

Bowes Museum

Once all the cars were ready to move again, we all piled in and proceeded to Bowes Museum at nearby Barnard Castle. The museum was started by John and Joséphine Bowes in 1869, who were both fascinated by the arts.

They were both fanatical collectors and had the dream of creating a world-class museum to house their treasures, which included paintings, ceramics, furniture, and textiles. 15,000 objects were collected between 1862 and 1874, when Joséphine died. John was devastated, and all collection ceased from this date. He died in 1885, and was never to see his dream come to fruition. However, such was the momentum that had been gained that development continued, and the museum opened to the public in 1892, attracting 63,000 visitors in its first year.

The Silver Swan

One of the most iconic exhibits in the collection is the mechanical silver swan. It was made in 1773 by John Joseph Merlin, a famous inventor of the time. John Bowes paid £200 for it in 1872. It is life size, made from solid silver, and is controlled by three separate clockwork mechanisms, which control its neck, its beak, and also a rippling pool made from rotating glass rods filled with leaping fish. During its performance, which lasts about 40 seconds, it preens itself, swings its neck from side to side, and picks a fish from the pool and swallows it. In 2008 the swan was completely disassembled and cleaned, a process which took thirteen weeks.

More Problems

After visiting Bowes, the idea was for all the cars to drive to Eggleston Hall, where there is a tea room and garden centre in the grounds of an old stately home. We set off in the Terraplane, and all the steam cars peeled off along the way to fill up with water at Hury Reservoir. We never saw them again although we waited at the hall for about two hours. Apparently two of them had again succumbed to serious problems, and the others had remained with them to help. By the time they had sorted themselves out, the tearoom was closed and so they went directly back to base. I think I'll stick to the Royale!



10th Lakeland Historic Vehical IHutton-in-the-Forest, Penrith. 26th August 2012

By Bill Paul

The Venue

The house at Hutton-in-the-Forest is owned by Lord Inglewood, whose family have lived there since 1605. The earliest known historical reference to the house dates from 1292, when Edward I visited the owner, Edward de Hoton, who was created Crown Forester. The de Hotons lived there until 1605, when it was sold to the present owner's ancestor, Richard Fletcher of Cockermouth.

The Show

This show was organised by Mark Woodward, and is one of the last of the season in this part of the world, particularly after the cancellation of the Selkirk show due to the state of the showground. It was much smaller than the Cumbria Classic, but very friendly, and with a good range of classes and club entries. There was also the usual selection of auto-jumble and catering stands. Superb sausages and burgers were provided by Brackenfell Rare Breeds, a local farm who were selling products made from their own produce - a cut above what is normally available at these events. Among the clubs represented were the Discovery Owners' Club, the Cumbria Classic Club, the Wolseley Owners' Club, the Stag Owners' Club, the BMW Car Club, and a stand run by The Lakes and Dales Classic Car Hire, where you could indulge your fantasies and hire a classic sports car of your choice for a day, if you are not privileged enough to own a Royale!

Another Royale Success Eight cars were included in the Kit Car and Custom class, which included the Imperial Falcon exhibited at the Cumbria Classic Show last weekend. In that show it was placed second, but here it was not so successful, and my Sabre was awarded first prize, which only goes to show that these awards are very subjective, and really only demonstrate the personal preference of the judges the day. The picture shows my Sabre in the winners' enclosure awaiting judging for the 'Car of the Show' award.

C a r o f t h e S h o w

The 'Car of the Show' award was given to a superb Triumph Renown, which was the large saloon car that was the first to carry the Triumph 'world' badge after the company's takeover by the Standard Motor Company. It had the new 'razor edge' coachwork, which later appeared in the smaller Triumph Mayflower. The car's side profile strongly resembled that of the current Bentley, which many people at the time considered was more than coincidence. The presentation of the car was greatly enhanced by the owner and his wife being dressed in outfits that were contemporary with the car. They even had a picnic table, complete with a cloth and a china tea service. Worthy winners!

A Fine Show

The show came to an abrupt end shortly after 3.00pm. The day had been forecast to be fine and dry, but the Gods obviously didn't watch the programme, as it started to leave, and as the rain in-quickly reduced to a stalwarts of the Dis- their services and mud, that some ve- by the time the rain completed. Once venue, only marred I suppose that it all the other shows nitely be here next year



ed to drizzle at around 2.00pm. People the exit route became almost unusable creased in intensity, and it as it was quagmire. It was only thanks to the covery Owners' Club, who volunteered their vehicles to pull people out of the hicles even made it to the road. Luckily started most of the classes had been again, it was a fine show in a super by our Lakeland summer weather. But was lucky to have been held at all after that have been cancelled. I shall defi-

I attended the Ripley Castle Classic Car Day on Sunday 5th August and was impressed by the 2 fab Sabres on show. There were obviously many great cars on display but the Sabres and a Corvette Stingray seemed to be the pride of the show - to my eyes at any rate!

Unfortunately from a spectator's point of view, the weather was pretty poor. Although it did not actually rain while I was there, there were thunder and lightning storms around us and the threat of a downpour put me off staying for long.

While at the show, I took some photos, a few of which you may wish to include in the magazine?

Regards,
Stewart



SPITFIRES, MERLINS & MOTORS

Over the years I have passed Duxford on many occasions while travelling up and down the M11 on business, and always threatened to call in but never had the time. So we decided to accept the invitation from the JCB Club to attend the Imperial War Museum on Sunday, 5th August.

Jackie and me loaded the Sabre with all our worldly goods and decided to set off from our village near Derby the day before to call in at Wimpole Hall a National Trust estate just a few miles south west of Cambridge. We arrived around 11.00 and spent a good few hours touring the hall and gardens (only got soaked once), before heading off to our B&B in the nearby village of Gamblingay. Shudder to think how the village got that name!

I was in my element when we were escorted to our bedroom to see pictures of sports cars adorning the walls. The lady who ran the B&B was the daughter of the late John Tojiero the engineer who designed numerous racing car chassis back in the 1950/60s. He designed the chassis for Le Mans Tojiero Jaguars driven by Stirling Moss, Jim Clarke and others. The AC Ace and developed it for the mighty American AC Cobra. Also he produced a design for Berkley Cars which appeared at the 1961 Motor Show, but the company folded before it went into production.



Following a walk around the village we enjoyed a very pleasant meal in the local pub and retired back to our B&B for some well deserved shut eye. Big day ahead tomorrow.

Following a very peaceful/comfortable night's sleep and a superbly cooked full English we reloaded the car and set off along the quiet B roads to Duxford.

Arriving at just after ten we were greeted by a handful of JBAs and the green Sabre, which was bought for £25.00. The area to display our cars must have been the best on site beneath the wings of a preserved Vickers DC10.

We decided to explore and entered the American Air Museum, which was built to commemorate the 20,000 airmen who flew out of Duxford in WW2 but never returned, when the heavens opened. The deluge lasted for about an hour. When we emerged the sun was shining and the rest of the day stayed fine and sunny.

There are so many hangers to explore, aircraft to view and displays to visit we had little time to view the club car stands. We were that interested in all that was going on including various aircraft in flight and a superb formation display of a pair of Spitfires, that we had little time to touch base with our fellow club members. However, when we returned there were about 10 JBAs and 6 Sabres assembled. We did find Simon and his wife devouring a couple of ice cream cones and Peter deep in conversation with a JBA enthusiast.

We said our goodbyes leaving just after 5.00pm. Five minutes

later we flashed our lights at a maroon and silver Sabre coming in the opposite direction. Peter must have wondered where we had been. We had turned the wrong way out of the main entrance and decided to turn around! Had a good clear run home motorway and dual carriageways all the way arriving just before 7.00 pm to see the GB Olympic Team win another gold medal.

A fantastic, memorable weekend. If you haven't been to Duxford yet you really must go.



Wedding Dreams are made of this

Chris' Review on the Royale Build – A Royale Project

Having read the article in September's magazine on Jaguar Replicas and Specials, I thought you might be interested in my story.

It all began way back in February 1992 when a work colleague bought a copy of Kit Car magazine into the office. On the front cover was a picture of this beautiful 1930's style convertible complete with large chrome headlights, running boards and side mounted spare wheels.

The car was called the Royale Drophead and was designed by John Barlow, the donor car being a Series XJ6.

Having a young family at the time, how could I justify buying such a car? I finally persuaded my wife Julie by saying that the car would pay for itself by hiring it out for weddings when it was finished.

First I had to find a donor car, this turned out to be a 1979 Series II XJ6 that had received a rear end shunt. The XJ6 was quickly towed to my single garage and set about stripping the car and reconditioning the running gear.

The Royale uses virtually the entire mechanisms of the XJ6, the exception being the heater which is rather large and instead uses the one from a Ford Sierra. The front and rear axle assemblies complete with their frames, the engine, gearbox, propshaft, exhaust system, hand brake cable all being unmodified and used as standard. Even the standard radiator is used, being turned through 90° to fill that large upright chrome grill.

One of the items to be modified is the steering column which is extended to accommodate the longer wheel base that is achieved by moving the front axle assembly forward, keeping the relationship between the engine and rear axle as standard, thus allowing all standard Jaguar parts to be used.

In December of the following year I collected the Royale kit which necessitated the hire of a car transporter trailer, taking the two reconditioned axles with us for temporary mounting to the Royale body/chassis when we arrived at Bamber Bridge. We met John and his team who quickly lowered the body chassis unit onto the two waiting axles.

After a long wet journey, we arrived home in Bristol where the Royale was carefully pushed into my waiting garage.



Once the Royale was safely tucked away in the single garage, I realised I didn't have much room to play with!



The first job was cutting all of the holes and slots in the body, this was a very easy job as they were all pre-marked in the glass-fibre. The mouldings supplied were of an extremely high standard, so there were no problems making parts fit. The pre-marked holes in the body could be drilled and the corresponding pre-marked holes in the wings could be separately drilled, such was the accuracy of the moulding and the holes lined up perfectly.

Once all the holes had been drilled in the glass-fibre, the body and all its panels were removed from the chassis. The chassis was supplied in a raw state, so after removing the temporary bolted axles, the chassis was shot blasted, etch primed before receiving a final coating of chassis black.

Now the build could start in earnest.

The front and rear axles were finally re-fitted with new mounting rubbers, next the custom made fuel tank which was supplied with the kit, then the engine and gearbox complete with propshaft and exhaust. The rotated radiator was next, mounted on special brackets (all being supplied with the kit).

The front and rear axles were finally re-fitted with new mounting rubbers, next the custom made fuel tank which was supplied with the kit, then the engine and gearbox complete with propshaft and exhaust. The rotated radiator was next, mounted on special brackets (all being supplied with the kit).



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