



Winter 2012

News

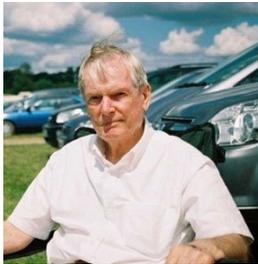


IT IS YOUR MAGAZINE SO LETS FILL IT

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Chairman's Chat

Again please let me thank those of you that have submitted something to this edition of your magazine which allows us to have the full 20 pages full of mostly useful information and news.

I have taken a liberty in this issue to include the flier produced by Malcolm of Automotive Creations and the owner of the Sabre marque to both give him some free publicity and at the same time keep you informed as to the parts he is able to supply that may help you keep your car on the road, most importantly a correctly marked windscreen which has in recent years been the most difficult part to source to comply with IVA tests. I suspect most of you have overcome this obstacle now but I think it a good idea to have a correctly marked screen even if you are replacing an old one. Most of you will have windscreen insurance included in your car cover which we all I think have to cover with an excess clause so you pay this anyway and the insurance pays the balance with fitting, so you might as well go direct from now on to the easiest source. At this stage I must point out that anything written within these pages are purely the thoughts and ideas of the author and are never a direct recommendation. You should always make your own mistakes in my book.

We will again be holding the Valentines weekend at the Best Western Hotel at Buckingham as most of you that have attended in the past have offered a request to return as it is of a high standard and good value for money, see further into the magazine for full details though I must stress that try as I might I could not get them below £100 this time but the fee does include a bottle of wine in your room again and Wendy and I look forward to seeing as many of you as possible.

Next spring I was thinking of trying to organise a 4 day break near Sherbourne in Dorset that would include a visit to the Haynes Motor Museum, The Fleet Air Arm Museum and Stourhead Gardens for the ladies. The cost for the 4 nights is likely to be £120 including breakfast and dinner per person for the full 4 days. I know its difficult to believe but if we were to go in March we can have that price now. This does not include the price of the days out. In case you were wondering. Anyone that would like to be kept informed please send me an email or ring.

As this will be the last News Letter of the year can we wish all the members a Merry Christmas and a happy new year and safe motoring in 2013.

WELCOME TO OUR NEW MEMBERS !!

Hi everybody – I would like to say hello to some new members who have recently joined our club.

Tony Williams joined in May of this year and now owns Bob's superb v8 powered black Sabre. Philip Jackson also joined in May and has bought a blue Sabre from someone in Devon who was not a club member. Peter Edwards came to us in August. Finally, Gordon Davis joined in September; he is building a Sabre, Granada based with a 2 litre engine.

Should anyone know of other new owners of Royales who are not yet members, please chivvy them along to join.

Ken Baker - memsec

Enquiry

The note below from Tony Doherty may strike a cord with some members and I have reproduced the best response in the hope it will help any members in a similar position. Obviously if you have something to add that helps Tony and the editor would love to hear from you.

Peter, finally the end is in sight and another Sabre should be on the road before Christmas, fingers crossed. However, before we can achieve our long awaited goal we need help from our fellow club members.

We have now retired and tend to base ourselves in our house in France from Easter to October and in Manchester the rest of the time, which seems to be a problem for the insurance companies we have contacted. We intend to tow the Sabre out in April, with the Disco so that we have a car there for when we get visitors, and use the Sabre to tour around France during the summer. Then when we return in October, tow her back again for use in the UK and maintenance, mot etc. etc.

All of the companies we have contacted will only cover her for up to 90 days out of the UK and so hence my need for help. If appropriate, could you please arrange for our plea to be circulated, to ask members to e mail their insurance companies details to us so that we can at least call every one who covers kit cars in an attempt to resolve our problem. (We would be happy to compile a list for publication if that would help others in the future) Unfortunately we assume that the next club News circulation may be too late for us so respectfully request the use of the clubs e mail circulation list, gain, if appropriate. Ken has advised us that this may best be facilitated by Jim and Paul but we are sending this to you in your controlling position of Chairman to ensure it is appropriate use of the clubs database. If our request can be sent out and people would like to respond we can be contacted at Retiredearly@live.co.uk or 07831 401857 and 01942 894756

Thank you in anticipation to anyone who responds to help us out. Tony Doherty

Colin Maslem answered as below which was very informative and detailed:

I think I may be able to help a bit here, but I'm no expert.

But first a bit of background. I worked from early 2005 to late 2010 at Airbus in Toulouse as project manager looking after a team of 500 Brit technicians so came into contact with many foibles of French life such as renting and buying housing, and using both UK registered and French registered cars and bikes. Tony's question reared its head several times and you'll be pleased to know we did eventually find a solution. But first without boring you I'd like to explain some of the problems and intricacies. If you take a "normal" mainstream car to France and intend to keep it there long term then, as Tony's found, you really only have one correct choice.

Since the main UK insurers will normally only give up to 183 days European cover, if you want to do it honestly legally and correctly then you've got to insure it in France through a French insurance company. Sounds easy? No, not a bit. First off to insure it you have to give the ins co a copy of your Carte Grise, a bit like a V5 which is issued by the mayor of the town where you live and he also issues your registration number. And to get that you have to get a Control Technique on the car every two years.

This is like a more involved MoT (probably similar to an IVA) since it includes stuff like, do the lights dip the right way (to the right) and do the wipers go the right way too etc. There's lots to it and if I remember correctly it takes half a day. Can't remember the cost. Now to get the carte gris you apply to the Mayor and amongst other paperwork you have to give him a copy of the EU certificate of conformity that all manufacturers selling cars in the EU issue. I've known this to take 3 months just to get the cert from a major manufacturer and it can cost a couple of hundred Euros, up to each manufacturer what they charge for it. Strangely enough the two worst companies to get the cert from were Renault and Mercedes. Mercedes would only issue the cert in German and you're already ahead of me twigging that the French will only accept it in ?????????????????????? yes you guessed it French. And this was for a Mercedes model that's built in Germany and sold in UK and France.

Oh and bear in mind this was for right hand drive UK registered cars.

Well you can see straight away where the stumbling block for Tony's car lies can't you? He can't get a certificate of conformity for his kit car since it doesn't exist and hasn't undergone the EU Construction and Use tests or whatever they call then. So since you can't get the cert, the French solution is to simply refuse to register the car. And this is one of the reasons you see very very few French registered kit cars. It's just not allowed. In the infamous words of General de Gaulle, Non!!.

So where do we go next?

We had many long conversations with several insurers to insure UK registered cars on French policies and the one we held out most hope for was with the largest French insurance company, Axa, who we've all heard of. And after several meetings hosted and backed by Airbus and many many letters and discussions, their answer was typically FrenchNon.

So sort of back to square one.

Except we came across one UK insurance broker who did offer annual European cover, Stuart Collins in Swansea. I spoke to them several times and they were very helpful. IIRC their policy at that time even went as far as to say you don't need to tax or MoT your car in the UK whilst it's in France and doesn't need a Control Technique either. I'd quiz them on this point if you talk with them but I'm pretty sure on the no UK road tax bit which would save a couple of hundred pounds a year. I think the policy is quite expensive, but if it gives the cover you need and you're offsetting the cost of road tax too, then maybe not so expensive.

Another point to bear in mind, and since I had my Sabre in France and checked this with Adrian Flux at the time, although my car was only insured for 90 days a year being abroad in the event of making a claim they would then ask when the car was taken to France and it would be up to me and my your conscience what I told them. Fortunately I never needed to make a claim and my car wasn't there that long (cough cough) so I'm not sure what I'd have done had the situation arisen. I guess it would be up to you and your record keeping?

Also if you want to be totally correct, Adrian Flux told me I can just bring my car back to UK for a day every six months and be 100% legal and correct and I have that in writing somewhere. This is OK if you're living in say Brittany or Normandy or in the northern parts of France where it's not too tricky or expensive to drive "home" for a day every six months, not so easy for us in Toulouse. 500 miles to Calais and damn expensive on the peage. Hope this helps. Colin Maslem

Insure my Sabre – Not as simple as it sounds continued

As many of you by now will have seen my request for information, this article is to update you all on my findings as I try to get the insurance cover I want for my Sabre, which hopefully will have passed her IVA by the time you read this.

It has been a very long time in the build phase, and a lot of time in “moth balls”, but finally I am approaching the end and there is light at the end of the tunnel. However, as I prepare to make arrangements for our Royale Sabre to fulfil our long term plan, I hit a potential major problem.

We have now retired (early) and live in France from April to October and in Manchester, October to April. Why, I hear you ask and the answer is simple, Gas Central Heating. We decided to buy property in rural France instead of the coastal South or West and ended up in the foothills of the Central Massif, so, high up, and in the effective Lake District area of France. Summer is great but Winter there is very very cold. There is no other source of heating than wood and even though I have installed a large Wood burner with a back boiler to run central heating off , we like the automatic gas central heating back in Manchester for the Winter.

Anyway, I discovered with my first phone call to find out about insurance that I had hit a major problem as ALL the insurance companies will only cover my Sabre to be used in France for a maximum of 90 days in any 12 month period. My plan to enjoy open top touring all over France based from our house which is almost central France was coming apart. That is when, in desperation I sent out a request via the club e mail circulation list for help from club members and also posted my issues on the Ex Pats web site French Entrée.

Thankfully I got several responses, not all of which I could follow up, but at least I now have a workable solution which is not ideal but keeps our dream alive.

I was advised and have now had confirmation that, the 90 days in any 12 months technically starts that day you leave the UK but if you stay in Europe for longer than 90 days your standard policy reverts to providing the minimum level of motor insurance cover required for the country you are in for up to 12 months. This means that I can drive in France for 90 days with fully comprehensive cover and for the rest of the time I stay there I am legally allowed to drive but will only have third party fire and theft cover. Not ideal but at least a compromise worth the risk to allow us to maintain our dream. I have even had an agreement with my chosen insurance company that I can tell them when I start the 90 days so perhaps when I will use the car most in June July and August. – A result !!!

Anyway, as this problem will not effect many, if any, I will not bang on about it. Another potential benefit of the situation is that, thanks to the support of many members, I received information about several insurers for the Royal Sabre and can now pass this information on to the rest of the membership. Hopefully the table I am sending with the this report can be presented as written, to be self explanatory, but basically it documents 13 insurance companies contact details and some minor comments from my discussions with some of them.

Enquiry Insurance Options

I had intended approaching each of them for a "standard" quotation for comparison but, as I am sure you are all aware, every time you contact these type of organisations by phone you get menu choices, waiting to boring music, more waiting and all that times 13 – no chance, sorry. Hopefully, at least the contact details may be of use to others when renewal comes around.

Finally, I will let you know when we get her through the IVA and I look forward to meeting up with other members next year. You never know I could organise a small rally around the Limosin in France where there are some beautiful drives and countryside to see and a whole different lifestyle to enjoy .

Thanks to everyone who sent me information on their Insurance companies, please see the outcome below

Tony Doherty

Company	Telephone No.	Web Site	Coments	days covered in Europe	Estimat- ed Price
2Gether	01945 465508	www.2getherinsurance.com	ask for Vicky, very helpful	90 days	£385
TR Youngs			Will not insure the Royale Sabre		
Backford Bloor	0151 356 7451	www.kitcar-insurance.co.uk	Spoke to Nicky, very helpful	90 days	
Adrian Flux	0333 5555 000	www.adrianflux.co.uk	Not keen to cover in Europe		£480
Footman James	0843 357 1973	www.footmanjames.co.uk	not as helpful as others	35 days	
Hiscox - A Plan	01494 427900	www.aplan.co.uk	very helpful, called back	90 days	
Sureterm	0800 999 2030	www.sureterm.com	pleasant to deal with	90 days	
Central bespoke	0800 954 0037	www.centralbespoke.com	recommended by another member	90 days	
Premium Choice	0845 073 710	www.premiumchoice.co.uk	used by another member		
Stuart Collins Swansea	01792 655562	www.stuartcollins.com	Provides 12 months green card for UK registered cars BUT will not cover Kit cars		
Glynwood Insurance Services	0844 581 8877	www.glynwoodinsurance.co.uk	used by another member		
REIS	0115 985 0165	www.reis.co.uk	used by another member		
Heritage from Norton Insurance	0121 246 5050	www.heritage-quote.co.uk	used by another member		



Journey back in time

Norman Green—A journey back in time (continued)

This issue I intend to cover “wheel discs and retaining studs” together with “steering wheel” as part of the ongoing saga of how I made my Royale Sabre indistinguishable from the Delahaye 135 that probably inspired John Barlow’s design. I mentioned last time that the president of the Delahaye owners club had refused to believe that the car was anything but a beautiful restoration. Since then, a collector, who was in the market for a Delahaye 135, approached me, when refuelling my car in Winchester. “This must be one of the two cars that are currently for sale” was his opening statement. No I replied my car is not on the market. “It must be” continued the man “it fits the description and the photographs”. I reiterated that he was mistaken and enquired where he had seen my car advertised! He said that there were two Delahaye 135s currently for sale at £200.000 each, in Classic Car magazine and my car was one of them. Clearly he did not believe me, carefully writing down my number plate to prove to himself that he had seen the car in the ad, which was perhaps now in the hands of a new owner who did not want to sell.

For a while I was tempted there (but only briefly; I would be looking for more than £200K).

Back to reality now, I will continue with wheel discs.

Wheel discs

As you will have read in the last issue wheel discs were the norm for the immediately post war Delahaye so I had to find some. Scouring the U K market produced nothing so I moved to U S sources, where specialist after market parts for classic cars are re-manufactured. Spinning s/s discs I was assured was commonplace and all I needed was a profile and a diameter and a quote would be forthcoming. When the quote arrived I was dismayed to find that they had no proprietary discs that matched. However they would readily produce a new form against which they could spin new discs, but it would bring the cost of the discs to \$500 each (tooling included). I was desperate to get the right discs but not that desperate, so the search continued.



Journey back in time

Luckily we were visiting a friend of ours with a three wheeler car, which sported three shiny discs. When I enquired where they came from he simply referred me back to the manufacturers, since they had come with the car, but he did lend me one for a trial fit. They were perfect for the Granada wheel. The manufacturers however had only ever had one set, which they fitted to the prototype and featured in all their brochures. They did however give me a lead by saying they thought it was an after-market item for one of the Citroen models. Several weeks later having been passed around various quartermasters of Citroen owners clubs in England and France, I finally found a custodian of spares who admitted that he had a set in the roof of his garage and no he wouldn't be emptying out his roof space for at least a couple of weeks. I waited and waited; several months passed before he had his clearout. The phone call I then received gave good and bad news. Yes he had found them but they were too badly damaged to fit to a car. He was very apologetic for the bad news after such a long delay so that he took up my cause for me and promptly tracked down another set. He left a message that his contact would be posting a set to me asap. I was very grateful, but he had not mentioned the condition or the price!

They duly arrived and I unpacked them to find a pristine shiny set with an invoice, on which was written, "Regret to say we are going to have to charge you £5 each for these"!

Now to fitting them. They are centre fixing, so holes have to be drilled in each of the hardened steel wheel hubs and tapped. I used continuous threaded rod and bought appropriate taps (several). You must avoid breaking off drills and taps in hardened steel for obvious reasons; so it's a slow process with much re-sharpening and holding of breath. Having drilled and tapped the hubs, the next challenge was to use something more attractive than a nut and protruding threaded rod at the centre of the disc. My solution was a s/s sheet flat head to the rod (you will need a friend who can weld). My mini disc at the centre was made to accommodate the Royale badge but was fractionally larger in diameter to allow two semi circular, 1/8in.dia cut-outs opposite each other. A cycle spanner was then easily modified to take two 1/8in studs to engage with the cut-outs. Thin rubber discs under the heads ensured they would not shake loose. It's amazing how those "R" emblems at the centre of the wheels convince many people they are looking at a R.R.

To paint the appropriate colour matching rings on the wheels, I used neither free-hand nor masking tape. My wife's front cycle wheel was mounted axle vertical in a vice. The wheel disc was dropped over the axle on to the spokes and the wheel spun. This produced a professionally accurate painted wheel embellishment, using nothing more sophisticated than an artist's brush held steady.



Journey back in time

Steering wheel

To be true to type I needed a Bluemels Brooklands steering wheel but as far as I was aware these had never been offered as an optional extra on the Ford Granada! Any wheel I found was going to require an engineering makeover to fit on the Granada column. What is more, the position of the column on the dash would ensure its larger diameter jammed it firmly against the door. I was about to reconfigure the dash anyway (more about that next time), so a larger steering wheel could be incorporated as part of its new look.

The search began at Beaulieu car jumble, which is very large and after several hours I had drawn a blank. On my way to the exit, one stand was attracting more than the usual attention and curiosity drew me to it. There were too many people to see over their heads to the merchandise, but between the legs of the throng I could see not one but two Brooklands wheels sticking out of a cardboard box on the ground. They turned out to be brand new and devoid of any boss; I even had a choice of colour.

My task had now become the simple engineering of a new boss to mate to the Granada column and Brooklands



spoked rim. The starting point was the Grenada boss, which was easily extricated from the old steering wheel. I had reckoned that I could encapsulate the spokes of the Brooklands wheel by potting their bases in a disc of P52 glass reinforced resin, but bonding this disc to the Granada boss would have left my steering at the mercy of the bond and I needed something a little more reassuring. The solution was to drill and tap the boss to take four bolts with substantial heads left protruding by a cm or so to be encapsulated in the P52 potting compound. These bolts would transmit the torque and prevent the steering wheel coming away in my hands!

All that was needed now was a casing that looked like a solid chunk of metal but was in fact a sheet metal s/s shell, into which all these components could be bonded. Oh and I nearly forgot to mention, it needed to split to allow access to the steering column nut. I managed to roll up two passable tubes in s/s (to give me the split) and a disc. The idea was that the disc and one very short tube would live above the spokes forming a lid and the longer tube would live beneath the spokes hiding all traces of the original boss. Undoing the lid (secured by four decorative bolt heads) would reveal the steering column nut.

Journey back in time

The problem was going to be that welding or brazing this assembly was going to leave it looking like a bodge rather than a solid metal turning. A neighbour then came to the rescue by saying why don't you solder it and emery it smooth. I had never thought that stainless steel could be soldered so I was almost dismissive of his suggestion. However he went on to point out that all Rolls Royce radiators are soldered s/s, so it must be possible.

My next task was to find out how R.R. did it. I considered writing to R.R. and asking for their help in building my kit car, but thought I might get a dusty answer. Espionage was an equally long shot. But again a local source pointed me to a local trading estate where a company made fluxes and may even supply R.R.. I visited the factory and was told to sling my hook. Two hours later the man was getting extremely bored by my persistence and pleading and placed in my hand a small bottle with the words "I have never seen you, you have never been here, no money has changed hands, there will be no paperwork now go". As an afterthought he shouted after me, "Use it today; by tomorrow it will have eaten its way out of the bottle". It worked perfectly; the



solder flowed easily and the finished seams needed no attention from emery paper (that was a goggles gloves facemask and overalls day). I subsequently discovered the flux was aqua-regia with additives! A decorative blue band colour matched the boss to the rest of the car and yet another Royale badge adorned the centre of the steering wheel.

This time I have included a front radiator grill photo, so that those wishing to produce something similar (as described in the last issue) can see the result.

Building kit cars is not a case of what you know-more who you know!

To be continued next time

Norman Green

Tour de France by Sabre

Tour de France by Sabre.

5 am. Start on a grey, drizzly morning. It's great being married to someone who needs little sleep!

The picture improved as we got further south and we visited Chartwell (Churchill's home) with the hood down. Vicious safety bumps nearly removed our exhaust before the tour began. At Scotney Castle 'Elf and Safety' prevented us from exploring the grounds as high winds may have caused falling debris from trees.

Another 5 am. start to catch the ferry from Dover. Colin was pleased the crossing wasn't any rougher. Unfortunately still grey, but dry, in Calais so hood down as we headed for Le Mans. It had been the 24 hour race this weekend and many interesting cars were to be seen going home. Many would be racing drivers in Porches.

We arrived in the Loire valley around 5pm. staying near Brissac at La Pichonniere:- a farm which grows flowers for seed, where we have stayed several times before. An evening stroll gave us a charming encounter with a deer only 20 yards away.

Less driving for Colin today as we explored the tallest chateau in France at Brissac before testing the local Rose de la Loire- delicious. The couple from la Pichonnier took us to the arboretum in Angers and showed us round the old quarter of the town which is across the river from the castle and cathedral.

1000 miles from home were clocked up on our way down to the Lot valley. 90+% with the hood down so the tan is developing and the car hasn't missed a beat yet. Again we are staying at a familiar Chambre d'Hote, tucked well off the beaten track about 20 mins. north of Cahors, where 3 generations of cabinet makers have lived. As this is my favourite area of France we had 4 nights here. There is breath taking scenery, spectacular views and a wonderful range of flowers, birds and butterflies. Also not many English and not much English spoken. We were nearly hit by 2 deer chasing across our path whilst out walking, it was a good job Colin spotted them coming. We also found rare bee orchids.

The weather here was dramatically better than even in the Loire, reaching 30+ as we explored the Cele and Lot valleys, visiting and St. Cirque la Popie and Cabrerets close to Peche Merle famous for cave paintings.

21st June is Fete de la Musique all over France- every city, town and village has live music of every conceivable genre. We went to Sarlat le Caneda part of which has beautiful medieval buildings. There we ate, maybe tested the local rose again, and listened to a rock blues band but we could have chosen from brass band, orchestral, modern, traditional French or a form of country music played on two fiddles. At midnight everything stops. We love this celebration.

Leaving the Lot we crossed west towards Bordeaux which has grand architecture along the river frontage. Some classic cars going to a rally pulled alongside us taking pictures of the Sabre. From Bordeaux we headed up towards the Medoc and were puzzled by the number of motor bikes, especially Harley Davidsons, that we saw. Apparently there had been a rally of 12,000 bikes in Montalivet les Bins, quite strange to see Hell's Angels taking photos of the car. In Pointe de Grave someone followed us into a car park and offered to buy the car – it certainly attracts interest wherever we go. From here we crossed the Gironde by ferry to Royan which is more 'touristique' and drove south to Talmont where every house grows hollyhocks, Quite a site.

Tour de France by Sabre

We thought that we may have to spend our first night in the car (not a happy idea) as we failed to find any room in Cognac. However, in St. Saturnin we discovered a great converted farm with all mod cons. It was even hotter and more humid here but there were good walks along farm tracks among the cognac grape vines.

The long haul back to Calais began with our return via Brissac and the 200 miles of toll road 30 Euros for a last night at Le Crotoy on the Bay of the Somme. From here only 1 hour to Calais and after about 2500 miles back to grey, drizzly, crowded Blighty.

The sabre averaged in the low thirties mpg wise. Not bad for an old cologne V6 2.8 litre with no electronics and breathing through an anachronistic weber carburettor.

Thank you for all the work that you do for the club. I think that you chair the AGM with great style and humour.

Grace and Colin Greenhough.

Royale Owners Club Valentines weekend 16th February 2013

Dear members,

We have again arranged a Valentines weekend away for you to be able to treat your partner to a little cosseting and at the same time meet up with your like minded friends in the club. The venue is once again the Best Western Hotel at Buckingham and the cost will be £108.00 for B&B and three course evening meal. Also included in the price is full use of the hotels facilities including the swimming pool so bring your cossie. Wendy and I will arrive early to meet and greet so if you would like to arrive around lunch time and join us we can start as we mean to go on. We have posted the hotels details below and would appreciate a quick response to allow us to plan for numbers and we have eight couples to date.

Please confirm your reservation by email and send your cheque for the total amount (£108.00) to make your reservation to:-

Peter Gibbons

11 Columba Drive,

Leighton Buzzard

Beds, LU7 3YN



If you would like more details please give us a call on 01525 381240

We look forward to seeing as many members as possible.

Kind Regards

Peter

30TH YORKSHIRE CLASSIC CAR AND BIKE SHOW - RIPLEY CASTLE - NEAR HARROGATE

5TH AUGUST 2012

By Bill Paul

Doubtful forecast

Bad weather has plagued the UK this year. In the north, already the Cumbria Agricultural Show, the Great Yorkshire Show and the Selkirk Classic Rally have all been cancelled due to the condition of the show fields. The Great Yorkshire Show, which is one of the largest shows of its kind in Europe, was cancelled for the first time in its 40-year history. The organisers of the Selkirk Classic Car Rally are using this year to improve the state of the access roads so they should not be so susceptible to bad weather in the future. The evening before this show, the Met. Office had issued an 'Amber Weather Warning' for the day in question, with heavy thundery showers, possibility of hail, and danger of flooding. But we needn't have worried; apart from one thundery shower in the early afternoon which didn't last long, the rest of the day was fine, dry and sunny. Derek and Jean Robertson, who had also brought their Sabre, were looking round the castle when the shower happened, so they missed it completely. I sat in my car with my sister, and watched with admiration as the owner of a Robin Hood parked in front erected an arrangement of umbrellas over his car to keep it dry. OK for a show, but a bit difficult if you want to drive it anywhere!

The Venue

Ripley Castle has been in the ownership of the Ingleby family for over 700 years, the present owner is Sir Thomas Ingleby. The landscaped grounds were designed by the famous 'Capability' Brown, the lake in front of the castle was created by damming a stream which runs through the valley. The water from the lake is piped through a turbine below the dam and power is generated for the castle, the surplus going to the National Grid. The present village of Ripley is the third one near this site. In 1349 the Black Death struck the original village wiping out half the population. The old village was abandoned and a new one built on the present site adjacent to the castle. Later in the 19th century during the Industrial Revolution, Sir William Ingleby considered that the state of the houses as they were at that time was not suitable for his tenants and workforce, so he demolished the entire village and rebuilt it as a 'model village' based on a small town in Alsace Lorraine. As such it is the only village in England to have a 'Hôtel de Ville'. He was quite a dictatorial landlord and disapproved of drinking on Sundays: when he couldn't persuade the local landlords to close on the Sabbath, he shut all the pubs in the village, which remained dry until 1989, when one of the houses in the square opened as 'The Boar's Head'.

The Show

There was a good turnout of cars, which this year had a special display devoted to Land Rovers. One interesting demonstration was by a safari group who had four Land Rovers that had been specially re-designed as campers. In addition, each one had attachments on the roof which enabled an awning to be erected between them, so, if they parked in a square rear-in about ten feet apart, they had a large central covered communal area. This is ideal for safaris, which they organise for all over the world. Two Royales were in attendance, mine and the one owned by Derek Robertson. This was the first time either of us had attended this show, but for me I made a special effort, partly owing to the cancellation of the Selkirk Show. We both braved it despite the pessimistic forecast, and I think we were both pleased we did. There was the normal range of auto-jumble stalls as well as two food 'mobile kitchens', one selling 'donuts' of all types, and the other specialising in a selection of buns which could be filled with any combination of crispy bacon, sausage, egg, burger and a side order of chips. For the more refined visitor, there was always the 'Boar's Head' in the village which is an easy walk across the field from the showground, but I must admit I quite like that sort of bun sandwidge on occasions like this! It adds to the atmosphere.

A Strange Judging Decision

When our class was called into the ring, despite the fact that there were other kit and custom cars in attendance, no one apart from Derek and I was prepared to submit cars for judging in our class, the 'Kit Car and Replica' class. Perhaps, having seen our Sabres, they just realised they hadn't a chance! Despite prolonged cajoling by the commentator, not another kit or replica rolled into the arena, so our class consisted of just us. So they changed the rules 'on the hoof' to allow any car that had a modification of any sort from standard to be judged with us. The decision was eventually given to a Land Rover. So the winner of the 'Kit Car and Replica' class was judged to be a vehicle which was neither a kit car nor a replica! We wuz robbed!

The Journey Home

On my way back home to Cumbria, a distance of about 100 miles, the heavens opened, and the forecasters were justified at last. At one time the downpour was so severe that visibility was reduced to a few yards with the rain bouncing back off the surface of the road which was about an inch deep in standing water. I was on the A1M northbound at the time, but I am glad to say that everyone drove sensibly and reduced their speed down to about 30 mph. It only lasted a few moments, but it was quite spectacular while it lasted, with an impressive accompanying display of thunder and lightening. A little further on, the road was completely dry, so the storm must have been very local. When it was over, the sun came out, and I completed my journey in bright sunshine.

Bill Paul

Ripley Show



Dates for your Diary

April 13-14th

Detling Kit Car Show Kent
County Showground, Kent

May 5-6th

National Kit Car Show NAC, Stoneleigh

June 16-17th

National Kit Car Festival Newark, Nottinghamshire

July 26-28th

Silverstone Classic Silverstone, Northamptonshire

Aug31-Sept 1st

Donington Kit Car Show Donington Park, Leicestershire



SABRE



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