



Spring 2013

News

Royale

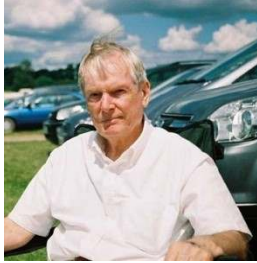


IT IS YOUR MAGAZINE SO LETS FILL IT

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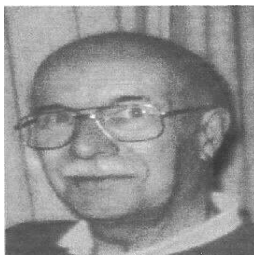
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ROC website: www.royaleownersclub.org.uk
e-mail user group Members only
<http://autos.groups.yahoo.com/group/royaleownersclub>

Chairman's Chat Spring 2013

Firstly let me say welcome to all new members to the Royale Owners Club and hope your association with us will be a long and pleasant one. We have lost a few this year but in the main they have been replaced by those who have purchased a car from an existing member. If you are one of the few who have not renewed your membership then this is the last magazine you will receive until your subscription has been received.

Once again my thanks must go to our treasurer Ando Baker, membership secretary Ken Baker, website provider David Foster , Jim Waites and Bill Paul who kindly pass on any information we might need to distribute as my internet provider does not allow me to make multiple sending's and my long suffering wife Wendy who thankfully puts up with all this car stuff if only because she knows it makes me happy.

Those of you that responded to my offer of arranging a holiday in Dorset I do hope we have a good time and that the weather will be kind to us in April, everything is in place for the 5 days and all we need now is the sun to shine, at £248 per couple for 4 nights with BB and evening meal sounds a good deal to me. Report on this in the next magazine.



There has been no interest in an updated badge from you the members so we will not progress this item further, I believe this is a shame as the plastic stick on one in my opinion does not do the marque justice, either way I am happy I progressed the one I came up with and am very happy with the final result.



Our AGM will once again be held at the National Kit Car Show - Stoneleigh at 12.00 in the small meeting room and urge as many members as possible to turn up please, as this meeting results in how the club is run on your behalf and how your money is spent, all £20 of it.

On February 16th we held our Valentines weekend and on pages 10 & 11 you will find some photos of some those that attended, we arrived early in the day to make the most of the occasion and strolled into Buckingham to meet other members for a leisurely lunch before returning to the hotel to meet and greet later arrivals for drinks before going to our room to wash and dress for dinner. Dinner was at 20:00 which included the wine and as far as I can remember we all enjoyed a very convivial evening.



May your hoods remain down for 2013 and all summer be sunny days. Peter Gibbons.

Sabre for Sale

FOR SALE

ROYALE SABRE CONVERTIBLE – H24DKN

YEAR OF MANUFACTURE 1990

MEDIUM BLUE PAINTWORK - TAN LEATHER INTERIOR
2000CC ENGINE - FUEL INJECTION SYSTEM DOHC UNIT
FIVE SPEED BOX -
WHEELS FROM FORD OF GERMANY – VINTAGE TYPE – TYRES 185
X 80 X 15” BRAND NEW
S/S WINDSCREEN SURROUND - CUSTOM S/S TOP PLATE ON
WINDSCREEN
S/S EXHAUST SYSTEM

MANY UPDATES AND IMPROVEMENTS MADE AS UNDER :

NEW RUBBER BUFFERS AND CUPS TO DOOR SHUTS
MADE AND FIT “R” CENTRES FOR WHEELS
FIT BATTERY ISOLATION SWITCH
OWN DESIGN ALARM SYSTEM
REPLACE CHROME RINGS AROUND SMALL LIGHTS WITH S/S
RINGS
FIT NEW ROYALE NAME EMBLEM ON BOOT LID
FIT NEW PETROL CAP LOCK AND NEW MAGNETIC LATCH TO
HOLD FLAP OPEN
NEW REAR SPRINGS WITH POLYURETHANE MOUNTINGS
NEW REAR SHOCK ABSORBERS – SACHS BRAND – FULLY ADJUSTA-
BLE
REPLACE ALL BUSHES WITH POLY BUSHES INCLUDING DIFF
MOUNTINGS
REPLACE FRONT SPRINGS WITH SOFTER UNITS – THIS HAS MUCH
IMPROVED RIDE
FIT NEW REBUILT DIFF AS REPLACEMENT
REPLACE REAR WHEEL BEARINGS
RENEW DRIVESHAFT UNIVERSAL JOINTS
REMOVE AND CLEAN OUT RADIATOR – COMMA FIVE YEAR ANTI-
FREEZE
REPLACE ENGINE THERMOSTAT
REPLACE ELECTRIC FAN
FIT NEW SLOW RUNNING ENGINE AIR VALVE
NEW STAINLESS WASHABLE AIR FILTER
MAKE UP NEW FUSE COVER ON BULKHEAD
FIT NEW OIL SEALS TO GEARBOX
FIT NEW SPEEDO GEAR DRIVE IN GEARBOX
FIT A NEW SMITHS SPEEDO – MPH – 22000 ON OLD ONE
REROUTE WIRING UNDER BONNET AND BEHIND DASH
FIT MAGNOLIA CLOCK IN GLOVE BOX DOOR
FIT OIL PRESSURE GAUGE AND SENDER – SOURCED FROM USA
MAKE AND FIT FRONT BUMPER SPACER BAR TO INCREASE
BUMPER WIDTH
DESIGN, MAKE AND HAVE CHROMED, OVERRIDERS FOR BACK
AND FRONT BUMPERS
FIT S/S FRONT NUMBER PLATE BACKING
MAKE AND FIT POLISHED SURROUND FOR REAR NUMBER PLATE
NEW OF FRONT BADGE BAR
FIT AND WIRE IN TWO VERY RARE 1960’S HOODED SPOT LIGHTS
FIT JAGUAR S/S MESH GRILLE
TWO NEW PL STYLE HEADLIGHTS
TWO SPECIALLY MADE SMITHS EMBLEMS FOR HEADLIGHT RIMS
TWO CHROME JAGUAR WING TOP TEARDROP PLINTHS
DESIGN AND CHROME OWN DESIGN OF HOOD FRAME LOCKING
MECHANISM
DESIGN AND MAKE UP ROYALE SABRE FRONT RADIATOR SHELL
BADGE
DESIGN AND MAKE UP SPECIAL “R” SIDE FLASHERS REPEATER
LIGHTS
FIT NEW “R” DESIGN SPRUNG RADIATOR TOP MASCOT FROM USA
NEW S/S FOG AND REVERSE LIGHTS
SPECIAL DESIGN OF “R” BADGE IN CENTRE OF REAR BUMPER WHICH LIGHTS UP WHEN REVERSE GEAR IS SELECTED!!
TWIN CHROMED HORNS FITTED UNDER FRONT BUMPER
MANUAL OVERRIDE SWITCH FOR COOLING FAN

FULL PHOTOGRAPHIC RECORD OF THE BUILD

FULL SET OF INVOICES FOR ALL WORK DONE

THE ABOVE WORK ON THE SABRE WAS DONE BY AN EXPERIENCED AUTO RESTORER WITH A METICULOUS APPROACH –

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Journey Back in Time part 3— Norman Green

This episode will cover a bespoke dashboard, a different treatment of the door trims and the best seats for the Sabre.

Those who read the last contribution will be aware that I fitted a larger steering wheel to my Sabre to bring it into line with the Delahaye 135 that I was trying to emulate. Using the normal dash that came with the kit and fitting a Bluemells Brooklands wheel would have left it jammed up against the door; so something had to give. Remodelling the dash in the style of the Delahaye meant removing the row of toggle switches on the Sabre, so I felt free to start on some major surgery. I actually cut away 2.1/2 in. of fibreglass on the LHS of the column recess and reinserted it on the RHS. The result was passable and since it was going to be covered in leather an invisible modification.

The Instruments

It now needed a prime piece of Burr Walnut to mount the instruments and create a lid-ded glove box. This was sourced at Stoneleigh and was sufficiently large to allow for door cappings (more on these later). The Walnut dash could now be cut to shape to fit into the fibreglass surround. The instruments apertures would be cut out later so, to make this process simpler, I attached the walnut to the fibreglass with Velcro patches in place of the more usual chrome headed screws. The glove box lid however had to be faced up to next. As fellow perfectionists will know, the grain on the lid of the box has to be a perfect match to the surrounding burrs. There is no alternative other than to make the cutout into the glove box lid. Very careful fretsaw work is required if the glove box lid is not to become a rattle fit in the dash!



Attention now turned to the instruments, where the target was two 5 1/4 in diameter centrally placed instruments (Speedo and Tacho). Instruments of this size are no longer available on new cars so my initial enquiries were to the custom build manufacturers. All replies were substantially into hundreds of pounds per instrument, which ruled out this route. My only hope appeared to rest with the scrap yards and auto jumbles. Even if I found the right instruments, matching them to the Granada's engine and gearbox was going to be problematical. I still needed 2in diameter. instruments to complete the dash, so I used some of my time at the scrap yard looking for these. Sometimes it would involve scrambling into a car stacked four high and waving in the breeze. It was in one such precariously perched Mini that I started to recover these. To leave my hands free on this swaying tower I braced myself against the central instrument binnacle with my forehead.

Journey Back in Time part 3 continued—Norman Green

This was shortly followed by the Eureka moment as I realised that in front of my nose was a 5 ¼ in chrome bezel housing the Mini's composite instruments. From that moment on, I had charted a course to build my own instruments. Two Mini binacles were purchased and most of the contents discarded. Making up the Speedometer needed nothing more than extracting the Granada speedometer from its plastic monobloc panel (easily done with a coping saw) and building a housing from brass sheet and solder to fit to the Mini glass and bezel. I now had no mismatch problems since I had reunited the original Ford items and the result looked authentic, filling the space available. The Tachometer was slightly more of a problem, because the largest tacho. I could find came from a Ford Capri and didn't quite fill the space. A small annular celluloid disc sprayed matt black made up the difference so that both instruments looked at home in their new surrounds. (See photo) N.B. When sourcing a tacho, care is needed. They are made to match a particular number of cylinders and a number 4 will feature on the dial if it is designed for a four-cylinder engine. Another trap for the unwary is that Ford used a positive earth system for a while and Capris were built in that era. The result is the voltage regulators which were designed to give 9 volts from a 13 volt supply, will only give 4 volts when wired into to modern looms. Switching negative for positive, at the voltage regulator, restores the correct engine revs!

The Delahaye featured pull switches for all electrical accessories, which I had been able to replicate. What it did not have were trafficator repeaters, oil warning lights and ABS lights. I needed these to be virtually hidden from all but the MOT inspectors. The solution came from my parts box, which now included discarded, LED like, miniature lenses from Mini speedometers. These were embedded in the two large instruments and powered by miniature bulbs sourced from the Granada console.

Though only loosely classified as an instrument, the radio is worth a mention. Nothing modern and digital was going to fit the bill. But I was lucky enough to find a source of 1940s Motorola radios, restored but also updated with modern FM innards and this filled its allocated space admirably.

Sticking with the electrics for a moment, I had what appeared to be an insurmountable problem when fitting my wiring loom. Everything had been connected up and all the continuity checks completed, when I took it into my head to do an isolation check to make sure there was no break down of insulation between circuits, (often caused by over generous blobs of solder on plug or socket terminals). To my horror every circuit seemed to be shorted to the next one. Several experts were called in and no logical explanation could be found. There was no alternative but to strip out the loom to find the source of the damage to the loom. However no external damage was evident. The only remaining thing to do was to strip off all the sheathing to the loom to find what was causing the persistent short circuits. Soon all was revealed. The loom manufacturer had chosen, either by incompetence or to save a pound or two, to replace bundles of similar coloured wires with a single wire. The single wire was rejoined to the bundle at either end of the loom. The result of this mischief was that all circuits worked, as they should, **BUT ALL THE FUSES WERE NOW IN PARALLEL.** i.e. a current equal to the collective value of all the fuses would have to be achieved before a single fuse would blow!

Journey Back in Time part 3 continued—Norman Green

John Barlow was of course immediately informed. He rapidly sacked that supplier and gave me a new loom from his new supplier. I am sure John did a recall of all the looms supplied from his rogue supplier but for anyone in doubt my duff loom was supplied in approx 1996 and not fitted until 1999. That left the potential for a lot of duff looms to have been issued, or perhaps mine was a one off. A simple test would be to remove fuses in pairs and test for continuity between the pair on one side and then the other. There should be continuity on one side (the wires all go back to one terminal of the battery). On the other side there should be no continuity. If there is, you should be very worried and need to investigate further.

The doors

My intention with the door trims was going to be fairly ambitious so working with fibreglass door cards was going to limit that ambition. I needed to replace them with plywood ones, to which I could staple leather trim as required. However plywood door cards were never going to give me the roll-top effect achieved with the fibre-

glass, so compromise was called for. The result was a hybrid with plywood replacing the flat sections and topped with the moulded fibreglass. The ply was retained with the usual push clips and the moulded cappings with Velcro. A starburst pattern was used to decorate the door panels (a la Delahaye). As mentioned above I had purchased a little more walnut



than I needed for the dash alone to allow for a walnut inlay for the door capping. Appropriate slots were cut in the capping and walnut strips cut to suit. These were thinned down, to appear recessed in the leather covered capping, and again secured with Velcro.

The whole effect was now very pleasing (see photo), but I was unhappy with the placement of the door handles, which made an uncomfortable knee rest. The observant will notice that they have been moved forward from their proscribed positions.

Journey Back in time part 3 continued—Norman Green

The window winders, or lack of them, differed from the original Delahaye and I wasn't prepared to have this discrepancy amplified by the display of push buttons for the electric windows. The push buttons are therefore mounted out of sight on the sides of the central console.

The seats

I had bought two very nice hides at Beaulieu auto jumble and was now in search of suitable frames on which to hang them. As mentioned before the Ford Capri was proving a valuable source. Being a two plus two with only two doors, the seats featured a swing forward mechanism for the seat squab. However they were tall and came complete with headrests, so I took a gamble on them.

A trial fit showed that all would be fine with a few modifications. The levers to allow the seat squab to tilt were the first to go, since they clashed with the B post as the seats were slid back. The headrests on the Capri were gross and needed to be scaled down to look right. The final modification involved the seat cushions, which had been slimmed down



at the rear to allow the seat squab to fold forward more effectively. Padding was added in this area to restore a more regular shape to the cushions. The ability to adjust the angle of the seat backs by a hand wheel at their base was retained.

The seats, door trims and dashboard were all despatched to a professional upholsterer, who restored vintage and veteran cars. He suggested that I might add map pockets behind the seats, to which I readily agreed. The cream seats were piped and stitched in blue and the dash finished in hand stitched blue leather.

The result is the seats look as though they were designed for the car and I can thoroughly recommend them both for comfort and driving position.

Next time I will conclude with a brief look at the exhaust and number plates

Norman Green

Items for sale



Sabre Carpet set unused £100 O.N.O

Ford RS 5 stud 16 inch x 7 J Granada wheels for Royale £320 o,n,o fully refurbished in powder coated chrome finish. Sabre carpet set as shown £100, Both items Peter 01525 381240—Bedfordshire



1-Ton Nuttool folding hydraulic engine crane.
Only used for a couple of weeks during my Sabre build.
It has a small footprint when folded so it's easy to store.
(See pictures).
Buyer to collect – it's heavy so a sturdy estate or van is needed!
Cost £199 new – accept £85.
Bob Jeffery. 01270 760996. Sandbach Cheshire.

Valentines weekend 16th February 2013

Just a few of the photographs we were able to take at the Valentines weekend



Peter and Gloria Gurton



Jim and Jean Waits



Our table for the event

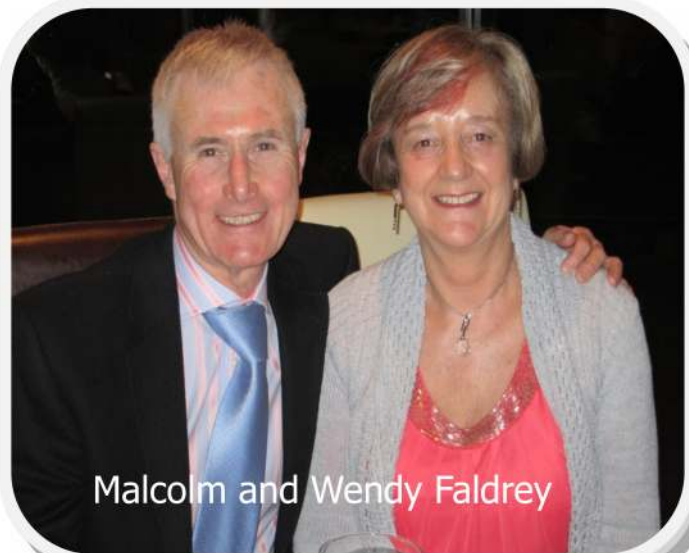
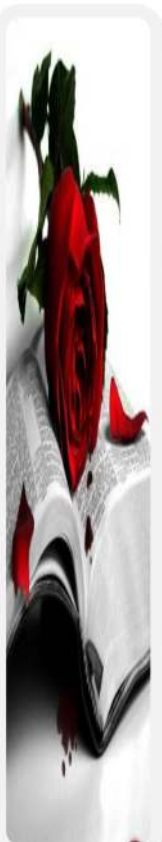


Your Chairman's speech

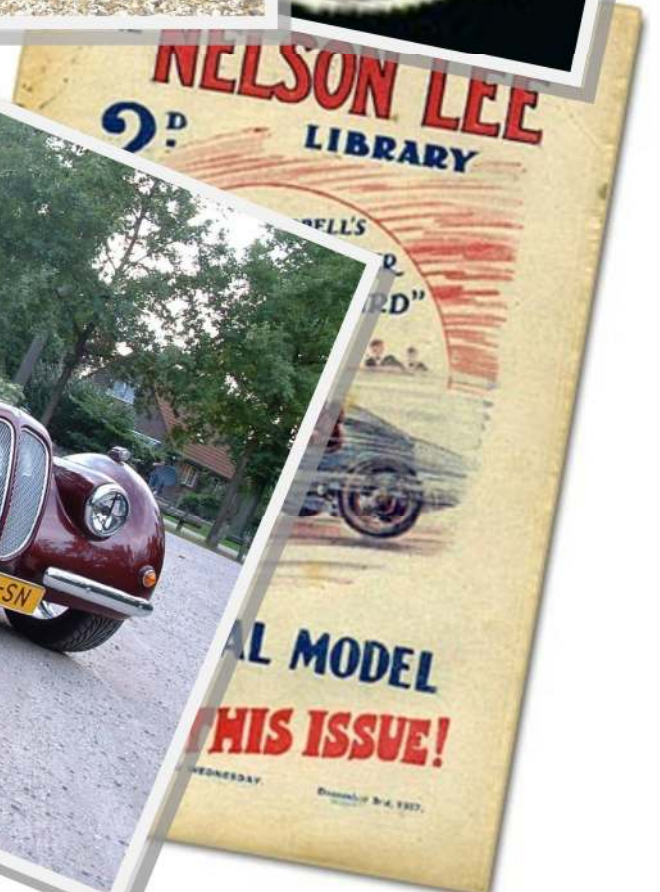


John and Wendy Nasarris—bless

Valentines weekend 16th February 2013



Gallery



Gallery



Royale Owners Club Spring Holiday 2013

Our holiday will start by meeting at the Half Moon pub for lunch on the 22nd April prior to travelling to our hotel - Half Moon in Half Moon street, Sherborne, DT9 3LN

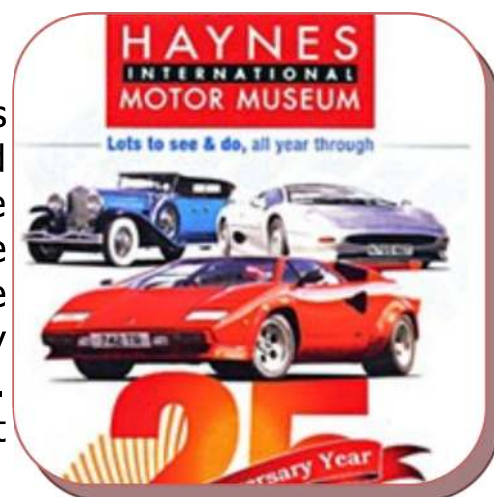


Day 1—Monday 21st April

We will be staying at the Sherborne Hotel—Sherborne Dorset for four nights and the itinerary will be weather dependant. All things being equal we will enjoy our lunch before moving to the hotel where we will settle in and meet with members who will be forgoing the lunch meeting. Then prepare for dinner and afterwards hopefully share our evening in the bar area.

Day 2—Tuesday 23rd April

After breakfast we will spend the day at the Haynes Motor Museum where I'm sure the ladies will be thrilled with the automabilia on offer. If the forecast is good we will try to pick a scenic route so we can make sure the hair of our passengers is completely windswept and we can be congratulated on our expert driving skills. Enjoy the day, return to hotel, have dinner and visit the bar.



Day 3—Wednesday 24th April

Breakfast and pray for a day of sunshine as we intend to treat our ladies to a day out at Stourhead Gardens which is allegedly one of the nicest in the country and can be found at the source of the River Stour near Mere, Wiltshire, England. The estate includes a Palladian mansion, the village of Stourton, gardens, farmland, and woodland and is part of the National Trust.

Royale Owners Club Spring 2013

Day 4—Thursday 25th April

After breakfast we will drive a scenic route to the Fleet Air Arm Museum — Yeovilton, Ilchester, where we will once again do our utmost to ensure our passengers enjoy the drive and hopefully we will find an enjoyable spot for a leisurely lunch.

Day 5—Friday 26th April



After a leisurely Breakfast it will be time to pack our bags and make ready to say goodbye to our ROC friends and make our way home and providing everyone has enjoyed themselves we may see what we can do to provide another spring break next year or maybe even an autumn one later in the year if there is a demand.

Although I believe the hotel is now fully booked, if any member would like to meet up and tag along with us I'm sure there will be B&B's or other hotels in the area if you wished to participate.

In a future edition of your magazine we will hopefully be able to publish in detail how we fared. If you would like greater details or have any questions please feel free to contact me.

Peter Gibbons

Sabre for auction March 2nd 2013

The details below were for the auction of a Royale Sabre by Bonhams the top notch auction house, the car had a guide price of £1700—£2,000 and eventually went under the hammer for £3,450.00. Although the car was in very neglected condition I still feel the owner has a bargain and expect to hear from him soon to both join the club and enquire about parts. Watch this space.

1 9 8 9 R o y a l e S a b r e R o a d s t e r
R e g i s t r a t i o n n o . F 2 1 0 O A R
C h a s s i s n o . R S 0 5 9 7 0 1 8 9 F R
Engine no. KJ89539

Sold for £3,450 inc. premium

Footnotes

John Barlow founded the Royale Motor Company in 1991, offering a pair of 1930s/1940s-style roadsters: the Windsor and Sabre. The former looked rather like a MkVI Bentley and the latter appeared to have been inspired by the BMW 327, though neither was a direct copy of an actual car of the period. The Royales were distinguished from the kit-car herd by virtue of their superior design and build quality, being based on a substantial, steel, ladder-frame chassis clad in aluminium/glass fibre bodywork with reinforcing door bars for increased crash protection. Indeed, many were of the opinion that a Royale rivalled contemporary production cars for safety, solidity and comfort. Ford Sierra/Granada running gear was the norm, with engines ranging from the 1.6-litre four up to the 2.9-litre V6. Despite the favourable reception of its products, the original company did not last long and rights to the designs passed to a firm in the Netherlands, then to the Vintage Motor Company of

Carcroft, Doncaster and finally to Asquith Motors Ltd of London SW19, whose intention was to re-launch the Sabre in 2012. The cars are also supported by an

enthusiastic owners club. Built using a Ford Granada Ghia X as donor vehicle, this Royale Sabre has been in storage for approximately the last five years. We are advised that the engine is running, the body needs painting and the interior tidying, while the electrics too may need some work. Finished in blue with black vinyl upholstery, the car is offered with Swansea V5 document and is sold strictly as viewed.

+





Dates for your Diary 2013

February 16th

Valentines weekend Buckingham Great Western Hotel

April 13-14th

Detling Kit Car Show Kent County Showground, Kent

April 21st

MK Classic Tour

April 22—26th

Royale Holiday to Sherborne

May 5-6th

National Kit Car Show NAC, Stoneleigh and ROC-AGM

May 17th—20th

Continental Car Tours Laon Rally

May 27th

Ripley Castle Show

June 16-17th

National Kit Car Festival Newark, Nottinghamshire

July 14th

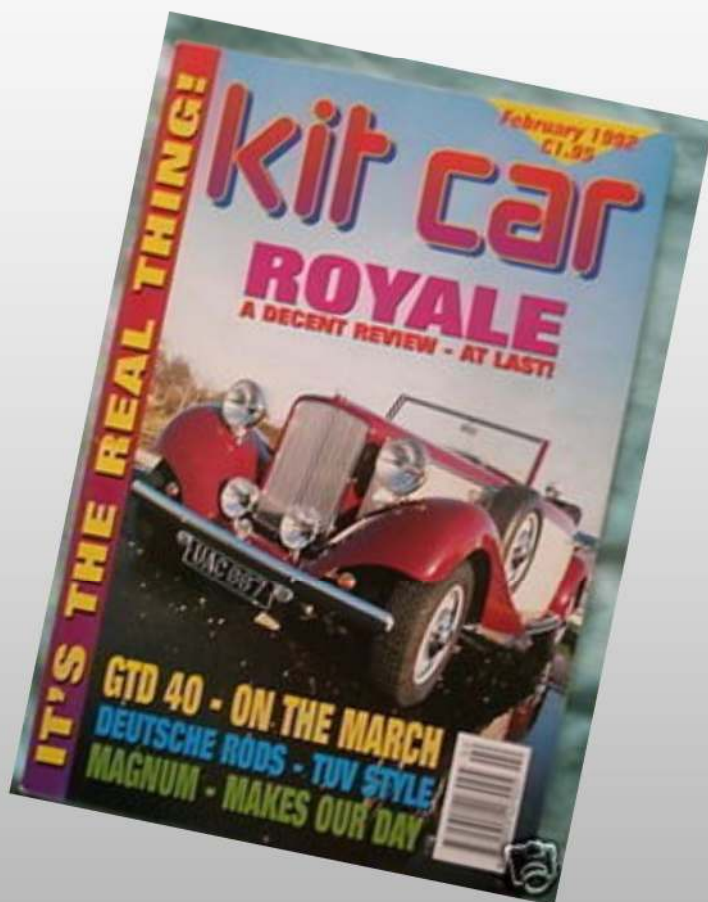
Kimbolton Country Fair, Discount tickets from Colin Maslem

July 26-28th

Silverstone Classic Silverstone, Northamptonshire

Aug31-Sept 1st

Donington Kit Car Show Donington Park, Leicestershire





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web: www.automotivecreation.com

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Manufacturers of fine Automobiles

Automotive Creation Ltd now stocks a large range of parts for the Royale Sabre; here is a sample of some of the parts available.

Most parts are mailed out next day by Interlink overnight carrier, smaller items are sent by Royal Mail first class post.

Interior Lamp	ACLR0412	£12.96
Rear Lamp Holder Stainless	ACLR0429	£29.80ea
Headlamp Halogen Kit	ACLR0280	£31.00set
Front side Lamps (IVA correct)	ACLR0126	£29.50ea
Rear Number Plate Lamp Lucas	ACLR0128	£23.80ea
Fuel Tank	ACLR0400	£97.06
Front Suspension Top Joint	ACLR0226	£14.25
Rear Coil Spring	ACLR0221	£27.75
Waist Line Finisher Set	ACLR0134	£198.00set
(Polished Aluminium Correct Profile)		
Rear Bumper	ACLR0104	£91.80
Demister Vent Polished Stainless	ACLR0142	£23.85ea
Windscreen Top Finisher Polished Stainless	ACLR0244	£56.75
Bonnet Side Latch Stainless	ACLR0478	£25.50ea
Grille Mesh polished Stainless	ACLR0118	£64.00pair
Door Glass Clear	ACLR0150RH	£64.80
Door Glass Clear	ACLR0150LH	£64.80
Windscreen Correct IVA Markings	ACLR0472	£99.75
Hard Top C/W Seal Kit	ACLR0479	£479.00
Carpet Set Interior Choice of Colour	ACLR0161	£420.00
Carpet Set Boot Choice of Colour	ACLR0162	£198.00
Mohair Hood Black	ACLR0422	£434.00

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Web: www.automotivecreation.com

Mail Order; Mon – Fri: 8.30am to 5.30pm.

Visitors: Mon – Fri: 9.00am to 5.00pm.

Full kits are also available please call for price brochure, Also our workshop can finish off your Sabre, Drophead, or Windsor. And we can build a Royale for you to your requirements

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Thornaby, Cleveland, TS17 7AQ**

Club

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Caps £6.50 + £1.50 p&p

Windscreen etching £2.00 + £50p p&p

Sew on Badges £6.00+ £1.00 p&p



Windscreen topper £65.00 inc of p&p (3 available)



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out to:-
Royale Owners
Club**