



Summer 2013



Royale

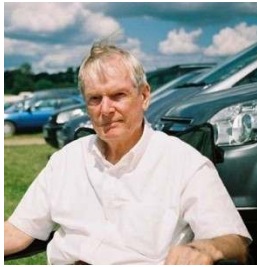


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ROC website: www.royaleownersclub.org.uk
e-mail user group Members only
<http://autos.groups.yahoo.com/group/royaleownersclub>

Chairman's Chat Summer 2013

I'm sitting here in front of my keyboard after returning from the post office and sending the spring edition of the magazine out to you the members. I have to say it was a struggle to find enough content to give you a full value for money product but if you won't help me it's going to remain that way so please help with any snippets you may have no matter how trivial they may seem to you, as I'm sure it will be of interest to your fellow members and it will help me tremendously.

While on the subject of trivia, does anyone know where the photograph below originates, who's car was used for the shoot and why was it taken. It appears to be quite old but then most of you are (and me) so someone should be able to enlighten us. This is page



three so I hope I am not embarrassing anyone by producing the photo and sincerely hope the owner of the original has no objection to it being reproduced here but I have been unable to find any reference that might help me. Maybe the model is able to throw some light on the subject if anyone knows even who she might be. The car appears to be a left hooker so it may need to be one of our European partners that will be able to answer the question.

We are at the end of March as I sit here typing away and although I would love to say I have been enjoying days out in my car it is snowing as I type and am getting nervous that this weather will not ease by the time we get to the end of April and our ROC holiday will be made with tyre chains and emergency breakdown gear in the boot just in case we are caught in a drift. Further into these pages that question will be answered but as I am a 1947 baby and it was snowing in May that year (13th) with drifts measured in feet rather than inches, you have to worry that history might repeat itself. Where oh where is the global warming scenario we keep being threatened with, I for one could do with a little as the only people taking advantage of the weather so far are the shareholders in energy companies.

In the last magazine we had a parts for sale page and I would like to expand this further, if you have any parts that you think you no longer need then let me have the details and we can have a regular auto jumble page. So before you take anything to the skip that you are clearing out and feel maybe of interest to another member please let me know and we can list it in your magazine.

Our membership is holding steady thanks to all the hard work undertaken by Ken and Ando Baker so we should all thank them for his excellent work especially when chasing the few stragglers that tend to need a little persuasion each year to renew their membership.

Chairman's Chat summer 2013

This year we did not post a magazine to any member that had not renewed his membership until their contribution had been received, though we did have it printed on the off chance the money was forthcoming. I hope you are all happy with this arrangement and if so we will use the same procedure next year. It seems to me that it would be wrong to be spending the clubs money on those members that had not made a contribution when so many of you had the politeness to save Ken the thankless job of spending his time emailing and then phoning unpaid members when it would be easier to just renew when your renewal is due.

Many of the photographs that appear in this magazine have been taken from Google Images with no access to the owners being traceable. If any picture that appears in this or any future publication belongs to you and you would like recognition for its use then please contact the editor and he will be pleased to give credit where credits due in the following publication.

It could be argued that the Windsor and Drop head models of the Royale marque are under represented within the pages of our magazine so I have tried to address this situation in this issue with photos I have found on the internet as above. However, there is no text to accompany these for us to be able to put stories to the pictures. Maybe your car is used for weddings or special occasions that the customer would be happy to see within the pages of our magazine. If so maybe you could send a brief or long story to the editor and we will include

your story and make sure your customer also receives a magazine that they might treasure as an additional souvenir of their magical day.

Looking on the Internet recently I had to go check in the garage to make sure my car was still there after coming across the photo below. This car is so similar to mine other than it has wire wheels it came as a big surprise. It appears to be going through an auction in Germany but I'm afraid I was unable to find any other information as to where it was sold and possibly where it ended up. Obviously we would like to gain another European member if possible so if anyone has a clue let me know and I'll chase it up.



Chairman's Chat summer 2013

Stoneleigh and the AGM

Although I received a number of apologies of absence from the AGM we still enjoyed a good turn out with around 17 cars in total. It may have been the sunny forecasted weather conditions that brought them out but I'd like to think it was also a sense of responsibility to see that the club was being run sensibly and in the best interest of all the members, not just those that are more active should I say. The AGM was to be held in the usual venue but it would appear we were double booked and some so and so's beat us to

it. Therefore we adjourned to the huge conference centre room almost the size of a soccer pitch and made us ourselves comfortable there just to add to the excitement. This caused a slight delay but did not inconvenience the members other than we had to un—stack and then re-stack a few chairs to sit on. I will not be going into the details of the meeting here as there will be a full set of minutes on other pages to keep you abreast of

the details of the meeting. However, I would like to thank all those that attended as without you there would be no one to ensure the club remains in good shape. I was extremely busy the whole day with enquiries about our cars and where one might be obtained and at least one of the cars for sale on our web-site was sold via a mobile phone call on the day and the car could have been sold four times over. It was certainly the busiest weekend in terms of interest in the car I can remember so maybe the economy and interest are improving, only time will tell. We had two cars make the trip from

Germany, one of whom is a new member and we welcome Horst who came with Gerhold and of course Axel and Petra Duplemann who give great support every year. Several new items were discussed to improve the badge work on the car, including a new bonnet badge and retro side line badges that should be available soon. On a sadder note Simon Carrington and Frank Muir left the committee and were replaced by Colin Maslen and Barrie Evans. Our thanks must go to both members for all the work they put in for the club over the years especially Simon who I took over from as chairman and who also managed the magazine for a substantial period of time. My thanks go to both and we wish them well.



Minutes of AGM Stoneleigh 2013

Royale Owners Club

Minutes of the 18th AGM

Stoneleigh Showground, Sunday 5th May 2013

Committee: Peter Gibbons, Chairman; Ando Baker, Treasurer; Jim Waites, Event Organiser; Ken Baker, Membership Secretary

Number Attendees: 22

Apologies: Simon Carrington, Frank Muir, Ando Baker, Sue & Ken Hamlin, Ando Baker, John & Wendy Nassaris, Syd Hope, Ray Hobby, David Foster

Minutes 2012: Approved

Treasurer's Report: In the Treasurer's absence, the Chairman circulated a copy of the Financial Statement and Treasurer's Report (copy attached) to the meeting. It was noted that the club had slightly more money in the bank at year end (£3,755.59). as opposed to £3,550.47 last year). Stocks of goods held to the value of approx. £462.00 are also listed.

No queries were raised from the floor and the accounts were accepted.

Membership Secretaries Report: Currently 108 fully paid up members as opposed to 107 at the same time last year. We have 11 new members during the last 12 months whilst 10 members cancelled their membership for various reasons.

Chairman's Report: The chairman expressed his delight at have 2 cars attending this year from our German Membership, particularly Petra and Axel Duplemann who have come over from Germany to attend the AGM for the last 5 years, this year together with Horst & Gerhold. The chairman also expressed his thanks on behalf of the club to Ken and Ando Baker for their work as Treasurer and Membership Secretary over the year. He reported that no special issues had been brought forward from the membership for resolution by the club.

The ROC holiday in Sherbourne originally mentioned in Chairman's Chat in the magazine, seemed to be enjoyed by those who came along, and specifically the visits to the Haynes Motor Museum and Fleet Air Arm Museum.

Event Organiser's Report: Good year for events that were supported by the club. The club now is more a "social car club" than a "car builder's club" as most members have completed their build and are looking for events in which to enjoy the fruits of their labours.

Woburn Classic Car Rally 2012: Last year saw about 8 or 9 cars only which was a low turnout for this event. Woburn 2013 will take place on **11th August** this year and Jim would like those intending to participate to confirm their interest so that he can decide whether to book a specific area dedicated to the club. This is a lovely show with a huge amount of vehicles, Woburn Abbey Gardens and often additional exhibitions etc available to enjoy. We usually try to arrange a "shared picnic table" for a buffet lunch, so come along, bring a contribution and enjoy the day. Local attendees usually arrange to mark out an area for our cars on the day preceding and carry out a 'deer poop scoop' session to ensure a nice clean area (volunteers welcome). <http://www.woburn.co.uk/events/article/The-Woburn-Rally-A-Festival-of-Historic-Vehicles/>

Luton Festival of Transport 2013: This will take place on **Sunday 9th June 2013** at Stockwood Park, Luton, LU1 4LX. Prizes and trophies for the various classes of vehicle. <http://www.cvpjg.net/luton-festival-of-transport/>

Minutes of AGM Stoneleigh 2013

Classics on the Common, Harpenden, 31 July 2013: It is a free event but a ticket is required to park on the actual common rather than in the surrounding area. One of the biggest shows in the country and the whole of Harpenden seems to grind to a halt to accommodate all the cars and events. <http://www.classicsonthecommon.com/>

Kimbolton Castle Country Fayre and Charity Classic Car Show: This event was unfortunately cancelled last year but very much enjoyed during 2011. This year it will take place on **14 July 2013** and Colin Maslam will be organising on behalf of the club. <http://www.kimboltoncountryfayre.com/>

Classics on the Green (with Carters Steam Fair), Croxley Green WD3 3HN These will take place on **Sunday 12th May** and again on **15th Sept 10am – 5 pm**. <http://www.watfordclassics.co.uk/events.htm>

Sandringham Country Fayre: Taking place **7th and 8th Sept 2013**. 3 arenas, competitions, demonstrations, birds of prey, vintage cars, steam engines, stationary engines, craft village. No specific participation by the ROC. <http://www.livingheritagecountryshows.co.uk/show/sandringham-game-country-fair/48.php>

Valentines Weekend 2013: This was again held in Buckingham during February and was a lovely evening, helping to keep contacts up during the winter months when car shows are at a minimum. However, the chairman, who organises the event needs early commitment to be able to arrange good hotel discounts based on numbers attending, so if this event is to go ahead in Feb 2014, possibly at a new venue, early confirmation of interest once it is announced, is requested please.

Election of Officers: The chairman stated that he felt that although a chairman and committee members should stand only for a limited period in order that new blood and ideas should abound, if no one volunteered he would continue in post as it was not too onerous. Likewise the position of Magazine Editor which he has also filled during the last year. Jim Waites agreed to continue also. However, Simon Carrington and Frank Muir have resigned as committee members. Our thanks to them for all they have done in the past. During the AGM Colin Maslam agreed to take up a position on the committee for the year and later during the day Barrie Evans was also welcomed to the committee. Any other members who would like to be involved in the running of the club please let the Chairman know.

Magazine: The magazine is the medium by which most members have involvement with the club and is therefore a very important item. Due to finding an excellent printer the cost of the printing the magazine has not increased significantly from approx. £250 per issue. However this does mean that 2/3 plus of membership money is spent on the magazine, but for the reasons stated above this was felt by those attending to be justified expenditure. New ideas for inclusion, articles and technical information are all required by the editor, and input / contributions will be welcomed.

AOB: Xmas Cards: It was mentioned that some members may wish to buy copies of the club Xmas Card for their personal use. Jean Waites agreed to request this from her daughter who designs the cards and this will be advised to membership when known.

It was requested that the membership list was published in the magazine. The chairman confirmed that this will be continued to be done at least once a year as at present, when space permits.

Badges: The chairman has negotiated a Bonnet Badge (Brass with chrome plating) of a 'winged R' for the cost of £47.00 each. He proposed that as club funds are reasonable and as a club it is not appropriate to have excess funds, the club should purchase the minimum number possible of 30, and resell at £25 each to club members. The floor voted and agreed this proposal. It was suggested that maybe the club could look into producing similar badging for Steering wheels etc but as members have fitted many differing sizes this is not practical. It was also suggested that it would be a good idea to look into the manufacture or sourcing of a 'BONNET SIDE BADGE' (retro style stainless steel), and a 'SABRE' badge. Chairman will continue to investigate this.

Minutes of AGM Stoneleigh 2013

Holiday to Spain, Sept 2013: This is being lead by John Nassaris and will be during Sept departing by Brittany Ferry from Portsmouth to Santander. The group will stay at Llanes on the coast of N. Spain and will cost approx. £1000 per couple not including fuel, dinner, beer and sundries. Further details from John Nassaris or Peter Gibbons.

Clerical / Admin Assistance: Julie Fisher kindly offered her services in this capacity to the club. It was suggested that it may be helpful to have the Technical Build Manuals which are currently in paper format only converted to a digital medium. Julie will liaise with Jim Waites who currently holds the paper copies to discuss this possibility. Many thanks to Julie for her offer to assist.

Venue for AGM: It was decided to leave this as Stoneleigh as most central venue.

Car Tours: Colin Maslam mentioned that as the club is now more social than build led, participation in car tours is an enjoyable way for members to get together. The MK Classic Car Tour takes place annually and is well organised, taking in interesting venues, such as Silverstone Porsche Centre and Vauxhall Testing Centre at Millbrook. Other members mentioned other interesting tours such as The Roof of England Tour, etc. Peter and Gloria Gurton also advised that they have participated in other classic car tour companies such as Merlin Tours, Continental Cars, and Bretagne Tours which are well organised and in some cases even provide accompanying breakdown assistance.

Meeting closed at 12.55 pm

Auto Jumble



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, Pair rear Granada springs £20 All items Peter 01525 381240—Bedfordshire



1-Ton Nutool 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.



Hints and Tips



Seats not comfortable, try a pair from an old MX5, these came from EBay for £70.00 and cost £240 to be recovered via an MX5 specialist. Italy and back in complete comfort.

Perhaps a page 3 of our own would be a good idea to brighten your magazine, what do you think. Would that be a step too far., let me know.





The email below was posted by Alec Pater-son who it seems is close to the IVA Test and asked the following questions which I post here for those still to get their car test-ed.

Hi ,Has anyone gone through the IVA test recently ? (or not so recently). I was wondering about bumpers and hood frame. Do they have to be fitted ? , plus any "gotchers" , before I fit them. I'll follow up on your suggestion re Mal-c o l m ,
Thanks again Alec

Alec,
Several years ago I passed SVA before ex-
porting my Sabre to the Netherlands.
The bumpers were to sharp on the edges.
The same for the wipers.
The screen did not have the correct stamp.
Solution was: remove all and the trick was
done, apart from a few other details such as
the switches on the dashboard. These came
from a Land Rover and were considered too
long. The speedometer was beyond 10 or
15 pct accuracy but by deflating the tires
we were just within limit. After the SVA was
passed of course everything was put back in
place.
About the hood frame we had no remarks.
Maybe this experience is beneficial in any
way.
Good luck, René.

=====

In addition side repeaters need to be at the
extremes of the car but I talked mine
through and the boot release needs to be
sleeved or be covered to reduce the acute
angle of the edges.
Editor

Malcolm Badger kindly responded with the following:-.

Hi Alec,

Yes I had taken a Sabre through test on 11th March. Failed, then retest on 3rd April, Passed. New items that will be checked Front strut has to have an additional locking device ie a bolt. this is in the tube that carries the top joint, and the tube is in the hub and held in place with a clamp bolt.

You can drill and tap 6mm through the hub approximately 20mm down through the hub and tube use a 6mm set screw with spring washer, (not a starlock) Car must have means of checking the brake shoes and pads make sure you have a jack and wheel brace in the boot.

Any cables from Sidelights front and rear and headlights must be covered with conduit, split conduit is ok.

Make sure all electrical terminals under the bonnet are insulated we use heat shrink, also battery terminals must be covered.

Also make sure the glass markings can be seen and are correct.

If you have used an electronic speedometer and have fitted and led in-pulse unit at the diff end, its advisable to fit the bracket to the frame that carries the diff so the sensor can move with the diff, do not fit the bracket on the body with vibration it can shatter the end of the sensor there is very little clearance i.e. 2 -4 mm. also its advisable to use cap head bolts in the prop to the diff so the sensor can read each bolt more positive, Hope this helps.

If you are not sure about any of the above give me a call.

Only to happy to expand on the items above.

Malcolm Badger—Automotive Creations Ltd.



Roof of England Challenge 1

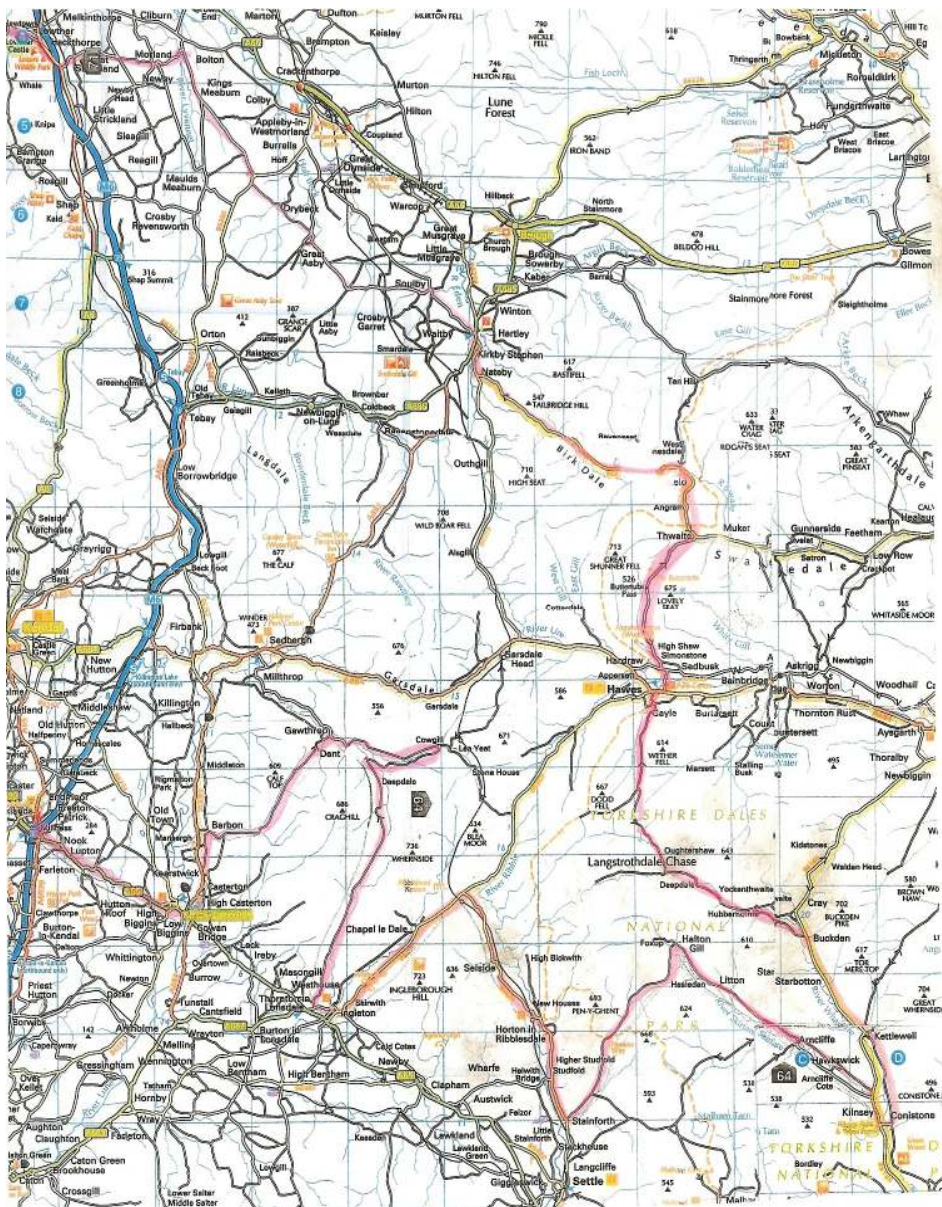
Roof of England Challenge – March 24th 2013.

My poor Sabre has only done 2,000, miles since I bought it completed in Oct 2011 at the Exeter Kit Car Show. The weather is partly to blame, but an unending series of delays in refurbishment, re-veneering the dash, replacing the hood meant the car was stuck un-driveable on my driveway for 4 months.

Finally it was all fitted and of we ran over the border into Yorkshire (4 miles from Bacup to Todmorden), when the engine cut-out. Luckily I was able to steer to a safe stopping place, where a friendly local diagnosed overheating radiator and helped re-fill it. The recovery services took 3 hours instead of the promised one hour and of course brought the wrong recovery vehicle. No matter how many times I tell Britannia, they record the

car as a Robin Reliant and the pick-up could not handle my car, which is an automatic. Luckily it had cooled down sufficiently and we limped home. Diagnosis – blocked radiator! So ordered a new Cortina radiator and of course the inlet and outlet pipes are in a different place and angled not bent. By this time the planned holiday in 2012 through France and Spain had disappeared.

So £120 + £70 to shift the pipes and I have the new radiator fitted takes us into this last winter and car was frozen in for the duration. By March with the MOT due, the Sabre was despatched to a local garage specialising in rally and performance cars with the instruction to get it through the MOT and give it a thorough check. The mechanic loved the car and there was considerably less



petrol in the tank on collection than when I had dropped it off. I had mentioned the plan for a trip to Spain this July and he was really concerned about the capacity of the radiator, so off to order a bespoke triple core radiator for another £226 + £272 to fettle, fit, road test and fit bypass switch for heater matrix (the cockpit heater control doesn't work –its ether 100% on or off and that seemed a bit hot for a trip through Spain, so now it can be isolated and no water goes through the heater matrix if desired).

Roof of England Challenge 2

On top of everything else, the heat sensor for the water was fitted to the wrong part of the engine, so it wasn't reading the hottest part and the gauge itself was faulty, reading 90C when the engine was really only 75C

Finally we reach 17th March the original date for the Roof of England Challenge organised by the MG Club of Cumbria. Except that was the weekend of the mass snow fall, so postpone until the 24th, couldn't change the B&B booking, so we had a weekend in Grange over Sands anyway.

Finally it's the 24th March after a night in a Yurt in Cartmel, S Lakes.

49 Cars met at Crooklands Hotel, near Kendal for a 10.00 am start for this 120 mile tour



over some of the highest and narrowest parts of the Pennines. Organised by the MG Club of Cumbria, there were 21 MGs, a Jaguar XK150, an Austin Healy 3000, Mercedes Benz 350SL, an Aston Martin DB9 and variety of others and myself as the sole Sabre. To complicate matters there were other rallies including a Morgan one.

Starting at Crooklands Hotel, Kendal, the route headed along the busy A65 past Kirkby Lonsdale and then turned

north past Devils Bridge up the Lune Valley.

Turning into the pretty village of Barbon, we went past the Barbon Manor speed hill climb venue.

Then drive along Barbondale to Dent with its cobbled streets and then along the river to Cowgill where we turned back on ourselves over the bridge noting the old tractors in the field. We saw the summit of Craghill in front (686m) and turned south along Craghill and Whernside (736m) as we headed for Ingleton.

At Ingleton, we went past the White Scar Caves until we reached the famous Ribblesdale viaduct, with Ingleborough on the right as we passed Horton in Ribblesdale on the way to Stainforth with Pen-y-Ghent on the left.

Crossing the Pennine Way on our way to Halton Ghyll, then along the vale of the River Skirfare past Arncliffe to Kilnsey Farm Park where we stopped for lunch.

In the afternoon the run headed north up Wharfedale via Kettlewell to Buckden where we turned left to go up Langstrothdale, going between Dodd Fell (667m) and Wether Fell (614m), the highest part of the route.

Reaching Hawes, we passed the famous creamery. From Hawes we went over Buttertubs Pass with Lovely Seat (675m) on the right before dropping down to Thwaite, then along Birk Dale and from the viewpoint near the summit of Tailbridge Hill, we could see the Solway. Going via Nateby we reached the historic market town of Kirkby Stephen and headed into the Eden Valley with its pretty villages.

Roof of England Challenge 3



From Soulby, we went via Great Asby, Kings Meaburn to Morland and then west to Great Strickland and via Lowther village to Lowther Castle which was the finishing point. Then there were 70 pleasant miles to home, via Kirby Lonsdale taking a diagonal line to Burnley, then Bacup. The water temperature had been rising, which was sort of concerning, but then the gauge was out by 15C and it did

cool down when I took the foot of the power. 20 miles from home, it stopped cooling, so emergency stop and checked water level. After learning the valuable lesson to depressurise the radiator slowly before releasing the cap, I was thankful to the bonnet design where the geyser of erupting water was deflected away from my face. A nice Caterham driver stopped to assist and fetched some more water. Engine cooled nicely and responded as it should, so off for the final leg until smoke billows from the engine and into the cockpit. Emergency stop and another call to the recovery services (I am on first name terms with several of them by now) and back to the rally car specialist.

Dami

Diagnosis – blown head gasket. So dismantled, heads skimmed, valves re-seated, fit new temp gauge, replace oil and filters – another £750 + £120 for the gauge.

All in all, an expensive end to a thoroughly enjoyable day, the next one is the Cumbria Classic Car Show in August—
Damian Bond



Journey Back in Time, final part-Norman Green

My final contribution will cover number plates and exhaust as promised, but will also address a couple of minor issues that I have encountered.

Number Plates

I had resolved to have an age related plate not aligned to the original Granada donor vehicle but the 1949 Delahaye I was trying to replicate. So began a long process that started off with the MOT test. I will begin there, since this proved a rather extraordinary experience. A deadline of Dec 31st 1999 was fast approaching since the MOT test was about to be stiffened up to the extent that it would prevent me producing a true replica of a 1949 car. The arguments were that pull-switches on the dashboard represented a health hazard to passengers in the vehicle, who might impale themselves on them in the event of a crash!! The Delahaye I was copying had nothing but pull-switches on its dash and the rocker-switches that would be legal, looked anything but authentic. This meant that I had to get a MOT pass before the deadline. I duly applied in Oct but was given a date on the 5th of Dec in Exeter. No sweat then; a full three weeks to spare!

I arrived on the due date expecting to find many other kit car owners hoping for the best. However the waiting room was full of lorry drivers, who seemed regulars and knew the testers on first name terms. They were all very interested in the Sabre and asked me for the name of the tester (there were only two). Having told them, a few nervous glances were exchanged before one



of them volunteered the fact that my man had yet to pass a kit car for its MOT this year so far! All had been sent away with a string of faults to be rectified and of course arrange a retest. Having waited some 6 weeks for the original test date, I could see my retest falling foul of the new rules sometime in the following Jan/Feb. As the test progressed I could see that he was very thorough and it was going to be only a matter of time before he presented me with the list of failures. Then came the road test where he took the wheel, with me alongside him. It seemed to progress well and even a few compliments ensued.

Journey Back in Time, final part-Norman Green

After 10 minutes, he proclaimed the test complete but would I mind terribly if he continued to drive for a few more minutes. I asked why and he replied that he was enjoying the experience immensely...I naturally agreed and assured him I was in no hurry. Back at base, he dispensed with the exhaust noise check saying "You have no problems there". Then came a strange request that I had not expected as part of the MOT. I was asked to read a number plate of one of the cars I could see through my passenger window, then another and then another. When finally I was allowed to look ahead, I couldn't help but notice that my rear view mirror with its sharp edges had been carefully taped up. "You know Mr Green that taping up a mirror like that just to pass a test is not acceptable and I shall assume its because the proper one is in the post. I assured him it was and I was duly handed the MOT!

The car had passed its test with the original Granada plates but I had the documentation to get a set of age-related plates from my nearest Registration office. These had little relevance to 1949 since the Granada was a one year old write-off. The search began for a number plate with two letters and four numbers. Not only were these rare but expensive. The solution appeared to lie with Irish plates where the letter I was legal and since it was identical to a 1 when on a number plate. Much searching of magazines finally threw up MXI 814. With judicious spacing, i.e.MX1814, this could be read either way without it being deliberately misleading. Plates in black were duly made but came with the warning that they were only legal for shows, e.g. Stoneleigh. It was on the way to one such show, (Goodwood Revival) that I noticed a police car in my mirrors. At first I was not particularly worried, since I was going to a show, but when after 15 mins. they were still there and I began wondering if they were about to challenge the spacing on the plate and were just waiting for me to commit a minor traffic offence as an excuse to stop me. I duly entered the Goodwood car park and parked up with them still on my tail. I was clearly in deep trouble if they had gone to such lengths to follow me. When I asked, "Is there a problem?" I was mightily relieved to here them say, "No sir, it was just that we wanted to have a close up look at your beautiful car". I was very happy to show them around!

Exhaust

Faced with needing a sporty exhaust sound, (compared with a Granada at least), I looked at all kinds of specialist silencers, but couldn't find what I wanted at a price that I could justify. I decided I would do a makeshift arrangement until I came across the final solution. My makeshift arrangement consisted of cutting out the main silencer from the Granada exhaust. When joined up again the shortened length suited the Sabre very well. What was left consisted of two small cylindrical (strait-through) silencers and a tail-pipe absorption silencer. When the engine was started I expected more tractor than sports car, but was agreeably surprised by the pleasant burble that could be turned into a snarl by a stab of the accelerator. Job done! (Unusual view of a Sabre in photo shows setup with chrome embellisher replacing the angled down tailpipe)

A couple of tail ends with which to conclude.

Journey Back in Time, final part-Norman Green

A mysterious engine cut-out

After driving normally for more than 3 years the car developed a curious engine cutout that would last for up to a minute and then restore itself. Very frustrating to explain to a garage, when they can't replicate the fault themselves. However, it happened once too often, when we were 50 miles from home and would not restart. We were on an incline and were able to coast down hill until a suitable pull-in was found.

A couple of miles back; we had passed a garage so a long walk was required to summon help. The garage owner who looked vaguely familiar got into his breakdown truck and ferried me back to the car. On arrival he said, "I know this car I've worked on it before". It turned out that until recently he had been the MOT inspector at my local garage. He knew the car and the crash history of the donor vehicle. As a result he was able to pinpoint the problem immediately. "As soon as we get this car onto level ground it will restart" he said. Sure enough it did. He was quick witted enough to know that with the donor's history the G-switch designed to cut off fuel supplies if the Granada was involved in a rear end shunt was faulty. These switches have a ball bearing in a saucer where any movement of the ball to the periphery is first resisted by a spring but ultimately cuts off the fuel supply. In my case the spring was either broken or overstressed by the original crash. The result had been every hill or downhill had starved the engine. The offending G-switch was removed and the garage owner was so pleased with his diagnosis that he wouldn't take any money for his efforts.

The steering setup

John Barlow Designed the Sabre as a two seater with an option to produce a 2+2 version later on. As we all know the Sabre has a shorter wheelbase than the Granada donor, requiring the prop shaft to be shortened and a new universal joint incorporated. Unfortunately we are left with Ackerman steering arms that are now less than perfect

The theory involved with the Ackerman principle is that these steering arms are inclined inwards so that lines extending from them meet at a point in the centre of the rear axle. With this arrangement the inner steered wheel turns more acutely than the outer one (following smaller circle). Automotive designers embody the Ackerman principle because it leads to all four tyres operating at identical slip angles when cornering and hence the best possible cornering forces.



Journey Back in Time, final part-Norman Green

The inclined steering arms on the Sabre, with its shortened wheelbase, meet at a point behind the back axle, which results in the inner steered wheel not turning enough whilst the outer one too much. Is this a disaster? No, but front wheels operating at less than optimum slip angles will generally lead to understeer characteristics and a certain amount of ploughing when on full lock. Perhaps John should have produced the 2+2 first. This would have required no shortening of the wheelbase but the kit price increased by a smidge to accommodate the extra steel and fibre-glass. The increase would be more than offset by not having to cut and rebalance the prop shaft and buy a new universal joint. We would then all be driving a Sabre with more classical proportions, looking even more beautiful and without steering anomalies. Even then, with the benefit of hindsight and having no need to modify the exhaust I would have replaced the central silencer with a piece of pipe!

That's me signing off for now, but it would be interesting to hear other owners' build and driving experiences.

Norman Green



Royale Owners Club Spring Holiday—Sherborne April 2013

It's **Monday 21st April** and at last the weather has decided to improve for our five day holiday to Sherborne. The day started well with bright sunshine but with a slight chill in the air for our 125 mile drive to our hotel. The cost of our 5 day trip was £248 including breakfast and evening meal, which seemed extraordinary value to us. In total four Sabres went on the holiday one JBA and a Jaguar. Two other members met up with us on two



separate occasions to join us for day trips. We had an uneventful journey with the hood down all the way as the sun was a welcome sight to see and we were not going to spoil the opportunity. We agreed to meet at the Half Moon pub in the town centre at 13:00 for lunch to make the most of the holiday and for all the members of the group to be introduced to each other as not everyone new all those on the tour. After a very reasonable meal and a swift half we moved to the hotel who had cordoned off an area of their car park especially so we would all be able to park together and

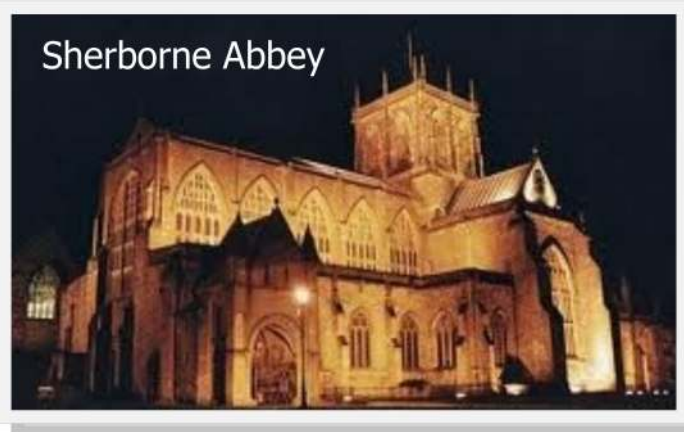
they could keep a close eye on them at night, not that it looked likely there would be any issues as the hotel was in spacious grounds of its own away from the road. After booking in, in was time a little socialising in the bar before a spruce up and dinner which was on the whole disappointing the first evening. I think it was about what I would expect school dinners to be like if I actually new and was probably the chef's night off as the food was a lot better for the remainder of the week.

Tuesday 22nd and it's agreed we would breakfast at 09:00 and be ready to depart at 10:00 for our visit to the Haynes Motor Museum. Many people in the past have recommended it to me and as it was so close to the hotel it was something we must fit in. As we had a warm sunny start to the day we took a scenic route before arriving at the museum to find it was being completely re furbished and a whole new display area was being built so much of the front of the building was more like a building site which was a little off putting but the display did not disappoint and fell in love at every turn.



Royale Owners Club Holiday to Sherborne April 2013

For my part I fell in love with a couple of Cadillacs which probably is not to all tastes and with a V12 engine I'm not sure even those that could afford them in their hey day would not flinch at the cost of fuelling them at today's prices. After our tour of the museum the sun was really out in strength and we had a beautiful drive back to the hotel. We then had a stroll into town to visit the beautiful Abbey followed by a couple of hours sitting in the sun with a pint and a smile before returning to the hotel for dinner and social and retiring to bed.



Wednesday 23rd and today we are off to the Fleet Air Arm Museum, the day started overcast so we decided to go straight to the museum and hope the sun came out afterwards so that we could enjoy a pleasant drive later. This museum is a must and you could easily spend all day there if you are into planes, history and many other aspects of air warfare.

There is even a mock up of the Aircraft carrier HMS Ark Royal to tour with many interactive items of interest including being taken down in an aircraft lift of an aircraft carrier to exit the tour. There is an historic record of the events of the Falklands war that has many



items of interest that were not revealed at the time together with the difficulties faced by the troops due to the loss of their helicopters which sunk with their supply ship. All news to me. The tour completed it was time for a cup of tea in the café and then a scenic tour back to the hotel via Crewkerne and Bridport. With had an odd spot of rain on route but we were able to have a good wander round and Wendy and I succumbed to a new hat each in what must be one of the last remaining hat shops in the country, and why it would be

in Bridport is any body's guess. However, we had a pleasant journey back to the hotel where once again it was time to freshen up for dinner and a pleasant chat to discuss the day's events before turning in for the night.

Thursday 24th and today it's about the ladies as we promised a trip to Stourhead, now I am a bit of a heathen when it comes to country houses as I know little about them but supposedly Stourhead had one of the most imposing gardens in the country and if you are in the area on holiday it's another 'must do' thing without fail. Well at £12:90 for the entrance fee and no discount for old sods like us, or parties or disabled I am never likely to join the National Trust or is it just me. That's without charging you to use the car park when you arrive before they want to empty your wallet. I must be a real tight wad as in my youth Hampstead Heath was free, and still is to my knowledge. But I digress.

To be honest Stourhead is magnificent, the gardens that is, not so bothered with the house. However, in for a penny in for £13 pounds or £25.80 for two. The house is surprisingly small compared to many I have visited in the past, or that's how it seemed. However the garden's with its lake and follies that surround it make a beautiful walk and although the Rhododendron's that should have been giving a good display were of course way behind this year so only a fraction of the colour we would expect to see was I'm afraid not on show. This visit was always going to take different members differing times to see all they wanted to see and even Wendy and I stayed much longer than we expected so it was



The Garden at Stourhead

decided to give it 3 hours (14:00 meet back at the cars) and if anyone was not back and then the rest would be left to their own devices, as a matter of fact I think we nearly all went our separate ways after our visit and only our car of the group was still in the car park. Now I have always been fascinated by the Hovis advert that was directed by Ridley Scott that I believe launched him on his path to success and as Shaftesbury was not far away I suggested to Wendy we go find Gold Hill and climb up and down it just to say we have. The fact that the ad gives the impression the scene is set in Yorkshire,



Wendy's decent of Gold Hill

yet was actually filmed in Hampshire always showed the power of persuasion of either the picture or a few words with the accent that fits the scene. Digressing again, after our decent and much slower ascent it was time to return to the Hotel to meet up with the others to see what they did with the remainder of their day, wash-up for dinner and spend our last night together before making our way home in the morning. I think everyone that took part in our little jaunt had a good time and made use of their pride and joy so early in the year. For Wendy and

I it remains only for us to say thank you to those who joined us, and hope you had as good a time as we did. Here's to next time.

Peter Gibbons

Royale Owners Club Holiday to Sherborne April 2013



Stourhead Gardens in full bloom



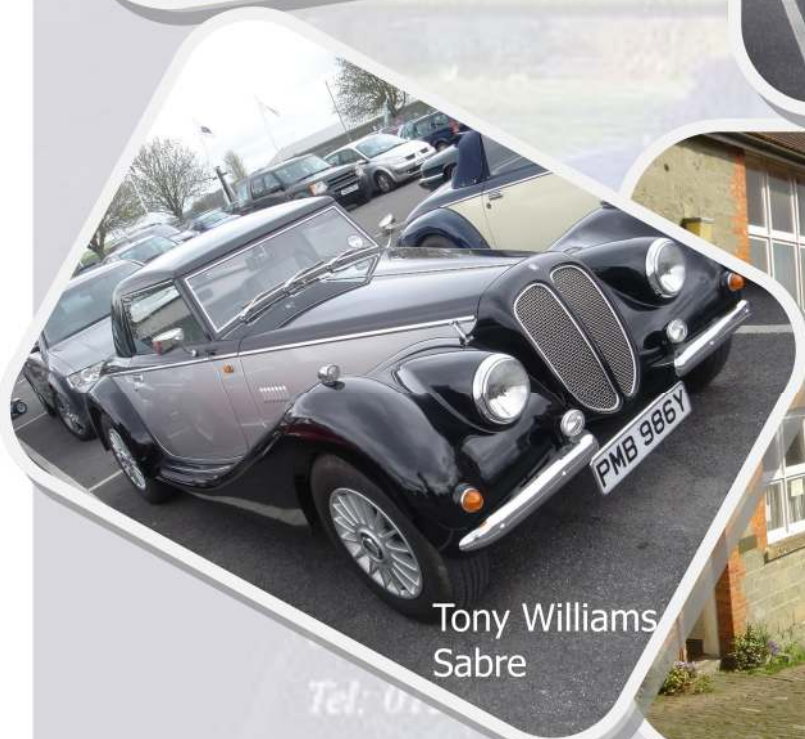
At rest in the hotel car park



Barrie Evans Sabre



JBA Joins the party



Tony Williams
Sabre



Gold Hill Shaftesbury

Holiday to Llanes, Asturias, Spain 3rd-10th September

Llanes, Asturias, Spain

LLanes is located on a narrow swathe of land beneath the Picos de Europa and the Mar Cantabrico (Bay of Biscay). The town is small and very distinctive with an old quarter and a tourist office inside its oldest building, a tower from the thirteenth century.



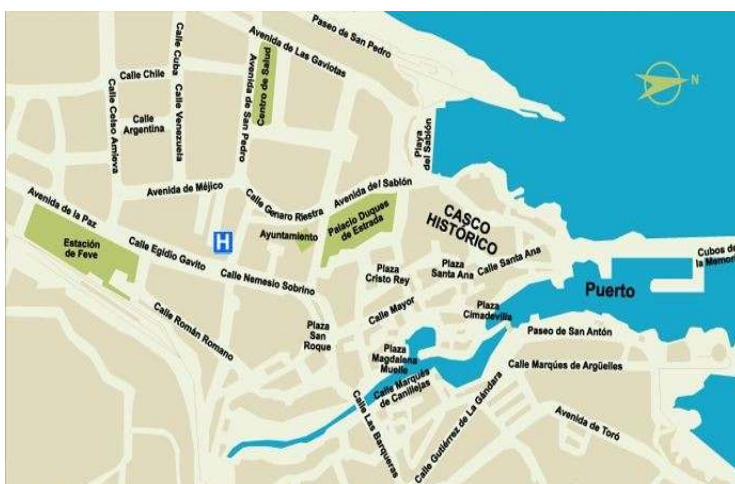
Although small, Llanes, which is almost suspended above the ocean, is visited by tourists in the summer months and particularly during late July and August when it

can become busy. The area around this small hamlet is also a must for beach goers with dozens of small beaches hiding around every corner. Most of these beaches are narrow and sheltered and many have rocks, or the outcrops of the cliffs at their boundaries. Llanes is reputed to have some of the best beaches in Asturias.

Llanes beaches

Amongst the most popular of these beaches are "la playa de Sablon" which is close to Llanes town centre and can get very busy on hot sunny days and "la playa de Torro", which is regarded as the most attractive. Other beaches in the area include those at "Torimba" and "Niembrro" as well as that of "la playa de Puerto" which is known for its thick (and not always pleasant) seaweed.

If you want something different you can also walk on the cliffs above the sea or explore the old town if the weather is cooler. Travel and booking is be via Brittany Ferries from Portsmouth to Santander.—**Contact the editor for full details if you would like to join in. Cost will be £1,148.00 per couple. Travel will be via Brittany Ferries Portsmouth to Santander and the sea crossing takes 18 hours and includes an overnight cabin in the price.**



Dates for your Diary 2013

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

June 23rd

Family Sports Car Day
Castle Coombe Circuit, Wilts (**FREE ENTRY**)

July 14th

Kimbolton Country Fair, Discount tickets from Colin Maslem

July 26-28th

Silverstone Classic Silverstone, Northamptonshire

Aug 11th

Woburn Rally—Woburn Abbey Details Jim Waites

Aug 17—18th

Cumbria Classic Weekend www.wigtonmc.co.uk

Aug 31-Sept 1st

Donnington Kit Car Show Donnington Park, Leicestershire

September 3rd—10th

ROC Holiday to Northern Spain. (interested—Full details from your Chairman/Editor).

Oct 26-27th

Exeter Kit—Car Show West point show ground



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