



# News Spring 2015



Home of the finest bespoke Automobiles

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

# Chairman's Chat Spring 2015

Let me start by saying welcome to another year of membership to the ROC and hope you are looking forward to the summer and a chance to make the most of your beautiful car. Also to remind you that the AGM

will once again be held at the National Kit-Car Show at Stoneleigh on Sunday May 3rd, I would encourage as many of you as possible to attend, the more that attend, the more representative of the membership your club will be run. Please also note that it will commence at 12 noon and will be held in the small meeting room.

In the previous edition of your magazine I asked if anyone knew the where-a-bouts of a blue and white Sabre, I am pleased to say although we still do not have the answer, Peter Edwards did come back with a full synopsis and history which then asked another question.

Why do we not have a more detailed register of as many of our cars as possible, maybe at the next renewal we could get the membership secretary to include a small questionnaire that provides greater detail of the cars of club members. This would at least give us a start in building a definitive register, or would this appear too intrusive, please let me know.

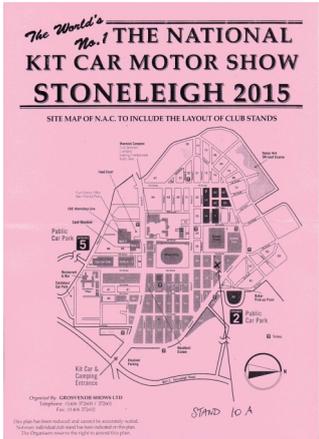
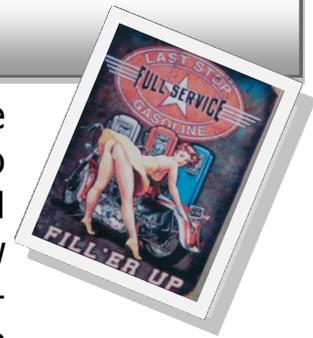
In June Barrie Evans has organised a 20th year of the Royale Owners Club celebration holiday, full details further into the pages of this edition of the magazine.

On page 26 Peter Gurton has assembled a comprehensive list of meets around the country and elsewhere that should suit all tastes, so hopefully some of you will be able to benefit from the fruits of his efforts,

You may have spotted the logo on the cover has changed celebrating 20 years of the Royale Owners Club. With this issue you will find in the envelope a car window sticker that hopefully you will display in your windscreen. I am not a long serving member of this club so those of you still with us that were involved in the setting up of the ROC, can I thank you for all your efforts as I'm sure it was difficult finding enough members in the early days to make it actually happen. I'm sure I speak on this point for the whole membership.

**Bonnet Badges:** At Last we are taking orders for Bonnet Badges, it has been a hard slog trying to get these made at a half reasonable price. Every time we thought we had made progress the price just came back and bit us. However, with the endeavour of myself and John Morris (thank you John) we are in the process of manufacturing 25 as in the picture. If you are interested the cost £45.00 + £5.00 P&P . If you wish to have one you can illuminate (Opaque centre) they will be made by special order and cost £55.00 + £5.00 p&p. In the short term the editor (Peter Gibbons) is sponsoring these so please contact him if you require one. This is a one off project, so there is little likelihood of these being repeated in the future. Full contact details on page 2.

Here's to coming the summer and sunshine Ed.



## Malvern Classic Car Show



Rolling Hills of Malvern

The cancellation of the Malvern Kit-Car show that we intended to attend, and at the same time make it a long weekend to meet up with other members was a bit of a pain so it was necessary to rearrange our plans and move to the Malvern Classic Car Show instead. As in the past when we have visited this neck of the woods we book into the Hostelry at Goodrich in the Severn Valley close to Ross-on-Wye. Malvern itself is a bit restricted. There are several towns in the locality that I have often thought I would like to visit so we decided to add an extra

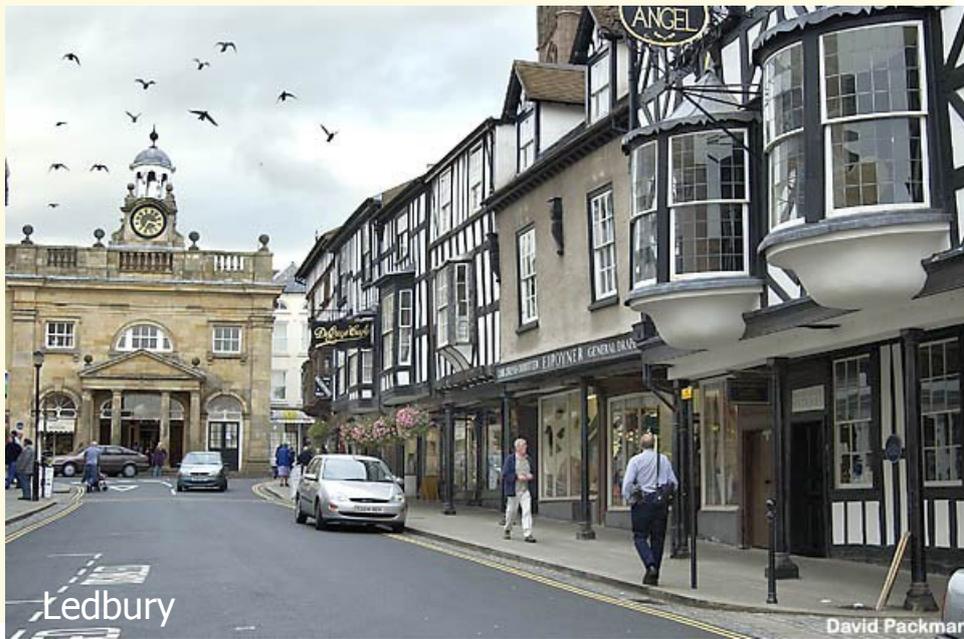
day and make the effort to scout around Ludlow, Leominster and Ledbury, obviously those that decided the town name's in days gone by got stuck at L. Not surprisingly all three towns are remarkably similar in style though differing in size and the number of shopping opportunities for relieving you of your money.

As for the Classic Car show itself, there were obviously a wide range of classics but my personal favourite was a green Mercedes 300 SL, stunning condition and although not terribly old suited me in every detail. However, if we wanted to choose a really old car then I would go for a beautiful old midnight blue



Rolls Royce. We were standing close by when the owner appeared to decide it was time to leave, he turned the starter but nothing happened or so I thought. As I waited for the starter to re-engage, the car pulled away and almost hit me as I thought the engine was not running, gave it no clearance. The engine was so quiet it could have been electric. I asked the owner if he would mind stopping for a moment and allow me to take a picture and to listen to the engine run. It was truly amazing that this car emitted almost no noise.

# Malvern Classic Car Show



Also at the show was an immaculate Jaguar SS copy, truly amazing detail and absolutely spotless. Not sure if it is ever driven anywhere but it was a splendid example. How anyone could call it a Kit-Car I have no idea, you could eat your dinner off the engine block.

We also had a trip out to Tintern Abbey again, Wendy and I did this on our previous visit when it poured with rain and although the rain held off the weather was not much better on this occasion

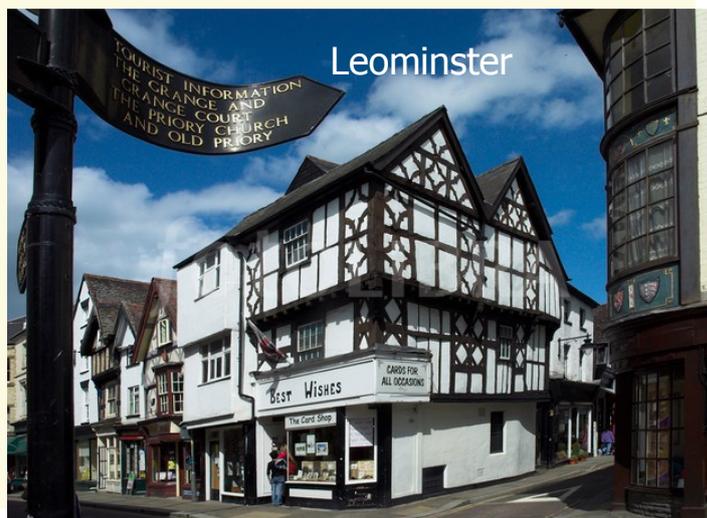
and the tea shop was closed until later in the day so not even a proper lunch, just a cup of tea and a packet of crisps.



Never mind the weekend was set up to be able to meet up with old friends and keep up with each others lives and stories, to socialise and just enjoy



each others company which we did. All in all a very enjoyable weekend, one we must try to fit in again in the not too distant future. One where the company of old friends is more important than the other content of the proceedings.



# What's happening to our tax disc holders

As the tax disc holder is in many ways now obsolete and we now have the new on line electronic system of taxing our cars, I wondered what it is we are going to do with the disc holder as I think many of us have become attached to them being in our windscreen. I suppose you could fold your receipt for the electronic renewal and place that in the space but it may look a little scruffy.

Apparently the police in Bolton have suggested it be used for emergency contact details and numbers. Even maybe vital medical information of the drivers,



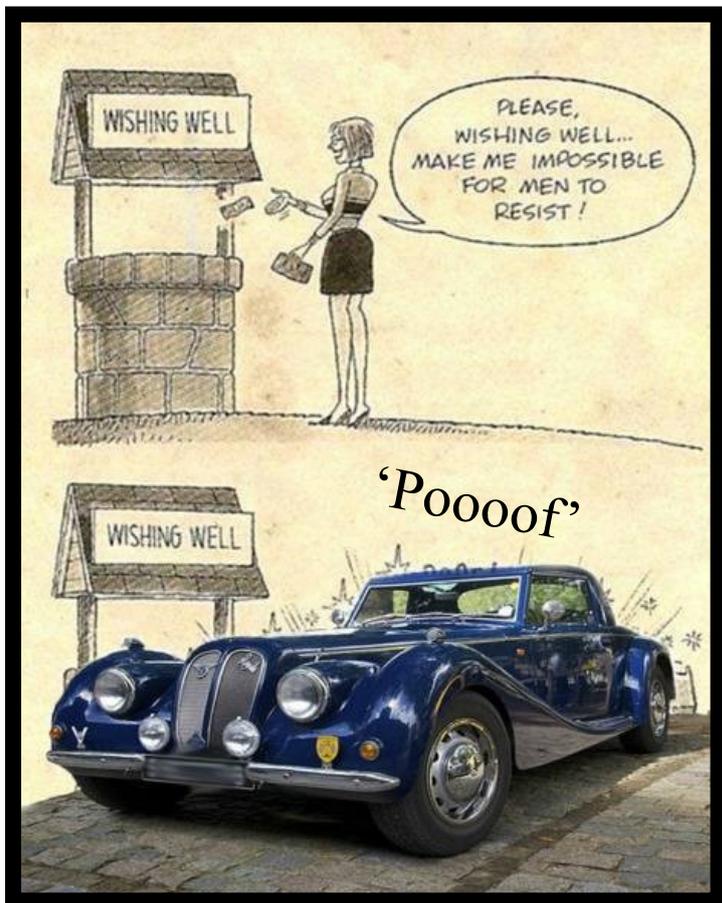
alongside contact details of next of kin, (bit fatalistic). However, information that could help emergency services could I imagine save lives when speed of information is imperative.

Many motorists who refuse to part with the disc holder have taken to social media posting imaginative uses for their tax discs and holders. People have been using them as coasters, chewing gum wrappers, confetti, cookie cutters and even eye patches. Some are celebrating the end of the disc by turning them into artworks.

It seems the nostalgia for our tax disc is already causing people to come up with more and more inventive ideas. This led me to thinking that we must have some imaginative members in our club and thought you might like to enter a competition to see who could come up with the most and best original idea. All entries to be sent to the editor for insertion into the next magazine. Not very inventive I know but my idea would be to have the owners club and membership all rolled up into a disc and place this in the holder. This could be emailed to all members with their membership number, printed off at home and Bobs your uncle as they say. Anyone who has a design for this please email me and we can see how clever you are.

I suspect that when your current disc expires you will find it very difficult to remove the holder and dispose of it altogether, so lets be having those ideas as soon as possible please.





Dear Peter, (Editor)

I refer to your query regarding the black and yellow Sabre on the penultimate page of the Winter edition which arrived this morning and I comment as follows.

1. That car was advertised in Car and Classic by a gentleman on the Isle of Wight about four years ago.

2. I was very interested in it, but after prevaricating, I missed it.

3. It is a Sabre but it has as you can see, spats over the rear wheels. What with that and the chrome strips, along with an aluminium bonnet, ( but they all have them), the black alloy wheels, it was incorrectly claimed to be unique, and was classed as "art deco" which is a joke in my opinion! The price was £12,500, and built in the late 1990s.

4. It then turned up at a Dealer in Sandbanks who was advertising it at around £21k.

5. I went to see a blue Sabre in Exeter which needed some superficial work done to at and the cost was £8,500 with a 2.8 automatic engine.

6. After viewing that car I went to Sandbanks and they were not particularly pleasant. Even though I had come from Worcestershire specially to see the car, they would not even start it up let alone take me for a test drive in it, unless I agreed to buy it. This was very annoying, and struck me as a bit odd, if not unreasonable.

7. Although the car looked striking from a distance, it was a bit tatty close up. The engine looked messy and dirty, and was, I think, a 2 litre Ford manual. Overall, it looked well used.

8. I told the Dealer that I knew the car was previously advertised at £12,500, and it was not worth £21,000. They eventually dropped the price to £16,000, and then I found my current Sabre and there was no comparison, and I realise what a bargain I had from Bob Jeffry. They pestered me for a while and wanted to buy my Triumph Roadster for £12,500. I subsequently sold it for £20,000. You would not have bought a car from them, and their attitude was very dated and I was treated like a punter in the best East London tradition.

9. I later checked up on the car via the Dealer's web site, and it disappeared a few months later, but I reckon it must have taken the best part of a year to sell it and I don't know what it eventually went for.

Regards,

Tony.



This ad is from the marketing boom of the 1960's when WD40 was first re-least. What are the chances of such an advertisement making it to your front room today. No sense of humour I say.

# Our Adventure to Italy 2014 Part 3



If you could cast your mind back to the previous instalment of a Italian adventure you will recall we were at a beach side bar inquiring as to where we could catch the ferry into Vernazza and the bar tender advised the sea was to rough even though it was as smooth as a babies bum. To cut a rather long winded story short we had no option but to return to the station and buy another ticket for the one stop to our destination. At the ticket office the counter lady was extremely nice and advised us that not only could we buy our ticket to Vernazza but at the same time purchase our return ticket back to Santa Margharita Ligure, which we did, more of which later. Also in the conversation she told us to keep our money safe and to put our wallets in our front pockets as there were a lot of pick-pockets around. We thanked her for her help and honesty and boarded the next train which thankfully stopped as required at Vernazza and we alighted the train coming out of the station at the top of what I can only call the main high street that led down to the port. It was busy, and when I say busy I mean busy. From the picture on the right you can see what a beautiful little port it is but best avoided I would suggest in the height of the summer months. Our reason for visiting was two fold. One, it is my daughter's favourite place in the world and she is always telling us we must go and second it is reported to be the most beautiful of all the Cinque Terre ports of which there are six or seven. Alison, our daughter also asked us to look up some of her friends for her while we were there and say hello as they would be inquisitive to meet us. What she forgot to do was give us any contact details though we did know that a couple of them owned shops in the village, and they were side by side, one being called the Lunch Box. Duly found we made



Vernazza



Lunch at the lunch boxz

contact and spent a couple of hours in the company of the locals who you won't be surprised to know can order anything in the local eateries for a third of the cost a tourist can manage. We then enquired as to why the ferry had not been running to which they replied have you seen the waves. As we approached the sea wall the waves here were crashing over the defences and rising 20—30 feet in the air. What we were not aware of in Monterossa was

# Our Adventure to Italy 2014 Part 3



**Quayside Vernazza**

that there had been a small Earth Quake out at sea and although at the time the sea was still, the locals knew this was on it's way. Thank goodness as I am not a great boat lover at the best of times. Mystery cleared up then.

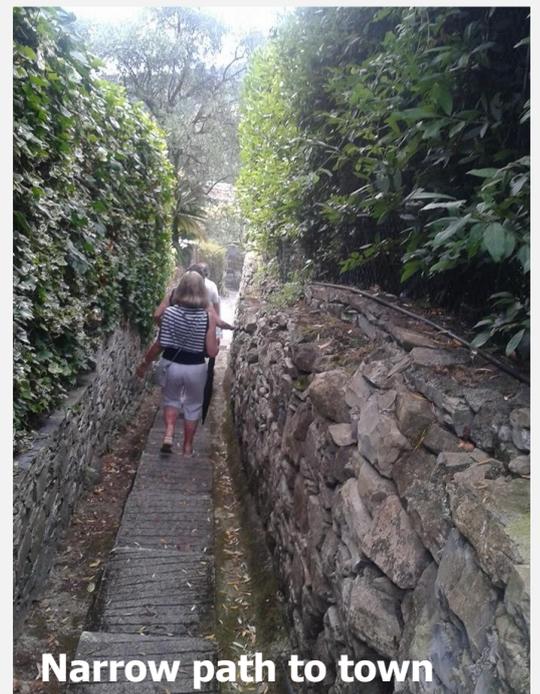
We enjoyed our visit and it was all too soon we had to retrace our steps back to the station. Alison's friends advised getting the 17.40 train as this was a non changing train and would take us direct to Santa Margharita.

Off to the station we go and by golly were we glad we already had our tickets, the queue was enormous, every tourist must have decided to leave at the same time. Our train arrives and it is almost empty and no sooner do the doors open than John is on the carriage with three spare bags and reserves seats for us so we are OK. As it turns out it would have been only for one stop as the train al-

most emptied at the next stop because that's where all the coaches have to park as there is nowhere in Vernazza to park a car let alone a bus.

After 30 or 40 minutes we are keeping our eye on progress and the train is following the coast so we are quietly confident we are heading in the right direction when the train pulls into the next station and almost everyone gets off, this is followed by the driver advising us the journey is complete. Not for us it wasn't but for train it was.

As we had no idea where we were and no rail maps available, I rushed down to the ticket office to enquire which train we needed for Vernazza, the very helpful clerk advise you have about 40 seconds to get to platform 2 or you will miss it. Did we rush, you bet we did and without even a glance at the train we piled on and hoped for the best. Once again the train hugged to coast so we were at our ease. It wasn't until John said the train has stopped at a station beyond our destination did I start to panic. Enquire with the other passengers if we are on the correct train and they all said yes so we relaxed again and wondered how this could be. To this day its' still a mystery but the next stop was Santa Magharita and we had managed by some fluke to get back safe and sound. Dinner in the town, a bus up the hill and a walk down the hill before collapsing into bed for a good night's rest.



**Narrow path to town**

## Our Adventure to Italy 2014 Part 3

The following day it was off to Portofino we thought, no distance and we could use one of our bus tickets that we purchased when we arrived, 90 minutes for 1.50 Euros. To anywhere you could reach in the time. So after breakfast it was a bus down the hill to the port and change busses into Portofino. 1 hour tops including the walk up the path to the bus stop. Our trip was fairly uneventful other than the Portofino bus was packed tighter than a London Tube train in the rush hour, but as we were to be on the bus for not much more than 15 minutes it was not a big deal, other than having to listen to loads of Americans talking at the top of their voices. I have heard a lot about Portofino and have had it on my bucket list for years. Maybe the expectation was so high that to be honest I was a little disappointed and would prefer to



recommend Vernazza to you, though I have to say Portofino is much easier to reach. As I have said previously the weather continued to threaten to spoil our stay and while in Portofino this was no exception. Although we were bathed in hot sunshine for the most part, the clouds were always present and we expected a thunderstorm at any moment. We even experienced several water spouts reaching into the heavens just off the coast on several occasions and we even managed to capture a couple on film or should that be on digital these days. We did for a short while experience a shower but this soon past and in no way did this spoil our visit. I quick reconnoitre back at the bus stop for our return proved to suggest we would be once again crushed onto a bus to get back to Santa Margharita, so as the ferries were running today we treated ourselves to a bout ride back, dinner in town at a very nice family run eatery before it ws again time to take the bus back up the hill and the usual meander down the path back to Villa Gnocci.



# Our Adventure to Italy 2014 Part 3

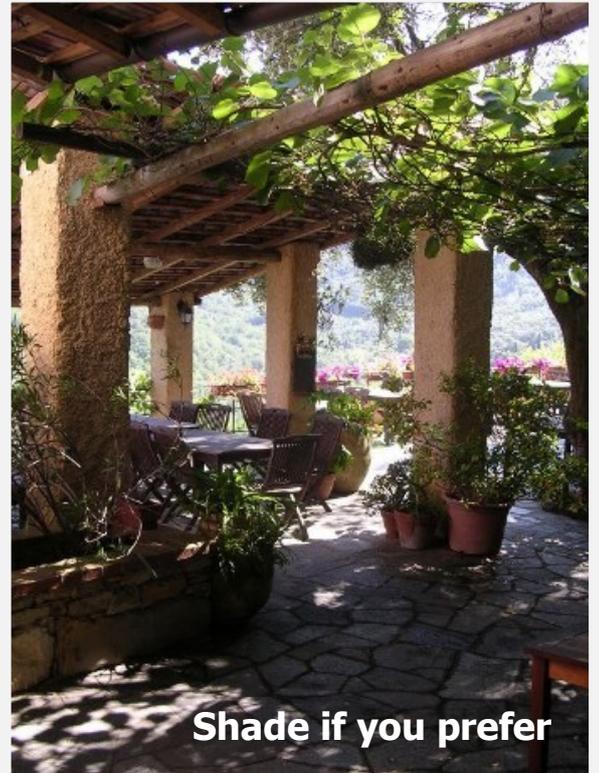


View from the breakfast terrace

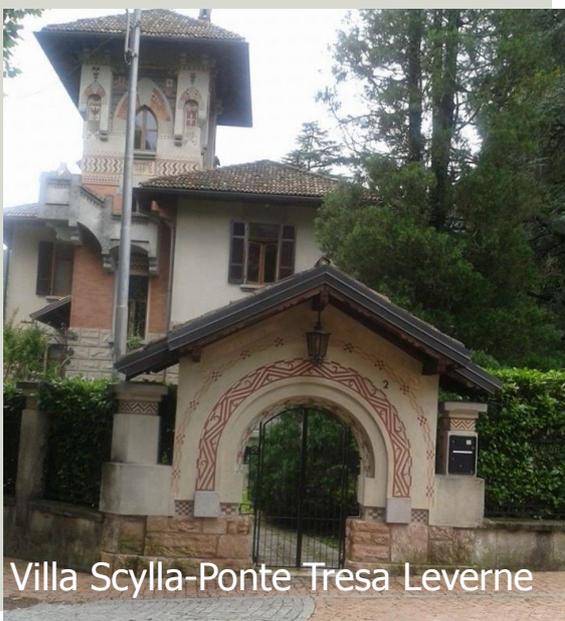
Our five days of rest, if that's what we could call it were past and in the morning it will be time to say goodbye to Villa Gnocci and start to make our way slowly back to the UK. However, we were not going to be rushed and on route we would be going via Lake Lugano stopping at Ponte Tresa Laverne and trying to meet up with Steve Cherry and his group who were staying at a villa by the lake for a week and by sheer coin-



cidence were going to be there at the same time. We had not booked any accommodation for the return trip as we wanted to leave things fluid. We had Wi-Fi connection at our villa so we went to Booking.com and came up with an inexpensive hotel on the border of Italy and Switzerland and beside the lake, can't be bad you are saying to yourself. Well yes and no, the rooms were clean and tidy and the view of the lake superb, but because the hotel had few clients not much of it was open so no bar or coffee other than at breakfast. There was a restaurant attached but this was not part of the hotel proper. So not ideal. However, only staying two nights and most of that we will be out so not the end of the world and it was no hardship wandering around in the warm evening air to find food and a comfy bar for a quiet pint. We managed to contact



Shade if you prefer



Villa Scylla-Ponte Tresa Laverne

Steve and arranged to meet up the following day for lunch with his party. As our hotel had a car park it was agreed we would use the restaurant attached to the hotel which we knew had a fine reputation for food. Now that we were organised for the meet-up the following day we decided as it was quite early to go for a stroll before changing for dinner. The wander lakeside was very beautiful and relaxing and as we walked we came across a beautiful villa that I could not resist taking photos of, I fell in love with the design, the architecture and all the little nuances that gave it a special appeal.

## Our Adventure to Italy 2014 Part 3

We finished our walk returned to the hotel, showered and went out for the evening to find a nice spot to enjoy the view with a small beer before dinner which as it turned out was taken in a multi cultural eastern flavoured eat all you can job that left me thinking, why did I eat all that I'm blotted, before saying to myself 'oh yes' because I could. Note to self, don't be greedy, don't do that again. It was good though. The following day Steve and his party met us at the restaurant at the given time and we sat and chatted over lunch for a couple of hours before it was decided we would return with Steve in our cars to take a gander at the villa he and his group were staying. Well would you Adam and Eve it. They were staying at the very same villa I had taken photos of the day before. What are the chances of that, it also meant we got a chance to have a look at the inside, which had some very nice Art Deco influences.



**Posing at Villa Scylla**

During the course of our conversations Steve was telling us of the dreadful queue trying to get through the Saint Gothard tunnel, due to heavy road works, he and his party queued for several hours on their journey out and by all accounts it was the same in the opposite direction. However, where we were now dictated that we would have to maintain our route. It was also our intention to go over the top and use the pass so hopefully this would not be so bad. We said our goodbyes, wished a very happy rest of their holiday, returned to the hotel, and packed ready for the journey across Switzerland the following morning.

## Our Adventure to Italy 2014 Part 3

To use the motorway network in Switzerland you require a vignette if your car is less than 30 years old. Now although both John's car and my own were originally of 1991 vintage both our cars were registered as new when built so technically we were not sure where we stood. To be on the safe side we purchased the vignette @ 32 euros each but I suspect we could have got away with it. We risked it in ignorance the last time we made the journey but with a 1,000 euro fine if caught, it seemed prudent to play it safe.

To be sure not to miss the Pass (did that last time, never heard the end of it) I set the sat nav to use the scenic route to the pass which took close on 3 hours. However, if you want to see the real Switzerland rather than a motorway this is the way to do it. Some of the roads are so narrow two cars can't pass without pulling into passing places.

We reached the pass only to be met with a rather confusing sign, one read Pass and the other read Pass Museum. Obviously I chose pass and off went climbing rapidly. Much of the pass is now on stilts that hang out from the mountain at 45 degrees, meaning below the concrete you are driving on is nothing but air, and in some places several thousand feet of it. This was an easy climb though for the Sabre and I was surprised at how easy a climb it was and that the turns were nay as severe as I anticipated. The reason soon became apparent because this is a new installation and the original pass with it's turn after turn after turn was over the edge to our right. Clearly 'Museum' meant the old pass, so technically I missed it again, though not through the tunnel this time. Who knew? . We reached the summit, took some photos and began our decent into ski resort of Andermat where we stopped for coffee in the beautiful Swiss clean air and blue skies. All was right with the world and so far no big hold up. Coffee taken and the cars as well as our bums rested we et off for the rest of the trip across the pass and the rest of Switzerland towards our destination of Mullhouse where we stayed the previous time we returned in this direction. The pass negotiated we began to descend and although we had no trouble ascending my car has no servo and I was standing on the brake pedal at some points to negotiate the tight turns. After a short while we encountered some road works with contraflow lights which we were held in for a few minutes. However, the oncoming, OMG.



Lunch beside Lake Lugano



Dawn from our window Ponte Tresa

## Our Adventure to Italy 2014 Part 3

It would appear the whole of Europe was going on holiday at one and the same time, Steve was right the traffic heading for Italy needed to be seen to be believed. Mile, after mile, after mile the traffic queued to get either over the pass or through the tunnel. Who thought it would be a good idea to undergo road works on the tunnel at the same time as on the pass. I thought the Swiss were suppose to be clever and efficient. Not on this occasion they weren't.



**Summit-St Gothards pass**

However, it didn't effect us and we joined the motorway for the rest of our journey to Mulhouse.

Now you remember that weather that kept away from us to date. Well guess what happened next. Driving in heavy traffic at not an inconsiderable speed and with all three lanes full the heavens opened. Now I don't want to hear any nonsense about keep your speed up and the rain goes clean over the top. When the droplets are as big as golf balls they don't

believe me. The locals were tooting and waving at us and yelling in laughter at our expense like you wouldn't believe. Fortunately within a short distance a service area appeared and we were able to pull-in and raise our roof. After jumping out and pulling the roof up as quick as I could, three of the four of us decided we needed to use the facilities now that we had stopped. However, your 32 euros does not include Motorway service area toilets. You need a Swiss franc to do this, not a euro but a Swiss franc for heavens sake. Needless to say I thought none of us had one but inexplicably John got one with his change when buying his vignette. Being the gentleman he is, he gave this to Wendy (N) later John and I watered the flowers elsewhere up the road. Once again we had to negotiate the underground network of roads at Basle. On the previous occasion it was a bit of guesswork as none of the signs gave much of a clue as to which forks to take as you approached. I'm pleased to say that both the signs and modern day Sat Navs have improved so now it is not just a lottery as to which route you take. We finally reached Mulhouse but no time to visit the what is now called the French National Car Museum (Highly Recommended) as our ferry awaits and time is of the essence. On our previous trip we gave ourselves too much time to meander home and the weather was so bad we just kept driving. On this occasion the opposite was true and it was



**Wendy Relaxing in the sunshine-Andermat**

## Our Adventure to Italy 2014 Part 3

Necessary for us to just keep going if wanted to fit in all that we wanted. Steve and his group also stopped over a Mulhouse and told us they were very happy with their hotel and it was very convenient. so we thought we would use that one. What he and I failed to realise was there were obviously more than one and we had chosen the one in the town centre. What could be better you say and usually providing they had parking I would agree. However, although we had the street and postcode our Sat Nav's failed to find the location which was in a pedestrian precinct and could only be found by car if you drove through a massive car park. We were going round in circles for ages. Fortunately, after what seemed an eternity we passed the car park in question and John spotted the tinniest sign that directed us to a back lift with entrance to the hotel. By this time we were pretty exhausted but still found time to wander the town centre and book a restaurant table for dinner in the evening.



Images of Mulhouse

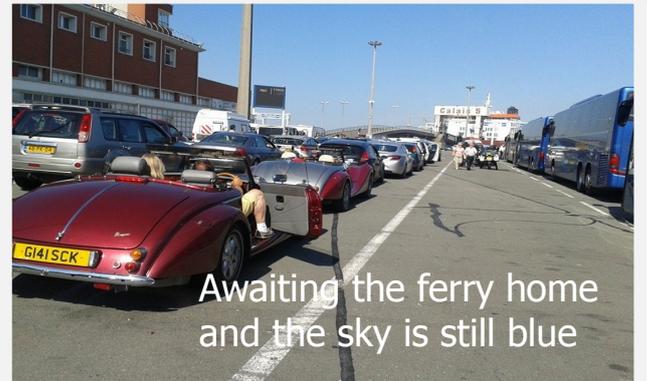


The following morning we were off again and heading for St-Dizier, not much to say other than we stayed in an out of town hotel and saw nothing of the town, used merely as a stop over before our final rest over at our usual Chambre D'ote, the Old Mill at Fillievre where we are always received with great affection and always feel very much at home. It has been one of the best 3 weeks driving my Sabre I can ever remember , though whether we would contemplate another trip with such distance involved I doubt. However, don't be too surprised if this time next year we decide to do something similar again. Make the most of the time you have, this might be all there is.

Happy holidays—Peter and Wendy Gibbons with thanks to John and Wendy Nasarris for sharing our adventure. (2,269 miles covered)



Leaving The Old Mill



Awaiting the ferry home and the sky is still blue

# The Mystery Royale

Dear Peter,

Thank you for the latest copy of the ROC News.

I was amused to see a picture of myself and Amir at the Donnington show and I was also intrigued by the Black over Cream Sabre pictured.

I started looking into this car and ended up researching much about the early BMW cars and history. In fact I found so much interesting stuff I've put it in the enclosed document.



I hope you enjoy it and I have some other documents coming from ebay purchases, so there is more to come! (The B&W photo attached separately was copied from an ebay advert for an original BMW publicity photo).

Wishing you a Happy Christmas and a great New Year (when I hope to be back in my garage!!)  
best regards, Peter

1990 ROYALE 327 ROADSTER (1937 BMW 327 ROYALE ROADSTER Reincarnation) HAND MADE FACTORY CAR

Finished in black over cream with full cream leather trim piped in black. 2 owners and only 41000miles from new. Large history folder. This factory built car is one of only 12 made in the world and is in a fab condition throughout. The cost new in 1990 was a staggering £25000 plus vat and registration taxes etc. The mechanics are Ford Scorpio 2.0 dohc engine which gives a great sound and performance, Ford axle units and a five speed gearbox. Seen at the Motcombe Village Fete Dorset 30 June 2012

This got me wondering what a BMW 327 looked like. Further Googling threw up numerous examples of early BMW roadsters. I was familiar with the 328 but had not come across the 327 before.

I found the following description on one website....

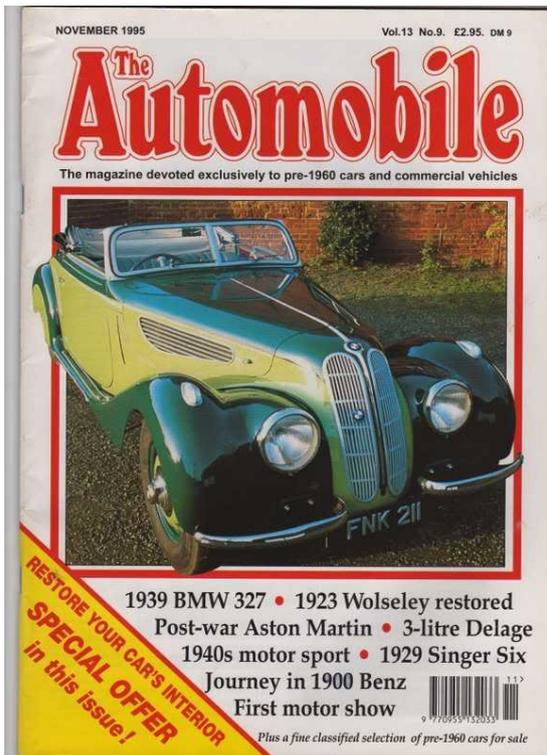
The BMW 327 Coupé was the first really successful BMW car and did much to establish the reputation the company's cars hold today.

The coupé body style is almost as old as the automobile itself. While today the coupé is regarded as refined, elegant, dynamic, and expensive, originally they were the

inexpensive alternative to the multi-seat saloon (or Sedan in America). This changed in the late Twenties, when wealthy drivers realized the more compact and lighter coupé could show the bigger, heavier saloons their tail lights, thanks to higher speed. By 1931, more and more German car makers started to offer the sports coupé to meet the demands of upper class customers.



# The Mystery Royale



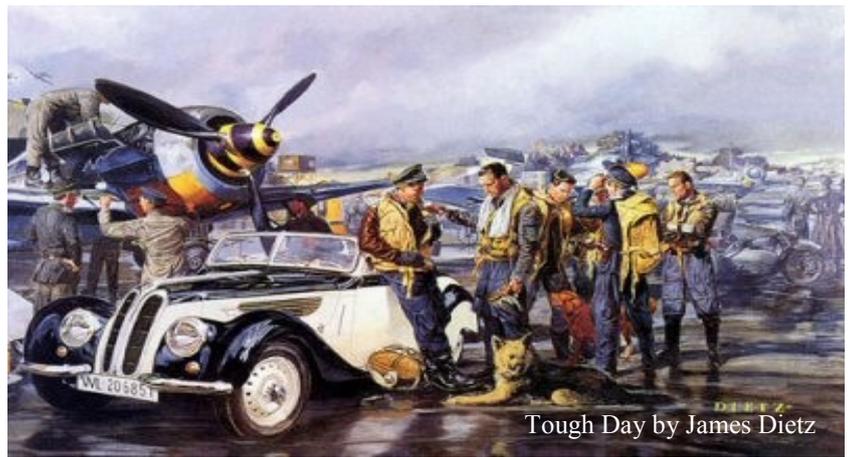
BMW introduced its first sports coupé in 1931, a special variant of the BMW 3/15 DA 4. This was based on a licence from Austin for the Austin Seven. Demonstrating its newfound social status,, the coupe cost 100 Reichsmarks more than the saloon counterpart. Only 210 examples of this rather unspectacular model were built and sold in 1931-1932.

Introduced in 1938, the BMW 327 coupé was the company's first large coupe. The 327 is still considered one of the most beautiful cars of all times. Gentleman race driver Baron Huschke von Hanstein was one of only 86 lucky purchasers able to buy a 327 coupé in 1938. At a price of more than 8,000

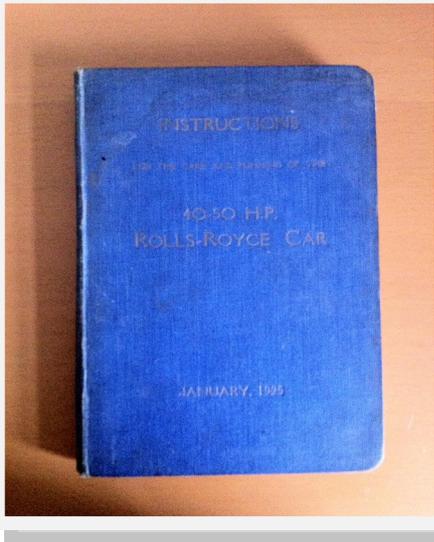


Reichsmarks, the 327 was twice as expensive as the BMW grand tourer, and was more expensive for its day than a Mercedes 500-series SL today. Powered by an 80 horsepower flat 6, the 327 had a top speed of 140 kilometers per hour, which was very good performance indeed for that period.

The pilot pictured here is Major J Priller who by all accounts was a World War II Luftwafer fighter ace. My thanks to Peter Edwards for his due diligence Ed.



# HOW MUCH IS A DUSTY OLD BOOK WORTH?



One day a week we volunteer for The DLR Air Ambulance Service who have a warehouse and office facility in Kegworth a few miles away from our village. This services 28 of their charity shops in Derbyshire, Leicestershire, Rutland and also two in North London.

They also sell many interesting items on their e.bay site. As Jackie is interested in books she has become their unusual book specialist.

A friend of a friend asked us if we would like to visit a cottage he was clearing out for a friend who had recently died in her 90's. Her deceased husband had worked for Rolls Royce all his working life.

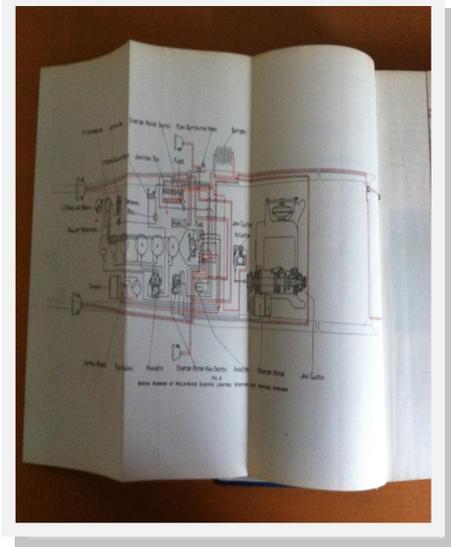
We arrived to find boxes of old books, which he was going to throw into a skip the following day.

On getting the books home Jackie diligently sorted through the dust and grime and found one book in particular titled "Instruction Book For A 40/50hp Rolls Royce dated January 1925". There were some expected age marks on the faded blue cover, however inside the pages were in remarkably good condition including the pull out wiring diagram. Interesting it was stamped "Rolls Royce Technical Library"!

We decided it was too good to be put on e.bay so I contacted the Rolls Royce Enthusiasts Club, who agreed it was of some value and they would advertise it for free in their monthly advertiser. The advert went into the Christmas edition requesting offers.

A very kind gentleman paid £202.80 which of course included the postage & packing! A very substantial contribution towards such a worth while cause.

Looked through your book shelves recently? Jackie & Barrie Evans



**Autokarna 2015** will be held on Sunday 31st May at Wollaton Park, Nottingham. This event is recognized as one of the leading vintage, veteran, classic motor shows and Autojumbles in the country.

Last year over 600 exhibitors attended including kit cars with over 120 Autojumble and Charity stalls.

Wollaton Park is an historic deer park with an Elizabethan hall sitting on a hill overlooking the event. The hall, stables, gardens and the adjacent Industrial Museum will be open during the event.

I have attended many times over the years and it is a really enjoyable, unforgettable day for both owners and their spouses. Well worth the Entry Fee of £5.00

If you would like an entry form please let me know and I will email you one. CLOSING DATE for entries 30th April, 2015.

Regards, Barrie Evans [barrie.evans4@btinternet.com](mailto:barrie.evans4@btinternet.com) Tel: 01332 792738

## Royale owners club short break—Derbyshire

# Millstone Country Inn



To celebrate 20 years of the Royale Owners Club, from 6th—10th June Barrie Evans has organised a 20th anniversary short holiday in the Peak District National Park at very competitive rates. After extensive research and careful negotiations, he has managed to agree a reduced price package of £70.00/night Bed and Breakfast for this small, comfortable AA 4 star and Trip Advisor Winner 2014 hotel.

He has anticipated that all drivers will be accompanied by a wife, partner or concubine. Therefore all rooms are double en-suite apart from one which has twin beds and an en-suite. Evening meals and excursions will be extra. And a visit to Chatsworth house and the Blue John Mine are anticipated among other options which may include Buxton and Bakewell. There is plenty of parking and they have promised to section off a separate area for our cars. If you would be interested in joining the group please contact Barrie—Tel: 01332 792738

If this hotel is full when you enquire other hotels are available nearby.

Details:

Millstone Country Inn, Sheffield Road, Hathersage. S32 1DA.

Website: [www.millstone.co.uk](http://www.millstone.co.uk)





## Auto Jumble

Do you have something you wish to move on, you can place it here for free and maybe do another member a good turn.

**Name:** Jeremy Carrington

**Email:** [jude50@tiscali.co.uk](mailto:jude50@tiscali.co.uk)

**Telephone:** 01296 614473

**Message:** I have 4 Hub caps in very good condition that came from ford wheels fitted to a Royale Sabre. They have the Royale logo on them and I have no use for them so if anyone is interested could they please e mail me. £30:00 please.

Kind regards

jeremy



## "OFFERS INVITED - private plate, E 154 BRE.

Eminently suitable for Royale Sabre - put another way, of course - E1 54BRE.

Please contact Ivan at [ivan\\_m\\_rogers@btinternet.com](mailto:ivan_m_rogers@btinternet.com) in the first instance with your offer if you are interested in this extraordinarily suitable and unusually apposite registration number." - Offers circa £750 or thereabouts will be considered



Ford RS 5 stud 16 inch x 7 J Granada wheels for Royale £320 o,n,o fully refurbished in powder coated chrome finish.

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



The picture above was taken in early September at the start of The Regis TAP, just north of Goodwood. It was a hundred mile classic car event touring West Sussex and Hampshire, finishing at a Tithe Barn where we were provided with a three course hog roast meal, accompanied by a 50's style live band. Can you recognise the chap waving the flag. Answers on a postcard please.

I am retiring in two years time and have 2 Royale Drop-head Coupes for sale. White £25,000.00 and Burgundy and Cream £26,000.00

Both are in very good condition.

The cars can be viewed on our web site or on facebook [www.hiresociety-weddingcars.co.uk](http://www.hiresociety-weddingcars.co.uk)



All enquiries via email, phone or mobile 07762511894.

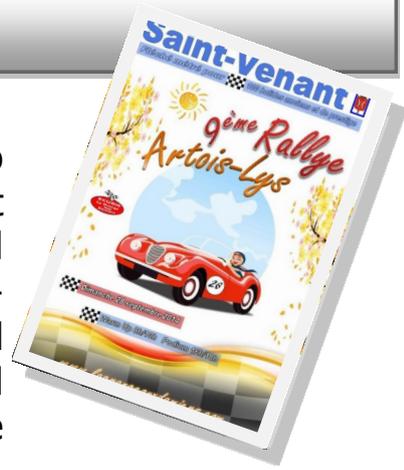
Any further information can be supplied as required.

Thanks—Lee Ashworth



# Saint-Venant Rallye 29th September 2014

You may think it a little hair brained to pop across the channel to attend a Rally in northern France at this time of the year, but Wendy and I will use any excuse to visit our friends at the Old Mill at Fillievre at any time of the year. So when the opportunity to attend the Rallye Artois-Lys in September we just entered and thought we would just risk the weather. As August progressed and the rain continued to fall we wondered possibly what we would be in for. However, we needn't have worried and drove down to Dover to catch our ferry in lovely warm sunshine. We were offered an earlier ferry than we had booked so took opportunity to enjoy an extra hour on the other side and arrive at our destination in the early afternoon. This gave us time before dinner to stroll around



Awaiting the start

the village and take a beer in the local pub before getting ready for dinner. We had an early start as the Rally was to take place an hour away at Saint-Venant. The issue was after a lovely warm evening the night before and a chilly early start we encountered thick fog en-route to the start line and we only just made the check-in cut off. However, by this time the sun had come up and although I little chilly still, it was obviously going to turn into a very nice day once the sun had risen a little more. We did still manage to find the time to eat our complimentary breakfast while queueing to collect our route plans and instructions. We then fixed our rally plate and wandered around the other cars taking part, many of these were British and overall there was a large British contingent. We were allocated number 49 but this plays no part in the order in which cars leave as once the time keeper starts it's a free for all to get to the starting gate. Many of the cars taking part are of course genuine rally cars and by the way they are driven many must have some very experienced drivers. As they pass you at phenomenal speeds on these very quiet back roads that are used in the main. The total distance to be covered was 67 kilometres, not that far you may think but on these roads and with stopping for elevenses, a 5 course lunch with all the plonk you care to drink, and afternoon stop for tea and it takes



The line up early morning

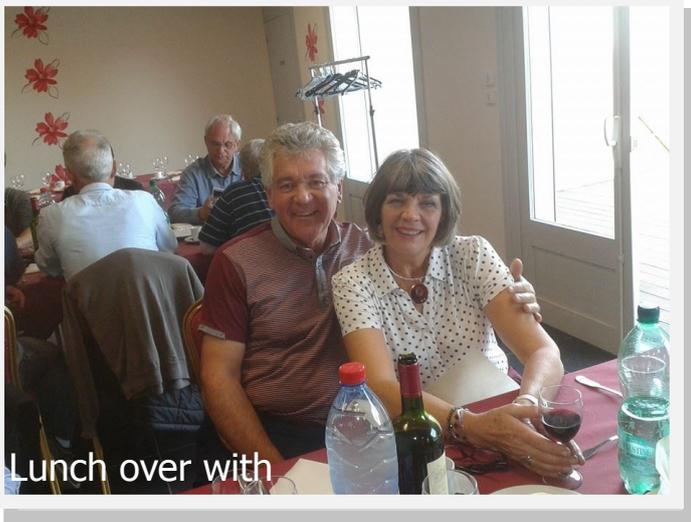
## Saint-Venant Rallye 29th September 2014

hours to complete. You not only have to negotiate the route you also have to spot interesting landmarks at the same time. Can be rather difficult in practice with everything else you are trying to remember. Interestingly although this does not appear to be a difficult quest, we managed to go wrong on several occasions. At first we thought it must be us, but as the day progressed several cars that had come roaring past us managed the same feat time and time again.



On the rally

Lunch was amazing considering the entry fee was £67.00 and included the breakfast, elevenses, huge lunch and afternoon refreshment at a beautiful golf club with amazing views. The sun stayed out all day and at one point I was driving in a short sleeved shirt, which always makes for more relaxing driving. Wendy and I never treat these rally's with any serious intention of competing to win.



Lunch over with

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Stop for afternoon tea

But just take the leisurely way and enjoy the drive and countryside. At the end we had no idea where we had come if it was even recorded, but our day was very enjoyable and having someone else organise it for you makes it all the more relaxing. Here's to the next one. Ed.



Lunch for several hundred

## The 2.0 DOHC Fuel Injected Sparkless Sabre Saga

The Sabre was booked in for its MOT so out I went to the garage to start her up. I had only been out for a long run the day before when she ran faultlessly, but as I sat there turning the key it was obvious that although the starter motor was turning beautifully the engine was not going to fire. Checked all the usual..... plenty of fuel, all leads clean and firmly connected, but still no deal. Removing a plug indicated no spark, however 12v was present at the ignition coil, which must have been at least 15years old. The culprit must be a faulty coil so out I went and picked up a new coil for £20.00 from my local motor factors. That was the easy bit ..... removing the old one was a nightmare. The coil on my car is mounted on an aluminium heat shield deep down in the bowels of



the engine bay along with the ignition module and suppressor. The nuts on the retaining bolts were impossible to access as they were sandwiched between the heat sink and the offside inner wing. The components must have been assembled on a bench and then installed in the car.

Removal of the offside front wheel gave access to the four heat sink retaining bolts. These were eventually removed as I had to jam a ring spanner on the nuts to prevent them turning as I was on my own and do not have gorilla length arms. The wiring loom prevented lifting the heat shield high enough so worked continued in the bowels to eventually release the coil and its bracket.

I fitted retaining bolts so that if there ever is a "next time" the coil can be quickly removed.

## The 2.0 DOHC Fuel Injected Sparkless Sabre Saga

3 hours later all was back together but alas the engine still would not fire!

Now as I am not an electronic physicist specializing in fuel injection engine management systems I was stumped.

My Adrian Flux insurance has a £32.00 breakdown insurance covering all eventualities including Home Start and Recovery to a local garage, so I phoned them. 40 minutes later a low loader arrived to transport the car to "Top Boss" in Derby about 7 miles away. All went well until

the operative tried to use the power hoist to pull the Sabre up the ramp..... it failed to operate. After several calls back to his base it was obvious the young lad did not know how to even check a fuse.

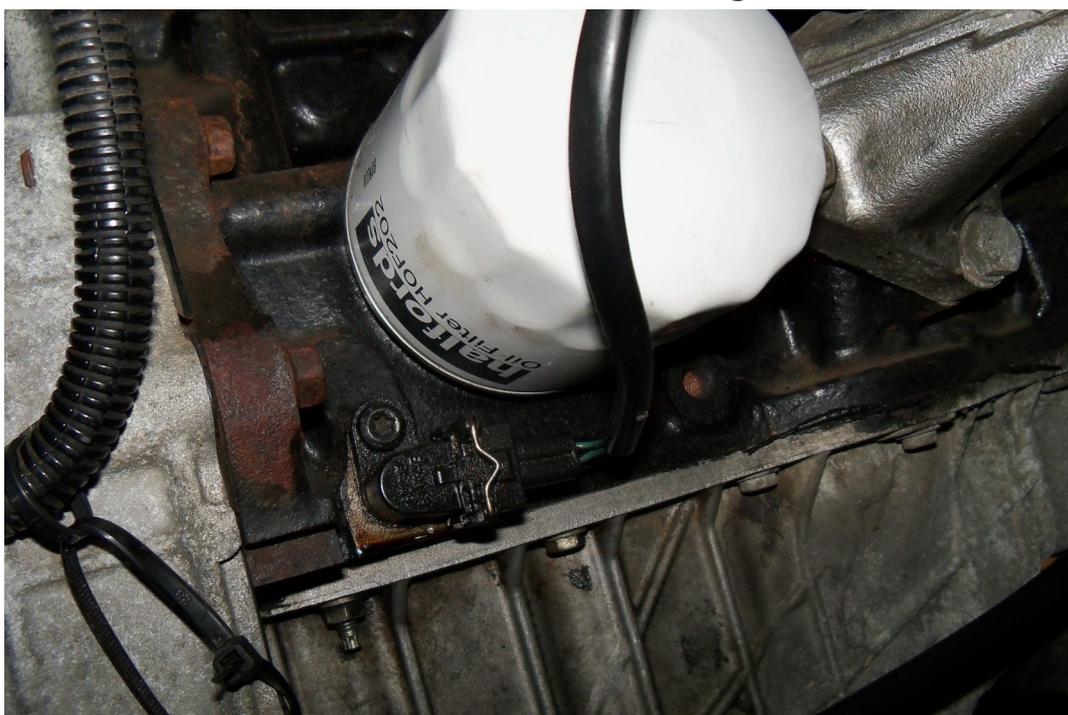
I decided to step in and after showing him how to check that all fuses were sound ..... which they were... moved on to the operating switch which was loose and spinning in its mounting. Further investigation revealed a cable had been pulled from the switch's terminal block. I carried out a temporary repair and with the hoist back in action the Sabre was safely pulled up the trailer and towed away.

2 hours later the garage phoned having diagnosed a faulty crank sensor (this senses the rotation of the crankshaft and transmits a signal back to the ECU. No signal .... No ignition.



It is situated adjacent to the oil filter and the garage suggested carrying a spare in the future available from Eurocarparts.com at £27.54 free delivery). This was replaced, the car submitted for its MOT and again she passed with flying colours.

One Sabre back on the road to enjoy the best of the Autumnal weather before mothballing for the Winter.



# 2015 Classic Car Tours

"Details" shown in "Italics" are for 2014 as this years event information has not yet been published.

Scenic Classic Car Tours - 2015		Prepared by Peter Gurton. Issued January 2015	
DATE	EVENT NAME	Miles	DETAILS
20-22 Mar	18th Regis Classic Tour	tba	A big charity raising tour using a different location each year. 2015 is based nr Southampton at the 4* Chilworth Hotel. Although the entry fee of £350pp may seem expensive just look what is included :-Friday night buffet dinner, Two nights room and English breakfasts, Saturday evening Gala dinner & Auction, 2 coffee & cake morning halts, Saturday afternoon cream tea, Sunday farewell buffet dinner, all venue entry & parking fees, roadbook & rally plate, your car photo and finishers gift. Contact Ali Green 01243 542 674 or <a href="mailto:theregisclassictour@btinternet.com">theregisclassictour@btinternet.com</a>
28-29 Mar	Devils Diamond 60 Tour	tba	Two days-2 nights £399 per crew Classic Cumbrian riads and chance to watch the Classic Devils Own Rally. Contact Mike Kirk 01539 728832 <a href="http://www.cctmk.co.uk">www.cctmk.co.uk</a>
Sun 29 Mar	Taith Cymru South Wales	135	Touring Brecon-Usk area. Brecon start & Usk finish. Entry fee £75 crew of 2. Includes Includes roadbook, rally plate & finishers award,bacon roll & hot drinks @ start & 3 course meal at finish. HRRCR South Wales Contact Peter Hurst 07872 351179 day 02920 751707 eve or <a href="mailto:Taithcymru@aol.com">Taithcymru@aol.com</a>
3-6 Apr	Dutch Windmills & Waterways	tba	4 days, 3 nights £299pp incl Dover Calais crossings. 3 nights D/B&B Loosrecht hotel. Incl half day river cruise, roadbook & rally plate. Contact Bob Cole 01732 879176 or <a href="mailto:bob.cole@sceniccartours.com">bob.cole@sceniccartours.com</a>
19-23 Apr	Kent to Cotswolds	tba	Romney Marshes, South Downs,Beachy Head, Goodwood, Cotswolds & Stratford-u-Avon. Contact Mike Kirk 01539 728832 <a href="http://www.cctmk.co.uk">www.cctmk.co.uk</a>
19-26 Apr	Merlin Holland & Belgium	TBA	Tour with Calais start & Finish, to Dutch Bulbfields & Bruges. For further details contact :- Keith McGee on 01935 474 630 or email <a href="mailto:merlinevents@hotmail.co.uk">merlinevents@hotmail.co.uk</a>
Sun 19 Apr	Corinium Run	120	<i>Cirencester &amp; Cotswolds</i> <i>Entry fee £60 per crew of 2 includes breakfast roll at Cirencester start, rally plate, roadbook, photo of your car enroute plus finishers award.Finish back at start venue.Cirencester Car Club</i> <i><a href="http://www.cirencesterclub.com">www.cirencesterclub.com</a> 2014 DETAILS!</i> <i>Contact Doreen Richards 01666 822051 or <a href="mailto:davidrichards.bss@virgin.net">davidrichards.bss@virgin.net</a></i>
25-26 Apr	MSA Spring Classic Tour		Based at the Vale Resort Hotel, visiting Brecon Beacons, Gower Peninsular, Pembury Circuit National Botanical Gardens & finishing on the Historic Shelsley Walsh Hillclimb venue. Entry fee £ 525 for crew of 2 excludes hotels. Details tel 01753 765100
Sun 3 May	<b>ROC AGM</b>		<b>Sorry no tours today - Come along to our Club Stand at Stoneleigh</b>
Sat 9 May	Bluebell Run	100	<i>Wye Valley, Worcestershire &amp; Welsh Marshes Much Marcle start &amp; Ross on</i> <i>Wye finish includes breakfast roll &amp; drink, coffee halt, ploughmans lunch &amp; meal finish, roadbook. Rldgid rally plate &amp; finishers award</i> <i>Ross &amp; District MC <a href="http://www.rossmotorsports.co.uk">www.rossmotorsports.co.uk</a> 2014 DETAILS!</i>
Sun 10 May	South Suffolk Classic	tba	<i>Starting near Ipswich &amp; finishig at the South Suffolk Show at Ampton. £30 entry fee.</i> <i>contact <a href="http://www.southsuffolkclassic.co.uk">www.southsuffolkclassic.co.uk</a> or Keith Pettitt 0128 850575 2014 Details!</i>
10-15 May	Isle of Man	tba	5 day 4 night tour incl ferry from either Heysham or Liverpool. From £359pp incl 4 nights at Mt,Murry Hotel on D,B & B basis, roadbook & rally plate. Contact Bob Cole 01732 879176 or <a href="mailto:bob.cole@scericcartours.com">bob.cole@scericcartours.com</a>
14-18 May	Merlin Spring Classic Tour	460	Touring Snowdonia & North ales. Visits incl. entry to Portmeirion, Festiniog Steam Railway, Caernarfon Castle, Snowdon Mountain Railway, Llechwedd Slate Caverns, Trefriw Woollen Mills and Conway Castle.Start and Finish at the Metropole Hotel, Llandrindod Wells. Final details tba. Contact Keith McGee on 01935 474 630 or <a href="mailto:merlinevents@hotmail.co.uk">merlinevents@hotmail.co.uk</a>
Sun 17 May	Mendip Tour	80	Touring Somerset by Classic & Historic Motor Club 150 car entry Start TBA. always finishes at Wells Cathedral Green with commentry, jazz band & cream tea Ridgid rally plate, roadbook, free photo. Lunch halt, picnic or pre-ordered lunch. Contact John Alcock 01749 678925 <a href="mailto:john.alcock@tesco.net">john.alcock@tesco.net</a>
	Hills & Valleys Scenic Tour	100	No route details yet. Entry usually includes two includes breakfasts, evening buffets, finishers awards, rally plate and roadbook. Contact Mac Roath 01562 752950 <a href="mailto:kiddicarclub@blueyonder.co.uk">kiddicarclub@blueyonder.co.uk</a>

DATE	EVENT NAME	Miles	DETAILS
Sun 17 May	Three Counties Tour	120	Surrey, Sussex & Kent by Croydon & District MC Details not yet finalised. Fee £60 per crew usually includes lunch, finish buffet, rally plates etc. Contact Terry Douce 01883 343450 <a href="http://www.croydonanddistrictmotorclub.co.uk">www.croydonanddistrictmotorclub.co.uk</a>
21-28 May	Two Island tour of Jersey and Geurnsey	tba	8 day 7 night tour, 3* package from £779pp incl. Condor Ferry to Islands from Poole, Dorset & interconnecting island crossing, 3 nights hotel in Geurnsey & 4 nights hotel in Jersey on a D. B& B basis, roadbook and rally plate. Contact Bob Cole 01732 879176 or <a href="mailto:bob.cole@scericcartours.com">bob.cole@scericcartours.com</a>
Sun 31 May	Derbyshire Dales Drive	120	<i>Sceenic tour of Derbyshire</i> <i>Start &amp; finish at Rocester nr. Uttoxeter. Donnington GP collection, Donnington</i> <i>Last year for an entry of £50 per crew of two it included breakfast roll, cream tea.souvenir rally prate &amp; route book. 2014 DETAILS SHOWN !</i> <i>For this years details contact <a href="http://www.derbyshiredalesdrive.co.uk">www.derbyshiredalesdrive.co.uk</a></i>
30May-1Jun	Honfleur Classic Rally Tour	tba	Starting at Baie de Somme, nr Calais, the route takes in northern French coastline, crossing the stunninig Pont de Normandie to Bsaie hotel in Honfleur and numerous waterfront bars & Resturants. The route explores the heart of the Calvados region, hills & forests of "Suisse Nromandy" and finishes with prize giving dinner. £429 pp includes Dover-Calais crossings, 2 night hotels, Sunday prize giving dinner, route book etc,. For further details contact :- Contact Bob Cole 01732 879176 or <a href="mailto:bob.cole@scericcartours.com">bob.cole@scericcartours.com</a>
29May-1June	Laon Hisorique		22nd annaversary of this 3 days of fun. Over 360 Brits went in 2013. 600+ entrants from all over Europe. 100 mile run on Saturday after registration. Sunday, 10 mile, closed to traffic circuit parade by all the entrants. Entry fee includes channel crossings, hotel accomodation on b&b basis, hotel accomodation, route instructions ( in miles ) & a rally plate. From £199 pp Optional Monday morning run. Contact Bob Cole 01732 879176 or <a href="mailto:bob.cole@scericcartours.com">bob.cole@scericcartours.com</a>
1-10 June	Western Isles Tour	tba	Start Nothumberland, Bamburgh Castle, Floors Castle, Jim Clark Rooms, Falkirk Wheel, Loch Rannoch, Loch Ness, Pass of the Cattle, Isle of Skye, Isle of Mull, Rest & Be Thankful, Loch Lomond & Trossachs. 9 days 10 nights £ 2749 pre crew of two. Contact Mike Kirk 01539 728832 <a href="http://www.cctmk.co.uk">www.cctmk.co.uk</a>
<b>6-10 June</b>	<b>ROC 20</b>		To celebrate the 20th annersary of the founding of the Royale Owners Club this event has been organised by Barrie Evans. Based at the Millstone Hotel, Hathersage, Derbyshire, Daily excursions and interesting visits are planned including Chatsworth House. For details, contact Barrie on 01332 792738 or <a href="mailto:barrie.evans4@btinternet.com">barrie.evans4@btinternet.com</a>
Sun 14 Jun	8th Cotswold Classic & Sports Car Run	100	Start & finish at Hamsfields Leisure Club, Berkley, Glos GL13 9TN £50 entry per crew of 2 includes breakfast roll & hot drink, route instructions, pork roll and garnish at finish. Coffee stop at 50 miles. Contact Graham Peake on 01453 545369 or <a href="mailto:chris@chrispeake.wanadoo.co.uk">chris@chrispeake.wanadoo.co.uk</a>
18-20 June	Tour de Bretagne	120 each day	Start nr. Roscoff, the two day event explores the byways of Brittany. Entry fee inlcudes 2 nights dinner, bed & breakfast at hotel on waters edge at Camaret-sur-Mer for crew of 2. Includes free breakdown & recovery by Brit Assist ( Pay for parts only). The start coincides with arrival of overnight Brittany Ferries Thursday 18 Jun sailing from Plymouth. Ferry crossings not included as this gives entrants opportunity to stay longer in France. View:- Brit Assist - Tour de Bretagne Contact <a href="http://www.tourdebretagne.co.uk">www.tourdebretagne.co.uk</a>
19-22 June	Lake District Tour	150	A 4 day-3 night tour by Scenic & Continental Car Tours. Entry fee from £299pp includes :- Dinner bed & breakfast at Riverside Hotel, Kendal, roadbook & rally plate. Contact Bob Cole 01732 879176 or <a href="mailto:bob.cole@scericcartours.com">bob.cole@scericcartours.com</a>
19-21 June	Early Summer Tour	275	Touring East Devon & West Somerset, starting near Exeter and finishing near Taunton, this event includes a visit to a private car collection, Dunster Castle, Pecorama, a barbecue at Otter Falls and Hestercombe Gardens. Final details tba. Contact Keith McGee on 01935 474 630 or <a href="mailto:merlinevents@hotmail.co.uk">merlinevents@hotmail.co.uk</a>
Sun 28 June	Black Mountains Classic Tour		Run by the Brecon MC. Details not yet Available.

DATE	EVENT NAME	Miles	DETAILS
Sun 12 Jul	Aquae Sulis Tour	100	<i>Run by Bath Motor Club, This is a scenic tour of Somerset and Dorset. Starting with a hot breakfast sandwich &amp; drink at Chew Valley Lake the route runs southstopping at Montacute House (NT) for lunch not included. Meandering through North Dorset &amp; Somerset to finish at Orchardleigh Estate nr. Frome with a single course carvery will be served in the Golf Club £50 per crew of 2 includes routebook, rally plate, breakfast at start, entry to Montacute Ho., &amp; finsih carvery. THIS IS 2014 DETAILS ! Further details from <a href="http://www.bathmotorclub.co.uk">www.bathmotorclub.co.uk</a></i>
Sun 12 Jul	Bristol & Bath Classic Car Run	100	Start & finish Henbry, N Bristol. Breakfast roll & hot drink at start. Jazz, hot food & desert at finish. BYO drinks. Route instructions & numbered Identification plate. £30 per car entry goes in total to the Riding Centre.100 mile route including Coffee & lunch Halts. Contact :- Avon Riding Centre for the Disabled Ltd. Tel: 0117 959 0266
Sun 19 Jul	Lavender Run	130	<i>£85 entry for crew of 2 includes bacon bap at start, coffee &amp; cake at mid route, rally plate &amp; routebook. Bring a picnic or visit a local pub for lunch. Then its off to the Cotswolds with a halt at Lavender Farm, finishing with meal in Stratford 2014 DETAILS SHOWN! Contact Peter Machin 01527 67979 (day) <a href="mailto:petermachin@aandmpartnership.co.uk">petermachin@aandmpartnership.co.uk</a> <a href="http://www.rdcc.org.uk">www.rdcc.org.uk</a> Redditch and District Motor Club</i>
20-30 July	Eire Odyssey	700	4th running of this very popular holiday car tour by Country Lane Tours. After either making the Fishguard - Rosslare or Holyhead - Dublin crossing car meet up for first night at Waterford. Succesive overnights at Blarney, Killarnay, Bunratty & Dublin. Fee includes all hotels on B&B basis, First night welcome dinner,entry to motor museums, Titanic Museum, Cobh, Blarney Castle, Flying Boat Museum, Medieval banquet at Bunratty Castle, farewell dinner at Dublin, ferry crossings, rally plate & much more. Contact Ian Glass 01824 790280 or email <a href="mailto:countrylanetours@aol.com">countrylanetours@aol.com</a>
Sun 26 Jul	Nottingham Classic Tour	120	<i>Starting &amp; finishing at Papplewick Pumping Statio nr. Ravenshead, Notts. Leicestershire to finish at Rufford Abbey, Notts. Entry £45 per car incl. rally plate, route book, breakfast buffet &amp; evening BBQ. for two. Contact John Thornhill 01773 785927 - not after 9.00 pm. <a href="http://www.nottinghamclassic@ntlworld.com">www.nottinghamclassic@ntlworld.com</a></i>
Sun 2 Aug	Valleys and Villages	120	<i>Starting at Bromhan, north of Devides this event takes in Vale of Pewsey, Salisbury Plain &amp; the Avon and Wyle valleys.Entry £50 includes routebook, rally plate, breakfast roll &amp; dinner at finish. Contact John Rogers 01225 782358 or <a href="mailto:johnrogers@blueyonder.co.uk">johnrogers@blueyonder.co.uk</a> Devides Motor Club</i>
2-9 Aug	Grand Tour of Yorkshire		Start at Crockfords, 4 nights in York with free day in York, Castle Howard, Sledmere House Whitby, Buttertubs, Blubberhouses (some of the routes featured in the 2014 Tour de France) coast. £1499 - 6 nights6 days. Contact Mike Kirk 01539 728832 <a href="http://www.cctmk.co.uk">www.cctmk.co.uk</a>
Sun 16 Aug	Welland Valley Wander	120	<i>Route through South East Leicestershire, Rutland &amp; Northants. Entry £70. Canalside breakfast start at Foxton Locks, Market Harborough finishing at Rockingham Castle where crews can picnic.or use the tea rooms. Entry incl. 2 breakfasts, rally plate routebook &amp; finishers award. Contact Andrew Duerden 07836 318400 <a href="http://www.wellandvalleywander.co.uk">www.wellandvalleywander.co.uk</a></i>
16-22 Aug	Dragon Trail	TBA	<i>Organised by Country Lane Tours, this week long tour starts at Chepstow and meanders through Wales to Aberystwyth before heading north to a grand finale medieval banquet at Ruthin Castle. The route encompasses the village of Laughame - this year being centenary of Dylan Thomas, National Botanical Gardens, Pendine ( Babs land speed record car ) the Centre for Alternative Technology at Machynlleth and Bwlch-y-Groes Pass. Contact Ian Glass 01824 790280 or <a href="mailto:countrylanetours@aol.com">countrylanetours@aol.com</a> 2104 DETAILS SHOWN !</i>
21-23 Aug	Merlin Summer Classic Tour	450	Merlin Events tour of Hertfordshire with visits to Hatfield House, Knebworth House, Bennington Lordship Gardens etc. Entry fee includes all visits, routebook & rally plate. Hotel d/b&b booked seperately. <a href="mailto:merlinevents@hotmail.co.uk">merlinevents@hotmail.co.uk</a>
Sat 23 Aug	Classic Car Run	TBA	<i>Details not yet finalised. Run by Wigton Motor Club. See their web site.</i>
28-31 Aug	Bruges Classic Car Festival		4 day - 3 night break with Belgium Host. Friday group dinner. Saturday organised tour into Ypres plus visit to Flanders Fields Museum. Sunday meet up with Belgium car enthusiasts & join in large car display in a central square in Bruges. Monday- time to visit WW1 battlefields & Ypres before catching ferry. £289 pp.incl ferries, 3 nights b&b Hotel, rally plate & roadbook Contact Bob Cole 01732 879176 or <a href="mailto:bob.cole@scericcartours.com">bob.cole@scericcartours.com</a>

DATE	EVENT NAME	Miles	DETAILS
Sun 6 Sep	Regis TAP Bognor Regis Motor Club	100	Touring West Sussex & Hampshire. TAP = Tour and Picnic. Starting at Great Ballard School, Eartham, NE of Chichester with coffee & breakfast rolls. Lunch picnic halt, finishing at The Tithe Barn Nr Petersfield for inclusive 2 course Hog Roast lunch to live music.  The fee of £75,( which includes a sizeable donation to The Sessex Air Ambulance ) includes Road Book, Rally Plate and a finishers award.  Contact Ali Green 01243 542 674 or <a href="mailto:www.alitherarly@btinternet.com">www.alitherarly@btinternet.com</a>
8-21 Sept	Northern Spain Tour	tba	Touring the wonderful Picos & Pyrenees Mountains with overnight stops at the renowned Parador Hotels this 15 day, 14 night tour includes Portsmouth to Caen, France, crossing, 2 nights hotels travelling through France, 9 nights Parador Hotels, 1 Night Andorra, 2 overnight stops on homeward journey, 12 dinners, 14 breakfasts, roadbook & Rally Plates.  Alternative crossing available.  Contact Bob Cole 01732 879176 or <a href="mailto:bob.cole@scericcartours.com">bob.cole@scericcartours.com</a>
14-25 Sep	Summer Monte		Following the route of the 2014 Monte Carlo Historic Rally, Calis, Reims, Valence, Massif Central, French Alps to Monte Carlo. Col de Turini, return via Route de Napoleon, Millau Bridge, Dordogne & Loire Valley. 11 nights, ferry & tunnel. £2799 per crew of two.  Contact Mike Kirk 01539 728832 <a href="http://www.cctmk.co.uk">www.cctmk.co.uk</a>
16-26 Sep	Holiday Tour of Corsica	TBA	Merlin Events tour starting and finishing in Nice with ferry to Corsica. Two basehotels, one at Calvi in the north of the Island and the second at Propriano in the south.  <a href="mailto:merlinevents@hotmail.co.uk">merlinevents@hotmail.co.uk</a>
Sun 20 Sep	Wessex Classic Tour	100	Somerset & Dorset. Start and finish nr Ilminster. Entry fee TBA per crew of two includes routebook, rally plate, lunch and tea. Website <a href="http://www.ivcvc.co.uk">www.ivcvc.co.uk</a>  Organisers :- Classic Motoring Organisation and the Ile Valley CVC
Sun 27Sept	Mint Sauce Run Secnic Tour		Details not yet available, To be run in the North West by Historic Rally Car Register.  N W HRCR Centre
3-6 Oct	Circuit of Cumbria	TBA	All the best roads in Cumbria ! Barbondale, Garsdale, Stainmore, Gummars How, Corney Fell Wastwater, Cold Fell, Crummock Water, Uiswater, Whitehaven, Caldbeck, Solway Coast, Gretna, Kielder Forrest, Alston & Hartside Pass. 4 days 4nights £8899 per crew of two.  Contact Mike Kirk 01539 728832 <a href="http://www.cctmk.co.uk">www.cctmk.co.uk</a>
Sun 4 Oct	Tour of Kent	120	<i>Touring the lanes of Kent and visiting many beautiful Kentish villages this event with entry fee of £70 per crew of two includes routebook, rally plate, and meals. Start and finish at the "The Great Danes" Mercure Maidstone Hotel ME17 1RE. Coffee &amp; Lunch halts.</i>  Blackpalfrey MC <a href="http://www.blackpalfrey.co.uk">www.blackpalfrey.co.uk</a>  Contact Tom Ash 76 Murray Avenue, Bromley, Kent BR1 3DL
Sun 11 Oct	Ludlow and Marches Classic Tour	110	Starting & finishing nr. Historic Ludlow and using quiet roads in south Shropshire & the Welsh Borders. £65 entry fee incl. routebook, rally plate, refreshments at start, halfway halt and a buffet at finish.  E-mail <a href="mailto:malcolm.oxborrow@talktalk.net">malcolm.oxborrow@talktalk.net</a> <a href="http://www.ludlowcastlemotorclub.com">www.ludlowcastlemotorclub.com</a>
6-9 Nov	Merlin Autumn Classic Tour	TBA	Based in the Cotswolds. Details yet to be announced.  <a href="mailto:merlinevents@hotmail.co.uk">merlinevents@hotmail.co.uk</a>
4-6 Dec	Christmas Cracker	TBA	Merlin Events popular end-of-season social event based at Bath. Full details to follow.  Ventnor, Isle of Wight. Details yet to be announced.  <a href="mailto:merlinevents@hotmail.co.uk">merlinevents@hotmail.co.uk</a>

## Royale of the Future?

Will your Royale be manufactured on a printer one day. Looking at the picture below it seems amazing that a car can be made using a printer. OK it probably doesn't have all the internals of modern cars as yet. But as the inventiveness of today's technological advances moves further and further into what would seem like science fiction, it surely can't be far away. My biggest problem with all this is the subject of artificial intelligence, not in my lifetime but is the fiction of the 'Terminator' films only a few decades away. I dread to think what the world will look like in the next one hundred years.

One day, in the not-too-distant future, you'll be able to walk into a car dealership, choose a design — including the number of seats — and have a 3D printed car by the end of the day.

This is Jay Rogers' vision. Rogers is the CEO of Local Motors, the company that just built the world's first 3D printed car known as the Strati. The electric, pint-sized two-seater was officially unveiled at the International Manufacturing Technology Show (IMTS) in Chicago, Illinois.

Printing the car took roughly 44 hours, and milling it to perfection took another full day. Local Motors then built the Strati over the course of four days at the IMTS.

Although the Strati is just as expensive as a full-sized sedan, Rogers does not envision it as a luxury item. Instead, he believes it will be an affordable and highly customizable option that could be widely available by 2016 for between \$18,000 and \$34,000.



# Dates for your Diary 2015

## April 19th

Old Beckenham Wings and Wheels -  
Norfolk, NR17 1PU

## May 3rd ROC—AGM 12 noon



## THE NATIONAL KIT CAR MOTOR SHOW STONELEIGH

## May 17th

Chiltern Hills Vintage rally  
Weeden Park, Weeden Hill, Aylesbury HP22 4NN

## May 23rd

Shuttleworth Classic Wheels Picnic and Air Airshow  
Old Warden SG18 9EP

## May 31st

The 14th London to Brighton Kit & Sports Car Run  
Tel:- 01527 831726  
Email:- [info@classicmotorevents.co.uk](mailto:info@classicmotorevents.co.uk)

## May 31st Autokarna 2015

Wollaton Park, Nottingham Details from Barrie Evans  
E-mail: [Barrie.evans4@btinternet.com](mailto:Barrie.evans4@btinternet.com)

## June 6th—10th

ROC 20th anniversary long weekend Derbyshire  
Peak District National Park  
Details from Barrie Evans E-mail: [Barrie.evans4@btinternet.com](mailto:Barrie.evans4@btinternet.com)

## June 14th

Luton Festival of Transport  
Wardown Park

## July 12th

Kimbolton Rally—Kimbolton Castle

## July 19th

Kent Kit and custom car show  
Aylesford Priory, Kent

## August

Woburn Rally

## Sept 26th—27th

Sywell classic: Piston and Props—Sywell, Northamptonshire

## Nov 14th

Total Kit-Car Live—Brands Hatch, Kent



**As cars evolve this would  
make a nice future Sabre,  
any thoughts.**

**Please check all details before travelling in case of change of either date or venue. No responsibility can be taken by the club for any details being incorrect within these pages. Ed**

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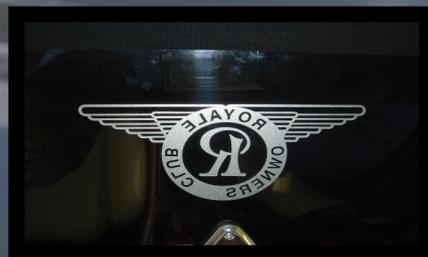
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