



# News

## Autumn 2015



Home of the finest bespoke Automobiles

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## Chairman's Chat

Once again I must inform members that the Donington kit—car show is no more after the release I received through the pages of Facebook., see below. This never was the Bees Knees of shows but it kept those that were more enthusiastic shall we say interested when perhaps the season was coming to an end. It would seem we now have only one show a year to satisfy our needs and that would be Stoneleigh. Can I ask as many members as possible to attend next year or we may well see the demise of this show and then there will be none.

**We will soon be closing this page as there is no more Donington kit car show.  
For updates on all things kit car related, why not give the [Complete Kit Car magazine](#) page a like? It's updated regularly.**

Once again this year Wendy and I toured France in the company of John and Wendy Nasarris and a full report will appear in the next issue of your favourite magazine. However, in the mean time I would like to share a story that appeared nationally but just in case you missed it I have added a brief extract below. The reason for this that while we were on tour a rather pretty young lady of Rouen decided she would try to rearrange the rear of John's car while sat at some traffic lights. (See picture). As soon as we arrived home we thought she had followed us, please read Johns message to me and the press extract that follows now.



John—That French birds over here, please read. **A woman smashed into the back of a van - while pleasuring herself with a sex toy, video footage has revealed. The driver described as "fit" and in her 30s, was stationary in traffic when her Mini suddenly lurched forward and hit the back of the van. She swapped details with the van driver whose bosses then decided to check footage from the vehicle's rear camera. To the company's surprise, the video showed a woman holding a Rampant Rabbit-style sex toy while apparently doing up her trousers.**

Those of you (4) that are awaiting the bonnet badge, I am assured these will not be long in the making now. In the mean time we have on order a new boot badge that will be made from Stainless Steel and hopefully stronger than the cast original. It has no fixings so your own method of attaching it to your car will be required. They are £18.00 each and the postage and packing I expect to be minimal but I don't physically have one yet to get a price from the post office but £2.00 tops I would have though as they will be sent to be signed for.



Hope you all enjoy the rest of any good weather we might have this year, and hope to see many of you at the Honiley Court 10-11th Oct. Ed. See page 5.

## Sabre Hood, Frame and glass replacement

**Good news from the factory if you require, or are thinking of replacing your hood, windscreen or side windows. At the end of May I received the following Email from Malcolm Badger of Automotive Creations Ltd which is self explanatory, Ed.**

Hope you are OK. Was hoping you would call over to say hello on our Enigma stand at Stoneleigh. We were so busy never had time to go for a wander outside ourselves. However you may not have known I was there with my wife.

A couple of members came over to our stand during the weekend. to say hello.

We are busy with the Sabre for France still making more unseen modifications, however it's looking real good.

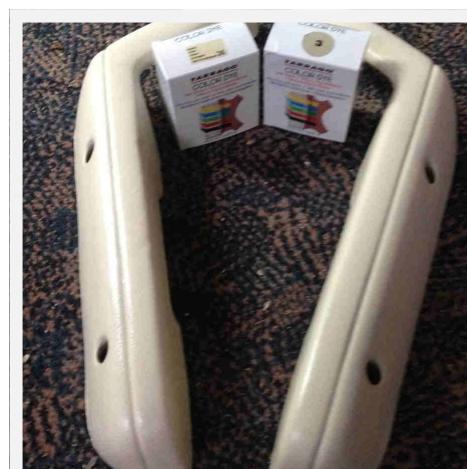
Just thought I would let you know we have Black Mohair Hoods in stock, Hood Frame and Kit, Windscreens, and Door Glass all with correct IVA markings, Etched in the correct place on the Glass.

All the best, Malcolm L Badger Automotive Creation Limited.

I should point out to members that Malcolm has not renewed his membership this year for reasons unknown, he did ask for a quote to advertise recently in the magazine but he has not come back to me. Ed.



When building my car it never occurred to me to include armrests on the doors. However, looking at other members cars and driving without them, it seemed to make good sense to install them even though it's now 7 years on since the car was completed. So, if I was going to fit them which ones should I go for, certainly ones that do not take up too much space. I found these from a mark1 Mazda MX5 of which there are plenty going for breaking now that some are 25 years old and beginning to rust away. This pair cost me £25 including postage from an MX5 Facebook page. Obviously the tan colour was not going to match my ivory interior so some leather dye was purchased to match my door colours and all that remains now is to fit them. I'll let you know how I get on in the next edition but I'm not expecting any dramas. In saying that on more than one occasion a 5 minute job has taken me a week to resolve due to unexpected out of sight obstructions.



Like the day I banged a loose nail in the floorboards and pierced a water pipe. Ed

## Ladies Night weekend 10th-11th October



We have negotiated a great discount at the Honiley Court Hotel in Warwickshire for the Friday and Saturday 10th and 11th October so that you can spoil your wife/partner for the weekend after putting up with you and your love of your Royale all year.

The cost for the two nights is £198 per couple and includes evening meal and breakfast for both nights. This is a great deal in a nice hotel so it would be nice if as many members as possible could join us.

Weather permitting we can visit Kenilworth Castle on the Saturday morning which is only 5 miles away with its huge ruin, abbey and beautiful gardens. Time permitting the ladies might like to pop into Warwick or Kenilworth for a shop before dinner on Saturday night.

Kenilworth Castle is one of England's most spectacular castle ruins, and the magnificent stone moat and bailey fortress is also the largest castle ruin in England. Founded in the 1120s, Kenilworth Castle has been owned by numerous Kings, used as a prison and been the setting for the longest siege in British history during its 900 year history. If you would like to attend please contact

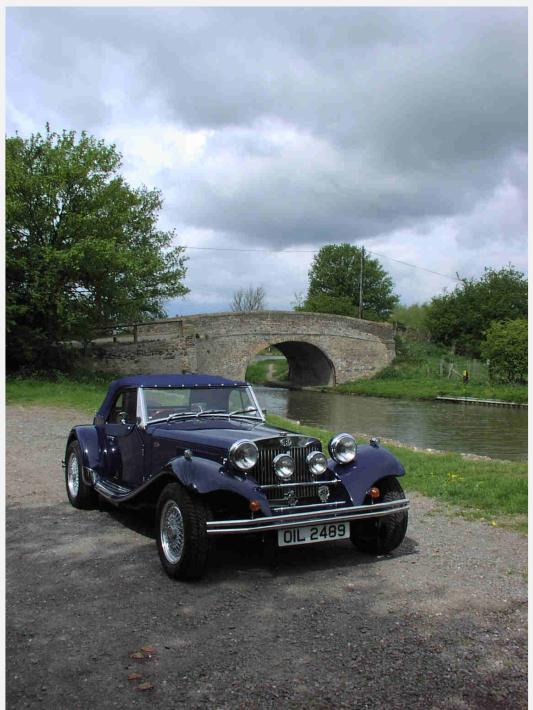
the editor (Peter Gibbons) who will be pleased to answer any questions.

On going to press we had nine couples attending so treat her indoors and join us for what looks to be a very relaxed weekend. Ed.



# Over the Years

Over the years I have owned a broad selection of Kit-Cars though I have no idea where the passion came from. I can say I was sitting in my office one day and when a young staff member handed me a copy a Car mart of some un-remembered title and within the pages was an advertisement for a Merlin that took my eye. It was not a lot of money and I thought for that amount I would like to own an unusual car as up to that point I had either owned cheap second hand cars or the company mobile that I enjoyed at that time. No email in those days you phoned the seller direct. As luck would have it he was bringing the car to London to show a city type and if the deal didn't go through he would bring it across to my offices which at that time were in Wapping in central London. However, no call came so I assumed the city boy bought the car and I did not chase it further. But I now had an itch and it needed scratching though not immediately. It was not until I was in a newsagents one day and I spotted a copy of Whit-Kit or Kit-Car magazine (not sure which). I bought a copy and advertised was the blue JBA you see in the picture. It was in Southend and after a quick call to the seller I was off to inspect the car. Must have taken me all of 5 seconds to make up my mind that car was going to be mine. It looked much as you see in the picture with nice paint but with a black hood, otherwise it was basic inside and I spent many an hour and money upgrading the interior. The initial cost was £4,200 but I spent a lot on it at the time and when I came to sell it, it went for £7,500. A good price for a JBA at the time. It was sold to finance a Royale that I had now an anchoring for. I looked at loads and they were all horrid with lots to do and money to spend on having one that was of the standard I required. See further into the magazine. At one point I was thinking of removing the 2.8 engine and replace it with a V8. This is how I became the accidental owner of a Carlton Carrera (Orangemobile as it was nicknamed). I bought this for the engine a parts to transfer over, however, I could not bring myself to remove all the parts I wanted and scrap the shell so after a period of time the Orangemobile was re-advertised and ended up on a transporter headed for Germany. Strangely she probably still ended her day as scrap as the driver of the transporter who had three other Kit-Cars loaded already said 'the purchaser only wanted the documents to be able to use to register other cars that needed paperwork to support their authenticity. Everyone is at it it seems.



# Over the Years

I still did not have my V8 moment then unless you count the Carrera which although ran was not in a state to be roadworthy. A few years later a JBA V8 became available and at not too much money I purchased this from a nice man in the North East unseen and went to collect it with a friend who drove me to Durham. The seller was a nice chap and said he was no longer able to get in and out of the car, it needed a few things doing but she was sound. She started fine, made no strange noises and I now had to drive her 200 miles home down the M1. First thing I noted was the car did not seem that powerful for a V8, even taking into consideration she was Automatic there was a definite power lag. We got home safely but I was disappointed and she was soon back up for sale for the price I paid which I managed to get. Just.



I was still in the build stage of my Sabre and I now had no wheels of distinction, but while

at a car show I came across a Ferrari 355 copy that rather took my eye and though it would be nice to own something quick for a short while. Back to the Kit -Car advertisements again and see what's on offer. I have no idea why but these Ferrari copies all seem to be for sale in the North of England and once again I trotted north to buy Fake Ferrari. It was based on a twin turbo import and rated at 280 BHP, it was mental and fabulous to drive, I loved it. Unfortunately so do everyone else, it could not be left anywhere unattended without it being mauled over. On top of this attempts to steal it from m drive occurred more than once and as it would not fit in the garage it was eventually sold to a nice Asian man who wrapped it round

a lamp post 2 days after I sold it with the police knocking on my door accusing me of leaving the scene of an accident (another storey). Then of course my Sabre was finished and then as they say the rest is history. Ed.



## The story of My Sabre—Ed

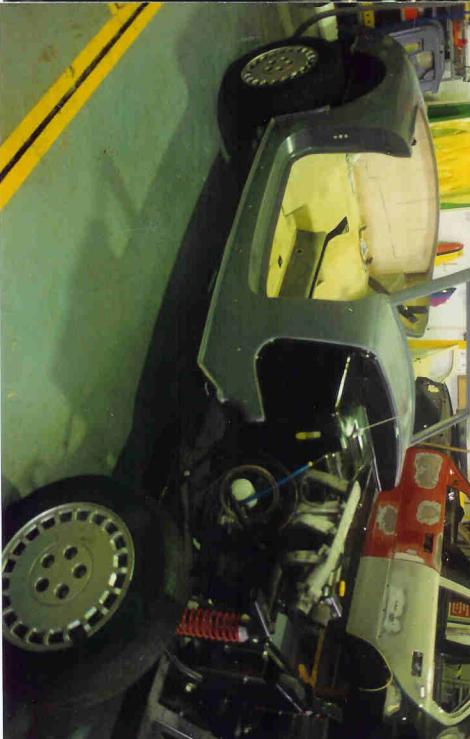
It recently occurred to me that many of the members in our club would not have built their own car and might like to try to understand the mysteries below the skin of their Sabre. Now the pictures I have included here were pre digital so they may not be of the usual high standard you would expect. However, if you have ever wondered what your Sabre looks like under the skin then maybe these photographs may be able to dispel some of that. I must be honest here and explain that although these photo's are of my car they were not taken by me but by the builder who took the car so far, gave up, listed it on EBay as 80% completed and the rest they say is history. At £6,000 I thought I had made a good purchase as I had a workshop contact that offered to finish it for another £4,000. So up I shot to Leicestershire with a big thick brown Envelope and a trailer to take it to the workshop. Progress was slow and after 18 months and no money changing hands the so called builder went out of business and I was asked to collect my car plus bits before the receiver came in and claimed the lot which I would then have to prove it was mine. My original intension was to complete the car myself but some idiot after I was made redundant gave me another job and an offer I could not refuse as they say. However, during a fluke conversation at a Christening I met the managing director of famous kit-car marque ( that I will not name for fear of being sued at some later date) who kindly offered to complete the task. What a stroke of luck, work was still strong and I had no time to complete the work so I jumped at the offer. Within a few months I got yet another call, we don't usually build cars with doors and this is proving difficult for us so we would like to transfer the work to a competent builder in Poole in Dorset, which is a long way away from where I live.



## The story of My Sabre—ED

What choice do I have, work was still better paid than building a Sabre so off it went to Poole in Dorset. To be fair good progress was made on a regular basis and as I made each visit several months apart I could see how the car was coming along and I was confident this time that the car would be completed at some stage if not anytime soon. On the down side I was throwing more money at it than I would like to reveal, but as I was still enjoying a reasonable pension and being paid to go back to work I wrote it off to fate and my Sabre would at least be on the road in a far shorter time scale now than if I tried to finish the car myself. I did say it was costing a lot of money and that it was 80% finished didn't I. Well by the time lots of stuff was undone and redone it would have been cheaper to start from scratch but that's history as they say. And when the engine was fired up it sounded like a tin can full of nuts and bolts. Hence a new Ford Zetec was installed with WebCom Injection. To be fair no expense was spared on leather upholstery and a first class paint job which helped lift the price considerably neither of which was necessary as these things were already done but I decided to change the colour which was originally a BMW poop metallic brown.

I bought the car on the 28th October 2005 and it was registered and roadworthy according to SVA on 3rd December 2008. I have never regretted my decision to buy the car, I love it and it has taken Wendy and I on many adventures. And misadventures if you have been reading my travels over the years we have been using the car. I hope you find the pictures of interest those of you who bought a completed car. Maybe some of the mystery of what is underneath may now have been resolved and if not you might like to buy an 80% finished kit for yourself. More photos over the page Ed



# The story of My Sabre—Ed



## Kimbolton Fayre 12th July

12th July and Wendy and I were in two minds whether to attend the Kimbolton fayre. We had just returned from France after driving 1500 miles and were feeling a little tired. However, Amir Manzoori emailed to ask if I would be going and as I enjoyed his company we decided to risk the weather forecast and our tired state, pack a picnic and head off to the show. We were joined by Jim and Jean Waites in their maroon Sabre and after a quick nose round the fayre where Wendy managed to spend a not an inconsiderable amount of money we joined together for lunch at around 12:30. We chatted away enjoyed our lunch and were treated even to some speckled sunshine at one point. However, after about an hour the heavens opened and we were soon running for cover either in our cars or under the shelter of a huge tree behind where we were eating. Clearly the weather gods were not on our side today and the sky showed no sign of clearing so at 14:30 we all decided enough was enough and we made our goodbyes until the next time and headed home. A word of warning though, if you intend to attend this show in the future let me say it is a bit haphazard and if you arrive after 11:00 you may be refused entry as one of our members were. You have been warned. On the up side we were treated to a Spitfire fly bye and you don't see that every day. Ed.



Fly-Bye



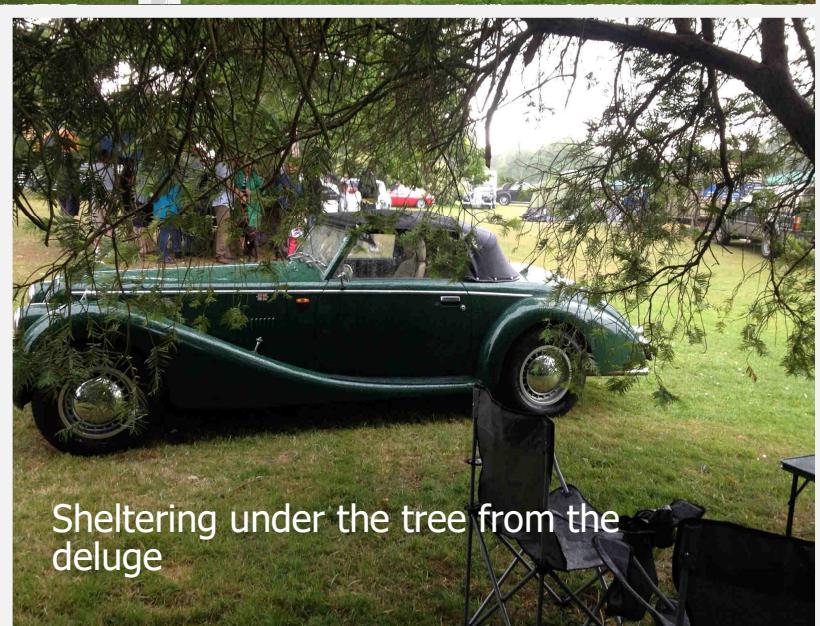
Interesting caravan hand made one



Jim and Jean Waites sheltering out of the rain



Taxi anyone



Sheltering under the tree from the deluge

# ROC 20th Anniversary weekend to Derbyshire

Saturday 6th June, and time to prepare for our trip to Derbyshire to meet up with those members that had booked to join a long weekend to commemorate the 20th Anniversary of the Royale Owners Club Barrie Evans and Jackie. Being a little on the selfish side and with an open invitation to stay a day or two with Derek and Jean Robertson who are now ex Royale owners but live close by we decided at their insistence to tag a couple of days on the front of our weekend and stay with these charming people. So Wendy and I were a couple of days ahead of everybody else and arrived at lunchtime in the lovely surroundings of Bosworth. Our hosts were ready with lunch and we passed the day socialising and talking over several topics including the days of Derek and Jeans ownership of the yellow peril. I wonder where that is now?

The following morning Jean ran off a list of things to do but most were already on Barrie's itinerary, how about visiting a Stately Home she suggested which is not my favourite pass time. However, this was to be a Stately Home with a difference because since it was handed over to the NT in 1985, apart from making the house watertight and safe it has been left in the state to which it was left. As a result Calke Abbey is different to all other Stately Homes, It's a wreck and that's the charm to me, even electricity in its most basic form was not installed until 1962. I am not going to give a history lesson here or a long essay about the place, only to say it is worth a visit just to see the difference in the way the NT has approached the project. I will however mention the 'State Bed'. This was only discovered when all the boxes that abounded in the house when it was taken over were opened. I am not a man that is into soft furnishings or expensive material but this takes your breath away, and is apparently priceless. Made in China as a wedding present, it was never unpacked so was discovered in mint condition, absolutely magnificent and would probably paid off the death duties of the chap that inherited the house if he had only known it was there. This is truly the house time forgot and is a great example of how

many of our Stately Homes fell into disrepair and eventually were demolished to reduce the value of death duties owed by those who inherited them after the first world war.



# ROC 20th Anniversary weekend to Derbyshire

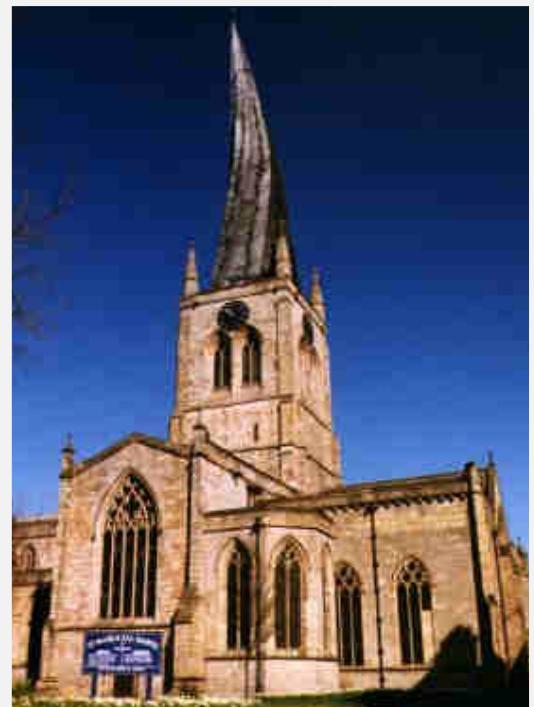
The day of the 6th June and the start of the main event. AS we were not expected at the hotel until 14:00 we had a little time on our hands. This gave us the opportunity to pop into Chesterfield first and visit the market and the church of the twisted tower. This is Wendy's home town and she would never miss an opportunity to enjoy a bit of nostalgia after our trip into town it was back to derek and Jean's for lunch and our goodbye's and thanks and off to begin the anniversary weekend.

It's a short drive from Bosworth, but even so we were not the first to arrive with members already enjoying a drink in the sunshine in the front courtyard with a view of the road to inspect each new car as it arrived. The hotel is situated on a hill overlooking a beautiful vista of the valley across the carpark, you could just sit for an afternoon with a pint and enjoy the view. Barrie and Jackie were taking their organising to the limit and met us all as we arrived and the parking area for our cars was fenced off with chairs and cones to enable us to all part together. A sight that caused quite a bit of interest

as cars and walkers were coming just to inspect our cars for the duration of our visit. Once every one had arrived and been allocated their rooms an evening of socialising and dinner was enjoyed before it was all too soon time to retire for our first full day which

was to be a visit to the Crich Tram museum where Peter Gurton had arranged free entry for us and to join a Classic Car weekend that by good fortune was taking place that weekend. This even included unlimited free tram rides and access to the complete museum. We were given a prime position to park our cars close to the entrance and virtually as soon as we were parked up the visitors initially seemed more interested in our vehicles than they were of the trams. Well they would wouldn't they.

Now of course I can't remember trams actually running as I'm far too young but it seems many of our contingent enjoyed the nostalgia of the visit and even knew the type of tram they travelled upon. One American visitor wanted to have her picture taken beside Amir's car because it matched her outfit apparently. Personally I couldn't see it but hey she was enjoying the moment so who was I to spoil it.



# ROC 20th Anniversary weekend to Derbyshire



The sun shone and so we enjoyed the tram rides, the country walk that had been recently added to the attraction, the other cars on display and of course the whole experience combined. Obviously not everyone wanted to stay the full day so it was left to each individual to decide when they would leave and we would all make our way back to the hotel at our leisure. We had arrived at 10:00 and four hours was enough to see all we wanted so a few of us decided we would take a leisurely drive back via Bakewell for a short wander, a peek in the shops and a tart. Not all of us had been to Bakewell before so after our short wander round we ended up in the Bakewell Tart tea shop which allegedly was the place this tart originated. Not sure if that's actually true but as they say 'why spoil a good story with the truth'. After our tea and cake we continued back to the hotel for a drink in the sunshine and to await our fellow members to arrive back. Again a pleasant social was enjoyed followed by dinner and eventually to bed to rise the next morning for our trip to the Blue John Caverns. It seems we were a bit lucky here as there was a funeral that day for one of the now ex excavators (not mining related we were assured) Barrie had managed to persuade one of the team to give us a private tour and forgo the funeral as he was not as



# ROC 20th Anniversary weekend to Derbyshire

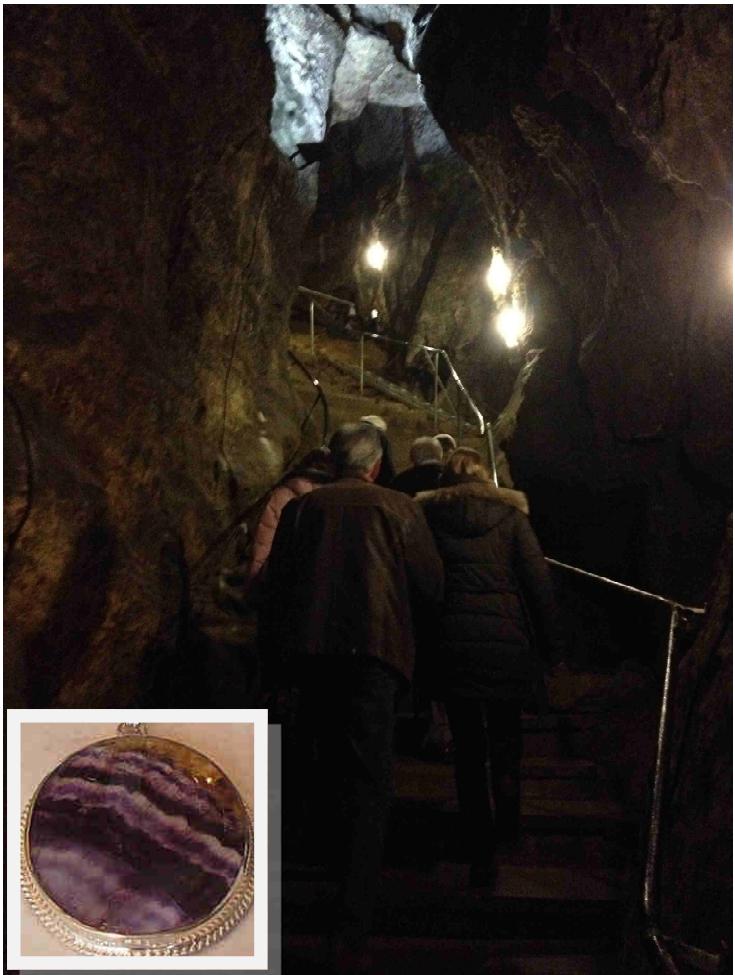


To the said person as many of his colleges. Fortunate for us because he managed to instil some humour as well as information into the tour which made it all the better from my perspective. There are a lot of steps to descend the cavern, 275 if I recall correctly, it was dark and damp and creepy which resulted in a couple of members not enjoying the experience quite as much as others and either stopped half way down or returned to the surface. However, no harm done and the rest of us continued our journey into the deep, if 300 feet is deep. Probably depends on whether a pile of rock has fallen on top of you or not. At the deepest point we were shown where the cavern is still being mined, This takes place between October and March as the cavern is presumably more productive with tourists between April and September than excavating a semi precious stone throughout the whole year. It's probably not for me to say but our guide allowed us to enter that part of the cavern they where they were currently excavating and with torch in hand it was easy to see this beautiful stone in the seem from which it was yet to be extracted. Would it be difficult to work in such cramped conditions, yes it would and it would not suit me but I suppose the rewards are worth the discomfort and he seemed not to be fazed by it and at



# ROC 20th Anniversary weekend to Derbyshire

73 he still appeared to be enthusiastic about the work he undertook from October to March. Although it seemed this would be a strenuous climb back to the top it proved much easier than expected. I can only put this down to the company we were keeping and the several stops made by our guide to point out items of interest, though I suspect he needed the rest periods as much as we did as he was blowing a little as we returned to the surface, and daylight once again. Another stroke of luck was the lack of staff on duty. As a result the gift shop was closed which meant the ladies were unable to make use of our credit cards on jewellery and the like. Certainly the girls did look at some of the items in other outlets later and were a little surprised at the cost of some of the items on offer.



The visit only lasted the morning so Barrie and Jackie took us on a Peat District tour of the countryside to enjoy the roads and views of this beautiful scenery. I should add at this point that we were so lucky with the weather. Apart from a brief shower we enjoyed dry weather and mostly sunshine though it could have been a little warmer if I'm honest. Our tour took us through Tideswell where we had a brief stop for lunch and once again we were inundated with other local tourists asking what our cars were , who made them, etc.

It was then time to return to the hotel, enjoy a bevy or two, prepare for dinner, turn in for the night as it would be off to Chatsworth in the morning.

The last full day of our week and the sun is shining though there is a cold wind and our trip to Chatsworth is underway after breakfast and Peter and Gloria Gurton were leaving us today as they had to return home. Before they left though we were able to get a group photo taken by one of the girls at the hotel which I hope captures the spirit we all enjoyed together. There was no falling out or frustration which in a group this size can surface so I would like to say at this point thank you to every one on the trip for making it so much fun and enjoyable. Photos taken and warm clothes wrapped around us we set off for Chats worth house. Reputedly the best Stately Home in the land and as a child the grounds were Wendy's playground where her family used to come enjoy (free in those days) the approach is indeed spectacular and although we live near Woburn I have to say I could not dispute the claim.

# ROC 20th Anniversary weekend to Derbyshire



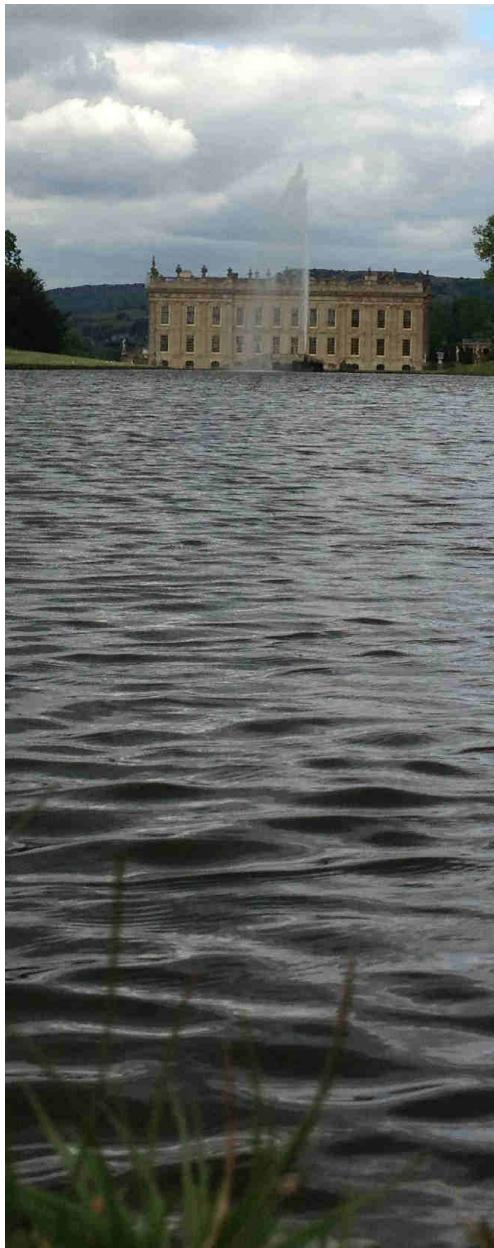
Arriving at Chatsworth



The approach to Chatsworth is truly impressive and the grounds to even get to the house is absolutely beautiful. Even if you decide not to enter the house or gardens, £3 to park in the car park and enjoy the grounds is a bargain in any ones money, just to soak up the scenery is worth the trip, especially if you lived local. So we paid our parking fee and all managed to park together, mind you Barrie did have us there an hour before the house opened so we should not be surprised. The gardens one earlier than the house so first port of call was to get a cup of coffee and take a trip around the gardens first. How long can it take to look at the gardens you might ask. Well before I went I would have said an hour to an hour and a half. Sometimes you get things wrong and on this occasion I could have spent the whole day in the garden. As it turned out we spent two yours in the morning and a further hour and a half after the visit to the house. I will not try to describe the interior of the house as I'm sure that many of you will have already visited the house and gardens. However.

# ROC 20th Anniversary weekend to Derbyshire

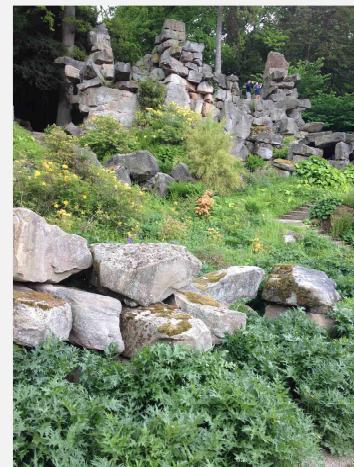
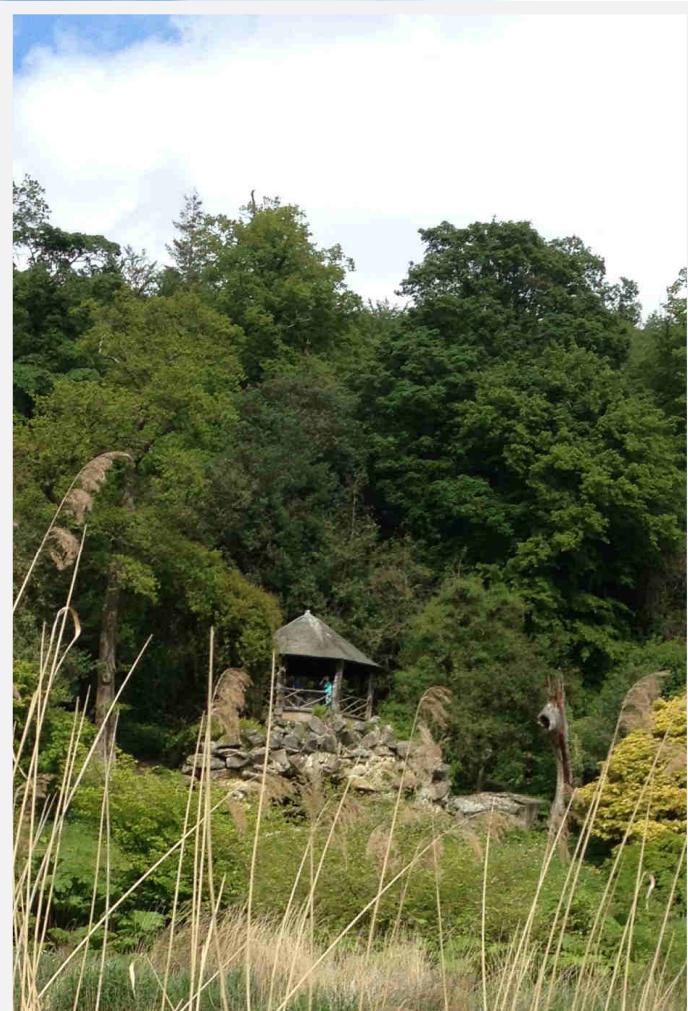
If ever there was a perfect use of the saying 'chalk and cheese' then the example of Calke Abbey and Chatsworth house is a perfect descriptive that fits the phrase. No two Stately homes could be more different and yet Calke Abbey and it's grounds were at one time second in size only to Chatsworth. Obviously someone took their eye of the ball many years ago ay Calke and the full story can be discovered on a visit.



Sadly it's our final evening and we must prepare to leave in the morning, say our goodbyes and thank Barrie and Jackie for the marvellous job they did in organising the trip. The hotel was very good, the food was good the company was good, in fact the who weekend was thoroughly good. So good in fact that we have delegated Barrie to organising next years trip. Idea on a postcard to Barrie and Jackie please.

The morning of the 10th has arrived and this is it, we leave this morning make our way to wherever we go from here. I say that as some members were using the trip as a launching pad while they were nearer to a friend or relative than they would normally be. As for Wendy and I it was the M1 via Chesterfield and junction 20 to take the scenic route down the A5 to Leighton Buzzard. The time flew and it was over all too quickly. However, hopefully next year we will have the excuse of coming of age celebration of the 21st Anniversary. All our thanks to Barrie and Jackie. Ed;

# ROC 20th Anniversary weekend to Derbyshire



## Sabre of the future is here today Perhaps

After receiving a tip from Bob Jeffery asking if I had come across the Mitsuoka car company and the Roadster they were building I needed to dig a bit deeper as no I had not heard of them. In the past this company have not exported cars to the UK so probably none of us had heard of them. However, I do remember many years ago watching a TV programme where the journalist was cruising Japan in an awful looking mini Rolls Royce look-alike and suspect this is the same company because on further research they appear to have mad a lot of awful looking retro cars in the past. However, this is new and coming to the UK, the launch date is June 2015 so by the time you read this it should already be available.

My only reservation is the price, at £54,000 plus £680 for metallic or pearlescent paint it does not come cheap. Also, after looking at it



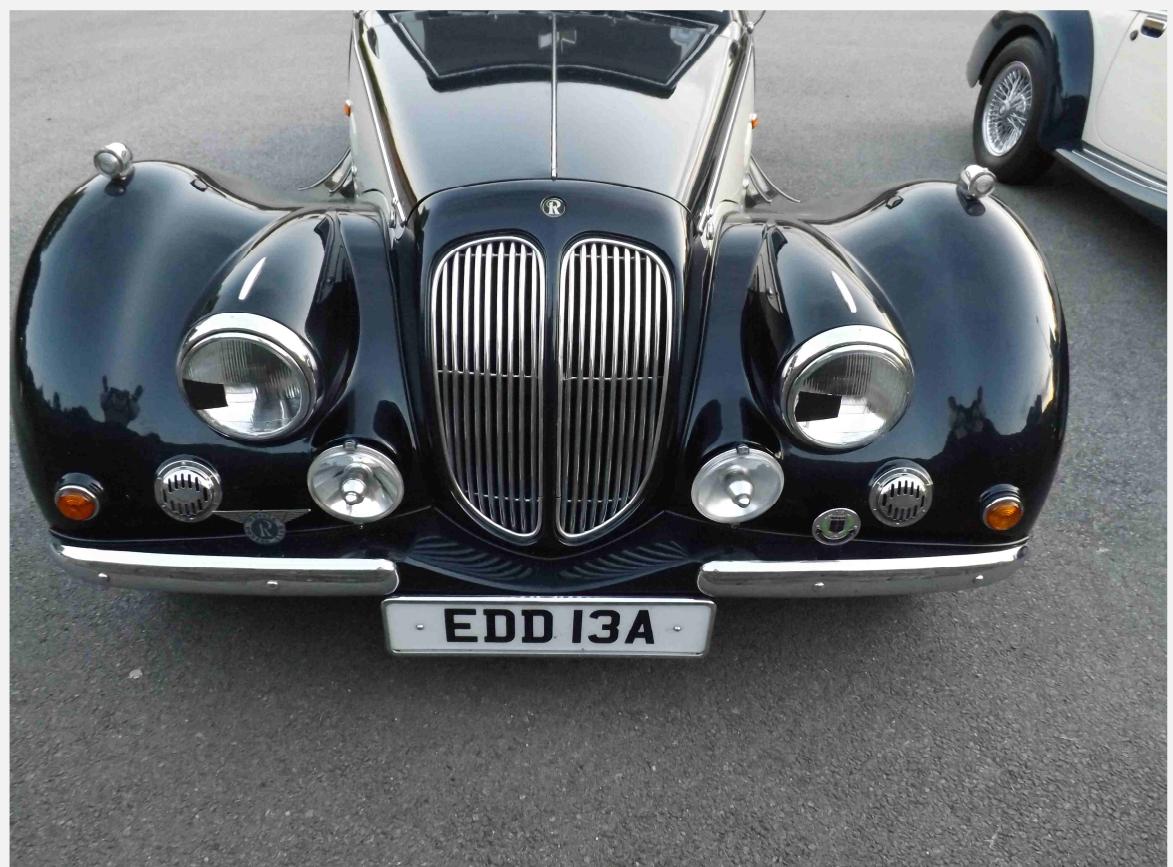
closely it is obviously an MX5 Mk111. I know because Wendy has one and the interior is identical and on the purple car above the metal folding roof is identical to her car with no effort to try to disguise the interior which is also identical to her car.

It may not be to everyone's taste but I like it a lot. However, would you pay more than double the price for a Mitsuoka over an MX5? Probably not I suspect.

Ed.



Those of you that were present on the ROC 20th anniversary weekend break in the Peak District will be familiar with the additional infill to the front of Eddie Choi's car that flattens out the front. This was on the car when Eddie purchased it but he has no idea where it came from. However with the addition of built-in spotlights and horns, it does give the car a very individual look that I rather like. Any ideas anyone as to where it originated. Ed:



The article below was rediscovered by Jim Waites, perhaps we should remember to adopt the term 'modern coach built cars' or are we happy with bespoke motorcar.

Hi Peter

Just found this article dated April 1994 from the Daily Express where Ann Barlow says "Our motor vehicles are of a very high standard and are not usually referred to as Kit Cars but as modern coach built cars"

A snippet for the mag?

Regards Jim

## prime time

### Sabre's at the cutting edge

THIS year, 60 years after the first model, the classic Riley Sabre has been reborn with a modern twist and engineering. Called the 'Riley Sabre 2000', it can be built from £30,000 and could be completed at around £50,000.

As the chairman of the manufacturer, the Riley Motor Co of France, Léon, says: "Our latest vehicle is a bit of a Riley High performance car and would therefore be an ideal choice for a Sunday drive in all weathers."

The Riley 2000 starts at £30,000 plus VAT and the prospective buyer will have to acquire a road tax disc when 2000 is registered as a classic vehicle.

For details contact Riley Motor Co, Unit 8, West Works, Shireway Road, Shirehampton, Bristol, BS12 4JL or 0117 958 0000 or fax 0117 958 0001.



DAILY EXPRESS BLADE: The Riley combines classic elegance and modern engineering in a powerful roadster

### Channelling into history

1992 saw 100 cars repainted in a variety of original colours to mark the 100th birthday of Lord Montagu of Beaulieu. The cars, which were built by hand in 1912 using the Chassis Trust, are to be opened by the Queen on the river bank.

Express Sportspages has produced a limited edition book, featuring a collection of 100 of the cars, dating from 1904 to 1956. It is published in French and English.

Credit: Peter Marquand  
Locales to Park Car Rally... 100 cars decorated in a variety of original paint schemes, prices £12.99.



## Help Needed

### **Help Needed**

The Following Email was received from Tony Doherty which I subsequently forwarded to all members. I have to say those that had an idea what might be wrong responded quickly and although I assumed they would reply directly to Tony some of you replied via myself. This turned out to be a good thing as this now allows me to share the possible solutions with you here which may assist one or two members in the future.

This is what the club is for, a group of like minded members who share problems with each other that allows a joint response to help. Thank you all that responded, it is what our club is about and why membership is important. I do get a number of enquiries from owners outside the club requesting assistance and although it would be good to help, it would be unfair on the paid up membership to help without a subscription to our Royale community, so before any assistance is offered I always encourage non members to join before I will give any assistance. Sounds harsh but it's the only way we will attract new members to the club and survive to assist with issues of the future. Hope this helps.

**Hi Peter,** I am finally in France with my Sabre after driving her very gently in the UK for only 100 trouble free miles over the winter, and trailering her out here. Unfortunately now that i have started to ask more of her I have a problem which hopefully some members may have some suggestions if you could forward this for me.

When stationary she idles perfectly but when I hit the throttle hard she backfires through the air intakes and then catches up with herself. When driving, if I drive very cautiously and build up the revs she is ok until we meet a hill when she is lacking power and pinking. If I try to driver hard she just backfires like mad and will not accelerate as expected. I have strobe timed her again, changed all plugs, removed and refitted the air filters, and cleaned all he HT chain. ( I have ordered a new coil, dizzy cap, rotor and HT leads to ensure they are eliminated but they will not arrive with me for a week or so. ) Ford never had the 2.9 in France so i cannot find help here so if anyone has

had any similar issues and has any ideas i would be grateful for their suggestions to [retiredearly@live.co.uk](mailto:retiredearly@live.co.uk) am also trolling the net to buy a Gunson Fault Code Reader (3 pi without success so again, if anyone has any information as to where I can buy one, that too would be appreciated. I am, of course, all over the forums without success so far !!!

Tony Doherty-UK 0044 (0) 1942 894756—Mob 0044 (0) 7831 401857

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Answers received through me were as follows:-

Sounds like a cracked distributor cap to me, but I'm no mechanic.

If possible, could you please let us know what the solution is found to be?

Thanks, Stewart Arnott. 0033 (0) 555 42491

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I have not had any problems like that, so cannot help other than to suspect fuelling which could be anything from sticking/faulty injectors, low fuel pressure or mistimed injectors. As it runs OK at tick over the ECU is probably OK.I got my decoder from Halfords but that was in 2002. Cheers Archie Horton

## Help Needed

Pinking and lack of power suggests a lean mixture.

Is it possible you've purchased French petrol with 10% Ethanol? (apparently should be marked something like SP95-E10 on the pump?)

According to this article it could be the cause of your problems?

<http://www.groups.tr-register.co.uk/wessex/ethanol-update.html>

But it could be something much simpler like a partially blocked fuel filter (maybe crud has been stirred up in the tank during the transportation journey)

I would first see if you can get a tankful of non-E10 fuel if available, good luck.

Peter Edwards

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Sounds like a problem I have had with my 2 litre pinto Ford engine and after replacing plugs HT wires, bobine, cap and ignition EFI, finally it appeared to be the rotor.

Presumably exchangeable with other types of Ford engines.

Hope this will help.

Cheers, René Kruyt

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If you know a good auto electrician then get them to check the fuel pump earth connection from the ECU.

I had similar behaviour on mine (2.8i) and then it cut out completely. Problem was ECU. Replacing that fixed the issue.

In my case, the ecu was not completing the earth connection and therefore no fuel was being pumped. It was intermittent at first before conking out completely.

Hope this helps. Mark Gale

---

I assume the dizzy cap refers to the distributor cap, and I am not familiar with that engine. I also assume that your engine has a distributor and not electronic ignition.

I had a Triumph Roadster that following an engine rebuild back fired and kept cutting out unless I was revving all the time.

I replaced everything, and I mean everything and spent a lot of money. However, the problem was that the distributor base was loose, and vibrating/ moving, thus throwing the timing out.

Having said all of that, the Triumph was a piece of junk mechanically, and although it was a car that I had always fancied, I sold it as soon as I could.

This was spotted by a very experienced and retired mechanic. So it may be worth checking out. My very best wishes, Tony Williams

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As peter has pointed out, this is to do with timing. All the symptoms you mention points towards ignition which is too far advanced for the atmospheric air pressure in which the car is being driven, which is the difference in altitude. This is usually corrected, especially if it is pinking under pressure, by retarding the ignition timing. Please make sure your fuel is not contaminated and the cooling fan, if electric, cuts in at the correct temperature setting for your engine, as pinking could be caused by excessively hot engine.

Amir Manzoori

## Help Needed—Response

**Here is the Email from Tony in response to your kind suggestions to his problem.**

Peter,

I have had lots of responses from members which speaks volumes for the club and I would like to thank them all for their input by your forwarding of this message for me please.

As an update, I thought I had found the problem today as I found a hole in the connecting air pipe from the air flow meters to the fuel rail. The attached pictures show the position of the pipe, the wing bolt that caused the problem and the hole itself. No



change unfortunately after repair. The new HT parts should arrive early next week so i need to fit them before moving on again.

**And the answer appears to be:-**

Peter sorry but can i prevail on you again to send this forward to members so that those who contacted me know the outcome.

Following my last message after finding the hole in the air inlet pipe my problems persisted.

However, a response on a forum of Granada and Scorpio Online suggested that the hole may well have been the problem. Apparently, and this is worthy of note, after such a fault condition it takes the ECU 10 to 15 minutes running before it re calibrates itself. I left her ticking over for 20 minutes, just to be sure, and as if by magic, i have a Sabre that drives and runs very well now. I still have some pinking and a little sluggishness but hopefully the new HT components and a running in time period will resolve that.

Happy days, but who knew the ECU did that !!!

Tony Doherty UK      0044 (0) 1942 894756 Mob      0044 (0) 7831 401857





Those of you that can recall the details of a Bentley that John Barlow converted to look like a four seat Sabre a short while ago might think he was on the right lines after looking at the illustrations of this future Rolls Royce . These two photo's are allegedly the Rolls Royce of the not too distant future if you have a spare £250,000 to spare. The surprising thing is the similarity between John's actual built car and those of the intended car of Rolls. I



have not heard if John is continuing on this path or whether he has altered course but I suggest he takes heart from these pictures and if he is still travelling this course to copy the paint colour combination and try to launch his next car simultaneously with the big boys I'll be ordering one when my lottery ticket comes up, Ed.



## 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.**

**Hi Peter,  
Sabre on its way to  
sunnier climes -  
I've sold it to a  
dealer in Italy.  
Sorry to leave the  
club,  
Regards  
David Wilks**

**Sadly another Royale leaves our shores never to be seen again and another member lost. You will recall from the last magazine you received I reported on a Sabre for sale on an Italian site listed at 21,000 Euro's, seems my intuition was right but if the price wanted is achieved then that's the deal for the seller and it seems at this moment in time the continental market has a far greater desire for our cars than that of the UK.**



In the last issue of the magazine an advertisement offering a neglected Sabre for sale at a very reasonable price I thought. I also thought it would be snapped up by some enterprising member who had more time on his hands than he new what to do with and would purchase the car for a refurbishment and hobby. How wrong can you be as it has turned up in Eastern Europe and probably the last we will see of it. It would appear our cars are now more sought after abroad than they are here so obviously the Europeans have more taste than we do. Email below from Peter Edwards.

Hi Peter,  
I know you like news of cars on the internet...  
Did you know the car that was advertised on the ROC website ended up in Slovakia?

[http://websta.me/  
p/983175765419965119\\_15002125](http://websta.me/p/983175765419965119_15002125)

Perhaps he'll join the club? cheers, Peter Edwards - Suspect not Ed?



# Dates for your Diary 2015

## April 19th

Old Beckenham Wings and Wheels -  
Norfolk, NR17 1PU



## May 3rd ROC—AGM 12 noon

## 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)

## 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  
Stockgrove Park, Luton

## June 20th

Classic, Kit & Retro Action Day [http://www.castlecombecircuit.co.uk/events/action\\_display\\_event.asp?BookingEventID=862](http://www.castlecombecircuit.co.uk/events/action_display_event.asp?BookingEventID=862)

## July 12th

Kimbolton Rally—Kimbolton Castle

## July 19th

Kent Kit and custom car show  
Aylesford Priory, Kent

## Sept 26th—27th

Sywell classic: Piston and Props—Sywell, Northamptonshire

## Oct 10th—11th

ROC Ladies Weekend—Warwickshire  
Contact Peter Gibbons

## Nov 14th

Total Kit-Car Live—Brands Hatch, Kent



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

# Club Shop

Polo Shirts  
Red, Blue, Grey  
Black, Navy,  
Other colours  
Available by order  
£11.00 + £2.60 p&p



Caps £7.50 + £2.60 p&p

Windscreen etching £2.60 inc p&p



Sew on Badges £7.00 inc p&p



Bonnet Badge Metal/Chrome  
finish Black only £50.00 inc:  
P&P



Magazine Back-Dates £3.50 inc p&p



All orders from:- [peter@columba11.freeserve.co.uk](mailto:peter@columba11.freeserve.co.uk)