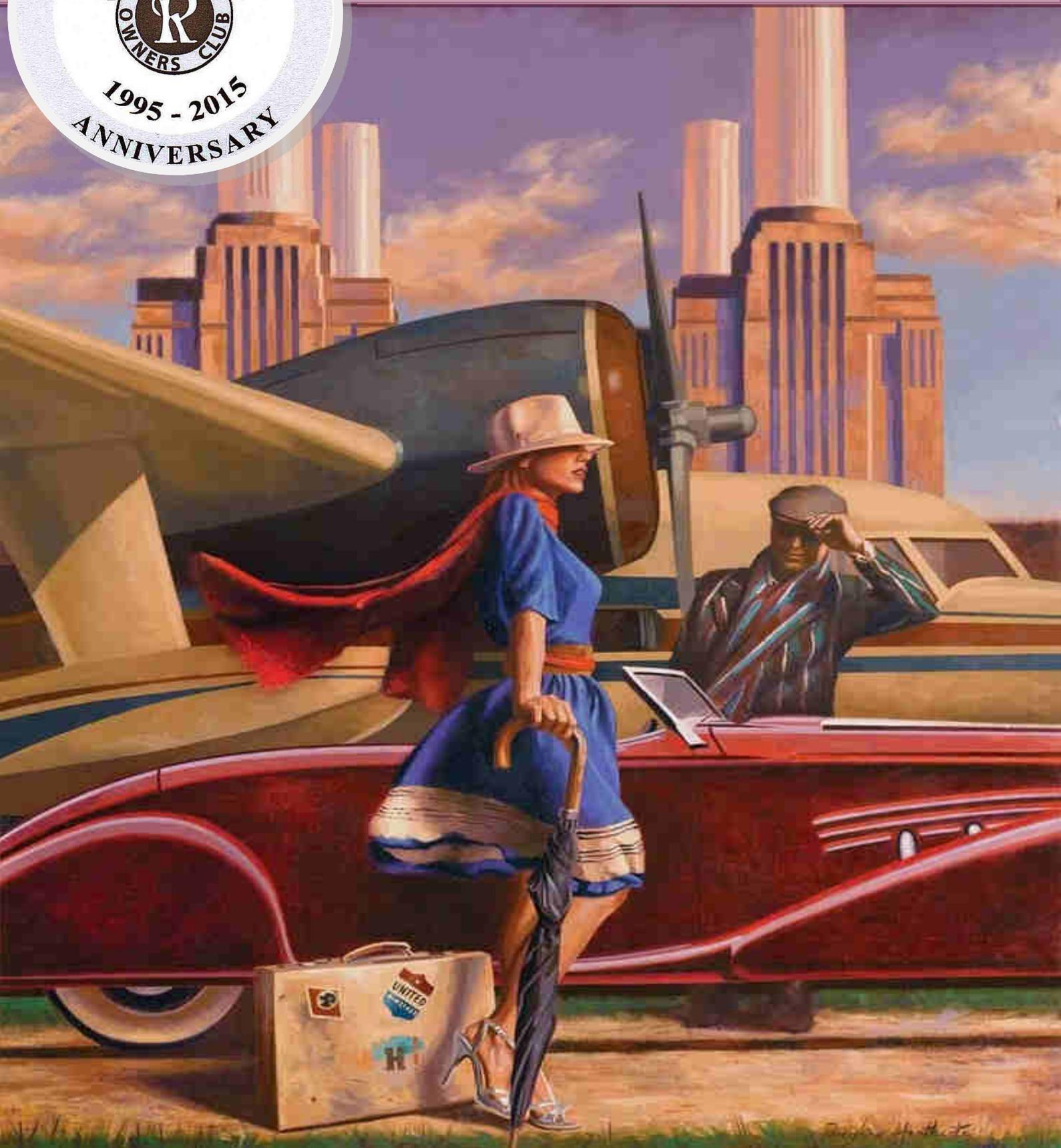


News Spring 2016



Home of the finest bespoke Automobiles

Committee Members



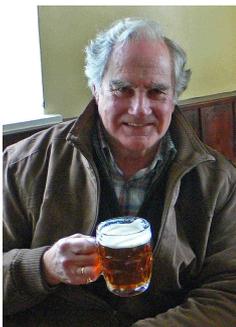
Peter Gibbons, Chairman, Events Organiser & Spares, Magazine Editor
(01525) 381240 Mob : 07449526108
e-mail: peter.gibbons20@gmail.com



Ken Baker, Membership secretary and **Ando Baker**, Treasurer
Tel (0208) 651 5711
Email: kennybaker@tiscali.co.uk



Jim Waites, Southern Events Organiser
(01582) 655076
e-mail: jjwaites@ntlworld.com



Bill Paul, Northern Events Organiser
01423 325018.
e-mail: Bill_ paul@btopenworld.com



Barrie Evans, Committee member
01332792738
E-mail: Barrie.evans4@btinternet.com



Colin Maslen, Committee member
01480 214493
E-mail: colin@aquaholic.org.uk



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

Chairman's Chat Spring 2016

Well the spring weather is starting to bring some sunshine and the desire to get the old girl out of the garage and on to the road once more. I can't say the winter seems to have been long as we have been so busy the months have just flown by and Stoneleigh will soon be upon us. Please can I ask as many members as possible to attend as this is the one time of the year you get to decide how you would like the club to be run. Not only that but I think I'm right in saying that this is the only dedicated show for Kit Cars now and if it is not supported then it will also fall by the wayside. Our AGM is booked into the small meeting room to commence at 12:30 sharp, so helps if you are on time.

You will all be aware I have been doing my best to get hoods and covers made by John Barlow as there seemed little if any alternative. Some of our cars are approaching 25 years old now and some bits are becoming tired. Not mine I hasten to add but a few of you. John agreed to produce these if I could get orders for 5 hoods and 5 covers and although I ended up with 7 hoods and three covers once I informed members the price was plus VAT, too many dropped out for John to think it was a viable option. If anyone knows a reliable hood maker that might do the hood for around the £550 mark inclusive of taxes maybe they could let me know and I will endeavour to try once more.

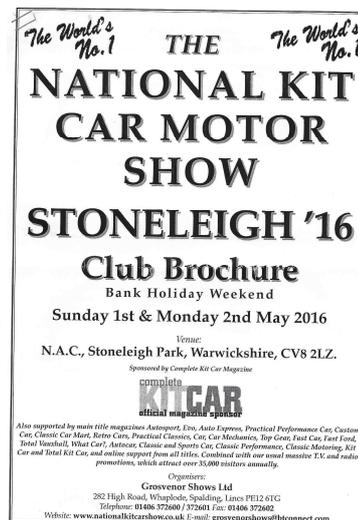
Wendy and I will be very busy this year working on our little ruin in France. As a result I would like a member to become at the very least a deputy chairman if not chairman proper. This is not really a lot of work and I will always be at the end of the phone and email so there is no big responsibility that could not be easily handled. Without a chairman you have no club so it would be nice to know that when I eventually say no more, there will at least be someone to take the reins.

Also if there is a budding journalist out there that would like to have a go at producing the magazine, that would also be a help. I have done this for several years now and believe it has improved no end. But I am not going to be able to do it forever and a younger man might like to be able to put on his CV the editor and producer of the magazine. It must carry some credence of ability to computer literacy and could be beneficial.

Boot and bonnet badges have now all been sold and have made a financial contribution to the club of £225, I am still receiving enquiries but I'm afraid as I said at the time once they were gone they were gone.

Nothing more to say but to wish all members a great season in the summer and be sure to get the most out of your car. When the sun shines, drop everything and use it. Go somewhere nice, take some photos and make a contribution to the magazine. If you have upgraded your car in some way, share it with the rest of us so that we may all benefit from your clever tweak that we had not considered. The club is for sharing so let's have your contribution please.

Happy Motoring and be safe on the road—Peter Gibbons



The World's No.1 THE NATIONAL KIT CAR MOTOR SHOW STONELEIGH '16 Club Brochure Bank Holiday Weekend Sunday 1st & Monday 2nd May 2016 Venue: N.A.C., Stoneleigh Park, Warwickshire, CV8 2LZ. Sponsored by Complete Kit Car Magazine. Official magazine sponsor. Also supported by main title magazines: Autospot, Evo, Auto Express, Practical Performance Car, Custom Car, Classic Car Mart, Retro Cars, Practical Classics, Car Car Mechanic, Top Gear, Fast Car, East Ford, Total Vauxhall, What Car?, Autocar, Classic and Sports Car, Classic Performance, Classic Motoring, Kit Car and Total Kit Car, and online support from all titles. Combined with our annual massive TV and radio promotions, which attract over 35,000 visitors annually. Organisers: Grosvenor Shows Ltd 282 High Road, Wharfedale, Spalding, Lincs PE12 6TG Telephone: 01430 372600 / 372601 Fax: 01430 372602 Website: www.nationalkitcarshow.co.uk E-mail: grosvenorshows@btconnect.com

Barrie Evans 2016 Tour

It appears that quite a few members would like us to organise another Tour for next year

Included will be a 40 mile drive through some of Shropshire' prettiest villages and a tour of the Morgan Car Factory and Museum. We will be staying in a comfortable hotel for 3 nights in the region of £90.00/night B&B for two, and of course there will be adequate parking for our cars.

In order to procure the best deals we need to book early for this short holiday which will probably be towards the end of May/beginning of June to avoid half term.

If any members are interested please contact us as soon as possible to avoid disappointment.

Barrie and Jackie.

Tel: 01332 792738

Since my last email we have been busy investigating the best venues, best value deals and times. The best deal we have come up with is as follows:

The venue will be The Lenchford Inn, Shrawley. Worcester, WR6 6TB which is a family



run business and nestles beside the River Severn.

Rooms are £75.00/night/couple including a choice of breakfast. I have also managed to negotiate a further 10% discount for all evening meals.

We will stay 3 nights arriving on SATURDAY afternoon 4th JUNE and departing TUESDAY 7th JUNE 2016.

I have reserved all available 8 No rooms but will need to place a deposit of £480.00 by next Tuesday otherwise our party booking will be lost.

Please confirm by return email that you will be attending and send your £60.00 cheque to me at 9 GREEN LEAS, ASTON ON TRENT, DERBYSHIRE DE72 2UQ made payable to B C EVANS as soon as possible.

Due to the short notice, if you don't think your cheque will reach me in time then give us a ring and I am sure we can come to some arrangement.

Regards, Barrie & Jackie. Tel 01332 792738

barrie.evans4@btinternet.com

A mechanic was removing a cylinder head from the engine of a Harley Davidson motorcycle when he spotted a well-known heart surgeon in his shop..

The mechanic shouted across the garage, "Hey, Doc, can I ask you a question?"

The surgeon a bit surprised, walked over to the mechanic working on the motorcycle.

The mechanic straightened up, wiped his hands on a rag and asked,

"So Doc, look at this engine. I open its heart, take the valves out, fix 'em, put 'em back in, and when I finish, it works just like new. So how come I get such a small salary and you get the really big bucks, when you and I are doing basically the same work?"

The surgeon paused, smiled and leaned over, and whispered to the mechanic...

"Try doing it with the engine running."



ROC Drophead of Pat Silver

This got overlooked some time ago apologies to Pat

Having a spot of bother finding good pictures of Royale so, if you don't mind, I'm going to bombard you with the best I can find at the moment. We actually have a website with good photos on it but the people who help me with it are on hols at the moment. In the meantime, here are the details from the Registration Doc.

Make: ROYALE DROPHEAD

Date of first registration: 14.04.80

Wheelplan: 2-Axel-Rigid Body

Taxation class: Private Light Goods (PLG)

type of fuel: Petrol

Cylinder Capacity: 4235CC

The number place is a bit special too. It's FIB 1958

Many thanks for your attention to this. Here come the photos.

Cheers

Pat Silver=



ROC Drophead of Pat Silver



The following email was received from Bill Paul and is self explanatory, If anyone in the north would be willing to take over the role would you please let me know. Our thanks to Bill for undertaking the task for so long and we wish him well.

To: Peter Gibbons

Owing to changed circumstances, I would like to relinquish my position as Northern Events Organiser with effect from the AGM in May. Without going into details, I am finding it more challenging to attend events these days, in fact you may have noticed that I didn't manage even one last year even though I booked myself in for four!

Until you find a replacement, I am quite willing to pass on any comments you may have for members, and to also keep the members list up to date with additions and removals, however I do not think it is right to continue in this role if I continuing to find actual attendances at these events more problematic.

I hope this does not cause you too much inconvenience.

Kind Regards—Bill Paul

WWW.Royale Owners Club.com—Hood Frame by Mark Isted

You can see from the text below that Mark Isted has been busying away producing a pattern and manufacture of a hood frame he borrowed from Peter Edwards. The text is self explanatory so if you are after a hood frame or a drawing to help with your build please contact Mark. A big thank you to Peter Edwards for allowing him to borrow his frame, always a worry to think it will go astray when not in your position, or is that just me that manages to lose things.

Hi Peter Merry Xmas and a happy new year to you all
I have finally finished my stainless hood frame.
see pictures attached, I expect it will need fettling when I finally fit it .

I am now in the process of producing a set of drawings and a guide to fabrication in picture format, for the club Mag, and in the process, making a mild steel frame. which will be for sale.

I will get your frame back to you (or I should say Tony`s) in the next week or so .

Many thanks for your Help
Mark Isted—07941088092—Email: mousl@talktalk.net

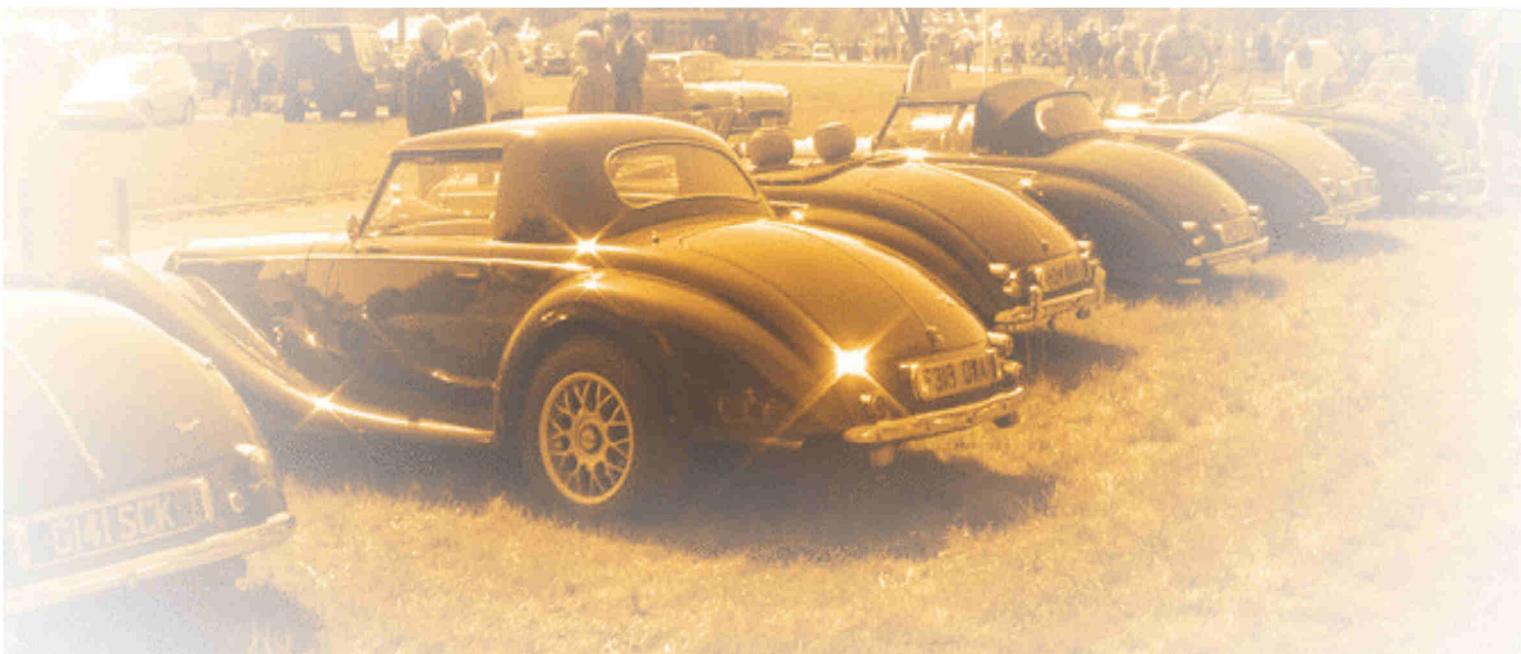
As you delve into the pages of this issue you will see what a wonderful job Mark has done in helping any member short of a hood frame and I would like to say here on behalf of all members, thank you very much for you hard work.

The editor apologises if the content of the article is not in the correct order but in the immortal words of Eric Morecombe ` I`m playing all the right notes, not necessarily in the correct order`.

Mark goes on to request the following:-

Can I have some help and ideas, I have seen various pictures of Sabres with modified upper B Post seat mounting points. I have been told the mounting point on the earlier Sabre`s post is too low to pass the latest IVA test rules.
Have any club members any ideas or solutions, photos or drawings would be much appreciated.

Many thanks for your Help
Mark Isted—07941088092—Email: mousl@talktalk.net



Re: B Post help—Mark Isted

Hi Peter

I have had various replies from my question

and I spotted Kens sabre on ebay and he has sent several photos

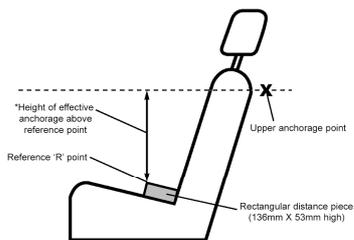
This seems to be the best solution I have seen so far,

The IVA rules say with a block of wood on the seat squab of 136mm long X 53mm square, the seat belt mount should be at least 450mm above the reference point

Seat belts are mounted horizontally on a post. from Ken Baker, Regards Mark Isted

IVA M1 Inspection Manual

Document Uncontrolled when Printed



Revision: 6 Date: 17/06/2013

3 of 8

Seat Belts 31

I was looking for a video of a Royale in motion, I have no idea why I have never come across the one below but this is a very nice promo for a Sabre.

Go to the link below and you will find a very nice plug for the Royale Sabre, pity it is all in German but it's still a nice watch, hope you enjoy.

<https://www.youtube.com/watch?v=Ns3vW4j1uOw>

This one is Dutch I believe

<https://www.youtube.com/watch?v=BGbvWYWNyLI>

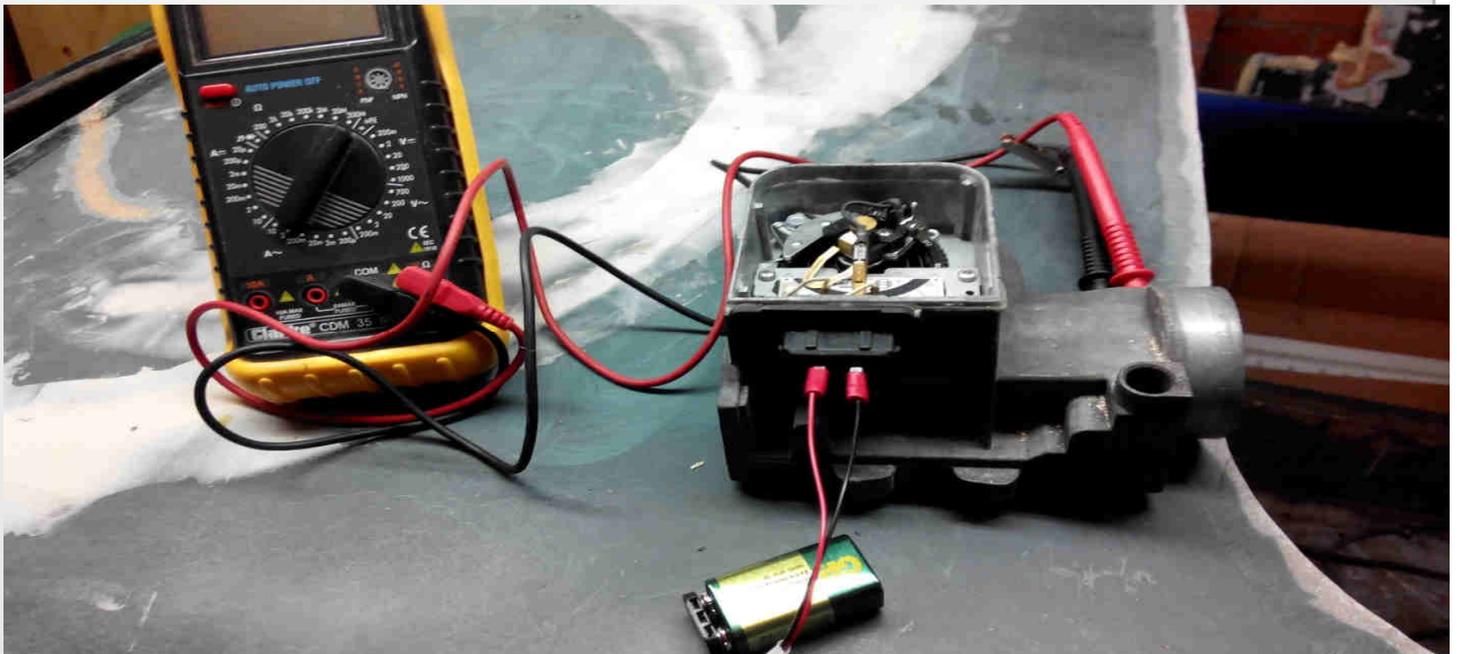


Help Needed – Follow on and resolution

It is now November and some while since I reported I had resolved my problems with my newly finished Sabre and documented that in the last issue of the News Autumn 2015. Unfortunately my celebrations for resolving my problems became premature as, even with all the new HT parts, she deteriorated soon after and I had similar issues which effectively ruined my first summer in France with my new toy. We came back at the end of September and I have spent October trying everything I could think of to resolve the problems myself, not willing to admit defeat.

I have learned quite a lot about the electrical system now as I have removed and tested every sensor, substituted the ECU, and although I thought several times that I had found a problem, it was never the one that was eluding me and resulting in the problem of running ok stationary but not possible to transfer power into drive. I found the article in this link however very useful, even if all it did was to educate me without resolving my problem. I thought it may be of some use to others and, as with the article, pen this to hopefully help fellow members if they have cause to have to delve into the areas I have tinkered. I have tried to download and print it without success so I guess those interested will have to type it into their browser.

http://www.gbsportscar.com/TVR%20Body%20Off/wiring%20diagrams/ford29diagnostics_colour.pdf



One lesson I learned though is that, if you are testing in the sensor areas, measuring the resistance of a potentiometer does not always provide the output you expect. It is much better, and recommended, to measure output voltages as the results are much more reliable. Why, I do not know and cannot explain. For example, I measured the resistance changes of the potentiometers on the two Vane Air Flow meters and was convinced that the readings were not linear, far from it, and I could reproduce the same results time after time. I read an article which suggested testing with a 9v Battery and measuring the output voltage and both outputs were perfect. Hey Ho, just another two days chasing my tail.

Royale—Help Needed

Anyway, I am sure you do not want to read of my trials and tribulations all the time so on to some better news and a lesson for anyone still in the build phase. I surrendered eventually and took her to a specialist tuning shop, who resolved the problem on the first day. My only saving grace is that the problem was not something I believe I could diagnose, or repair in my very amateur home garage so the cost was always going to be incurred anyway, or so I am now telling myself.

How does this affect people who are still building, and what was the problem I can hear you shout.

Quite simple, the injectors were ALL partially blocked and gunged up, some worse than others but a session on a specialist testing and cleaning system, new seals and "bobs your uncle". If I think about it now, I, like many people still building, prepared the engine before I started to build the kit as one of the first jobs is to mount the engine on the chassis. Of course the engine was tested and set up before installation and then started intermittently during the build period. If, like me, that period is somewhat protracted due to work, moving house, twice, etc etc, then petrol sits in the injectors, stationary for months or even years on end with the resulting problems. Hopefully others can learn from my mistakes.

So, I am now finally happy that the problems are all solved so what happens, WINTER is here. Roll on the Spring / Summer 2016.

A happier Tony Doherty

Bespoke Wheels

If anyone is interested in steel wheels I came across a company on Facebook that will make you a wheel any size and pattern no matter the offset. I have some of their details but no post code. ROC has no connection with them and has had no dealings with them. However, if any member were to use them please give feed back to the editor Good luck, Ed.

Custom Wheels SW, 15 Lime Close, Tiverton, Devon. Phone 07711922385



Intro.

After many attempts trying to contact Automotive Creation, re purchasing a hood frame and other parts, with very little success, Even an answer to an email would have been nice. I asked Peter gibbons for help locating a hood frame I could copy.

He very kindly put me in contact with Peter Edwards, who is in the process of restoring his sabre (with a BMW engine). With great reluctance Peter agree to entrust his hood frame to me. But how to get it to me, without it getting lost or damaged? Only a week or so before peter was in Devon on holiday, a great opportunity missed. Then a friend visited Peter who lives a couple of miles away for me. Problem solved for me and piece of mind for Peter.

With a little ingenuity and some basic tools, it is quite within the capability of someone with basic skills to make their own hood frame.

I am luck to have a reasobly well equiped workshop, a metal lathe, Roller bender, sheet metal folder, hydraulic press and welding equipment, all very useful in the production process. I am not an engineer, just an enthusiastic amateur who likes a challenge. with this article anyone, perhaps with the help of a local fabricator, can make their own hood.

I made several components from mild steel to see if it was doable, and when I was confident, I made my frame from Stainless steel.

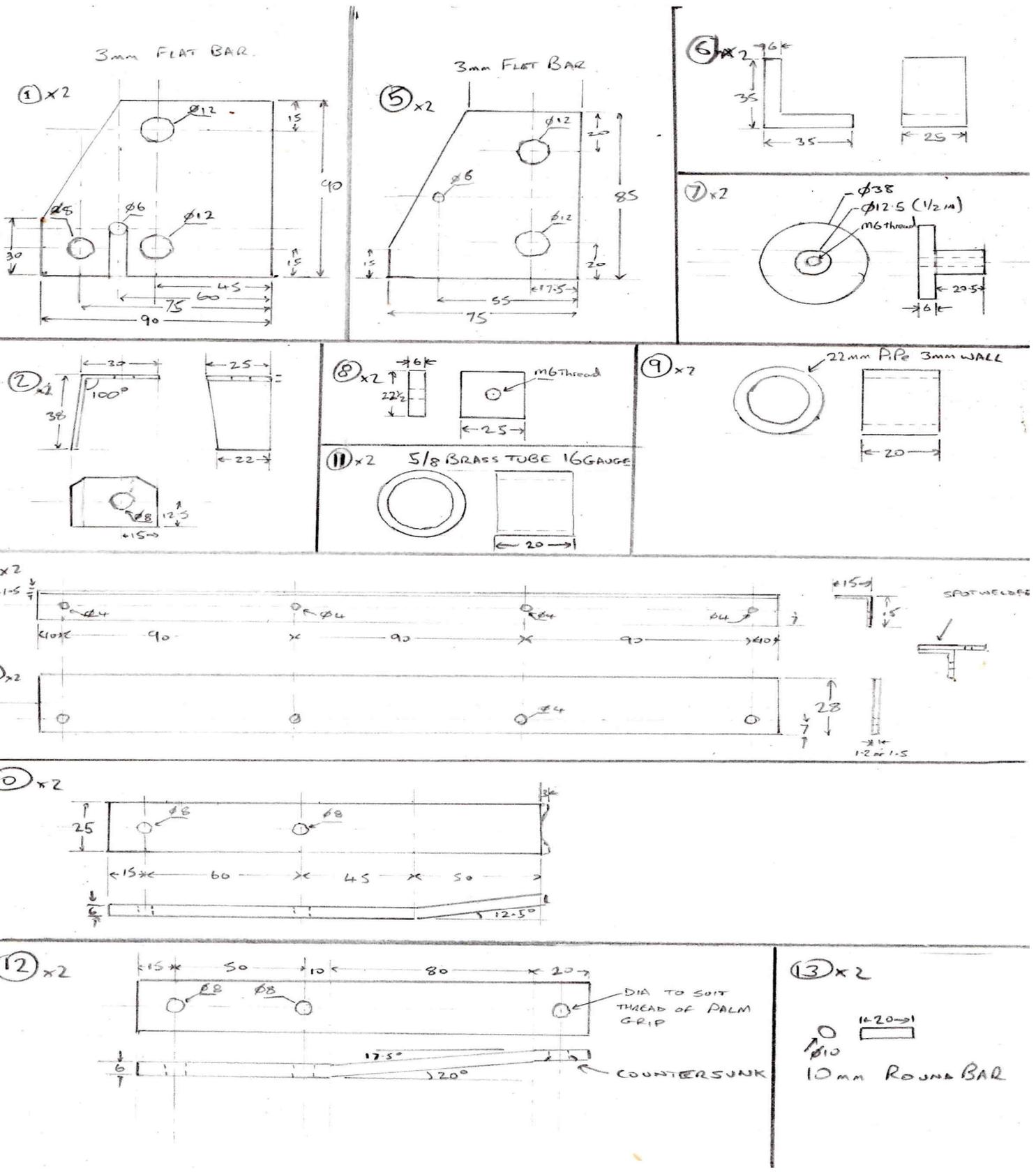
This means I have most parts to complete one mild steel frame and the Hoops for another. Although I do not want to go into production, I do have a sabre to build, I am happy to help anyone if needed.

Pivot arm. (make a left and right handed pair) File out any internal burs or defects of part 9 and Press the 5/8 tube in to it. weld part 9 and 11 to the end of part 10, 3mm from the one end of the tube. weld part 8 to the **pivot lever** make a handed pair)weld the pivot bush to part 10 3mm from one edge, then weld part 8, 10mm from the bush.



Tensioning handle (make a handed pair)weld part 13 to the edge of 12 at a slight angle (100 degree) attach the chosen style of palm grips make some 25mm Dia 5mm thick plastic washers edge of part 10,

WWW.Royale Owners Club.com—Hood Frame by Mark Isted



Rear Hoop

The rear hoop is a bit more complicated, as it has a complex curve.

Bend the pipe a so it is a tight fit around the form as before. then a 3M curve needs to be put in to it 90 degrees to the first. see photo



This was done using a roller bender



Squash the ends 30mm and drill 8mm hole as in the picture

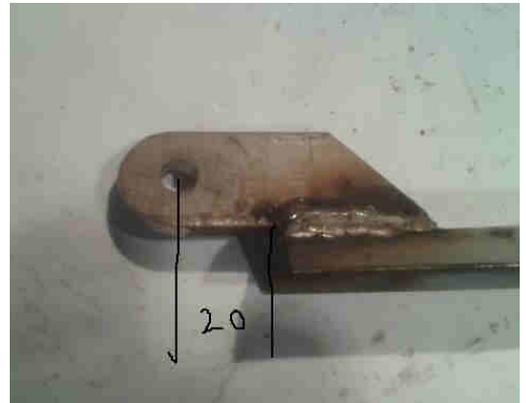
Side rails, make a handed pair



Bend the length of 2mm sheet to form part 17. weld part 18 to the corner of one end at an angle of 80 degrees above the 16mm wide edge



At the other end weld part 19 on the corner at an angle of 115 degrees looking down the side rail, the two brackets should be 80 degrees different to each other



The Front Hoop

Bend the hoop tight around the wooden form.

At the bottom line cut any excess pipe off at a ten degree angle .

10mm up on the inner edge, weld part 1 flush with the inner edge as shown.

Picture is of the left side



Measure up 197mm from the top edge of part 1 to the bottom of the bend, and weld part 2, with the hole facing down and the tapered edge facing forward (picture shows Right side)

The picture shows the rear edge , which is flush with the back of the hoop.(Part 2 are handed)

Bend the Tab of part 1 out, 15 degrees.

Join parts 3 & 4 to make a t piece.

Offer up to the inside and front of the hoop angled 5 degrees inwards.

Mark the eight holes on the hoop, and drill 4mm holes,

Rivet in place

Wooden Forms for the hoops. See picture left

There are probably other ,and better ways of doing this, but I was quite successful with the following method..

I had some inch thick Ply left over from another project. so I marked the centre line down the sheet, and continued the line with chalk on the floor to a distance of four and half meters. With four and a three meter lengths of string I drew the curve for the top of the two hoops on the sheet, using the plan I then drew the shapes of each hoop, and cut them out. Screwing them to a bench I was able to bend the 17mm Dia 1.5mm wall tube to fit tight around the form, This was done using a roller bender and bending around the form, using a 15mm pipe spring in the tight radiuses to stop the pipe from collapsing, and sliding a larger tube over the 17mm to give extra leverage.

Assembly

Make the wooden header rail section and assemble the header rail, as in the build manual, and screw on the lock down handles, the lock down handles and plates are from a Triumph Stag assemble the lower brackets and the hoops as the picture below



Frame Pivot (make a left and right handed pair)

Make part 7. I found this easier to do in two parts, pressed together and welded at the back, and ground flat
bolt 7 to 5, through the m6 hole, clamp 6 to 5 and weld together
Trim off the excess from part 7 flush with the plate



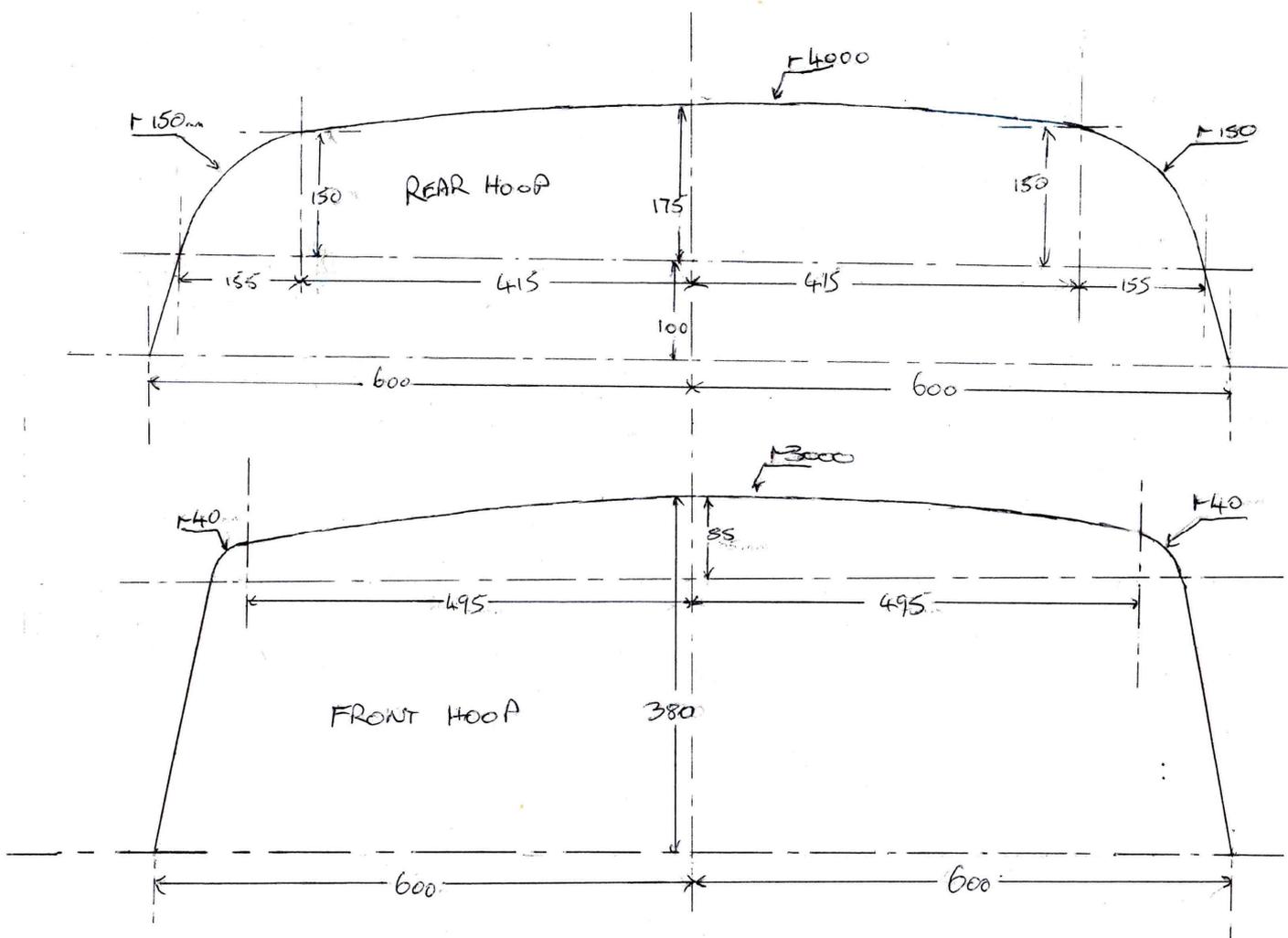
Front Header Rail

Make Part 14. Two options,
 1. fold a sheet of 3mm steel
 2. cut down 50 x 50 x 3 angle (this was my favoured method, as the folded version had a slight bow in it and the edge of the bend was not as crisp.)

weld part 15 & 16 to each end
 part 16 has the hooks for the side rails to locate riveted to it. for the hooks, I used stainless boat tie down hooks. the location of these can be drilled and riveted in place during



I forgot some info for the hood frame. The tube for the hoops is 19mm with a wall of 1.5mm. final fitting to the car.



Drophead rejuvenated—Amir Manzoori



Took a maiden drive of the Royale Drophead Coupe in the morning sun first to Richmond park, then a very long walk in London today. Wonderfully sunny, but with freezing cold wind blowing us away, well almost. This was the first real test since the purchase and rejuvenation of this much loved car that had been neglected in a gentle way.





Drophead rejuvenated—Amir Manzoori



I



After purchasing the car I new it needed a little TLC to bring it back to its former glory which I was very happy to do. will send few pictures of before and after, relevant to what I say below, and you could choose whatever you like. I just hope it is to your liking, and as they may be too large, I will send some with following emails.

Improvements I made was converting belt drive cooling fan to electric, modifying the air intake of the heater and making provisions for having cabin filter fitted to reduce fumes into the car from other car's exhaust, repair of the hood frame, repairs tidying body work, engine bay, adding electronic ignition in place of points and condenser, wheels and tyres, brakes, dashboard and sound system, tidying up the chrome work, exhaust system, cover for the back of now three rear lights each side and fitting mud flaps, and the final thing was to make the rear seat, foldable so that the boot can now swallow much longer items than before. One difficulty I still have is starting the engine from cold which takes about six go before she would start and after running at idle, she drive like a dream. One other thing that I would like to change is front anti roll bar the original builder had discarded which with a little modification could be fitted and would make cornering much more comfortable.

Sunday 07.02.2016, we took the maiden drive of the car into Richmond Park and then to Central London. The ride was extremely comfortable and the 4.2 Litre Jaguar engine drove beautifully with tonnes of power to spare. The looks on people's faces driving other cars, was of astonishment and could not figure how an old fifties car could drive so nicely and got lots of thumbs up and smile. Where ever we stopped to park the car we would always without doubt people would approach us enquiring about the cars make and model, to which I would reply; the car was the brainchild of a British engineers called Mr. John Barlow and go on about his achievement in motor industry and in particular, about the Three models of Royales he had designed and how strong and wonderful they have been built as bespoke cars.

I will send you more pictures with new emails.

Regards

Amir

Sabre for Sale Left Hand Drive—Naples



Unfortunately for health problems I have to sell my beloved **SABRE**.
Please can you help me and advertise in our magazine the car ?
Thanks Agostino

- ITALIAN NUMBER PLATE , FULL MOT TILL SEPTEMBER 2017.
 - JUST ONE OF THREE EVER BUILD LEFT HAND DRIVE ,
 - BODY BLUE BMW 524
 - ENGINE SCORPIO 2.000, 8 VALVE, CV 115 DONOR YEAR 1992
 - DISCS AND WIRE WHELLS ALL ROUND
 - LEATHER INTERIOR
 - HARD TOP AND SOFT TOP
 - RADIO/CD SONY
 - FULL BUILD MANUAL
 - PERSONAL LOVELY WALNUT DASH
 - WITH USA INSTRUMENTS
- AVAILABLE FOR INSPECTION IN NAPLES**
ASKING PRICE £.13.500.....

PLEASE CONTACT: AGOSTINO
DONE 0039 333 7766678 or
email: CARDONENINO@LIBERO.IT

CAR-

Late News Extra read all about it?

Hi Peter,

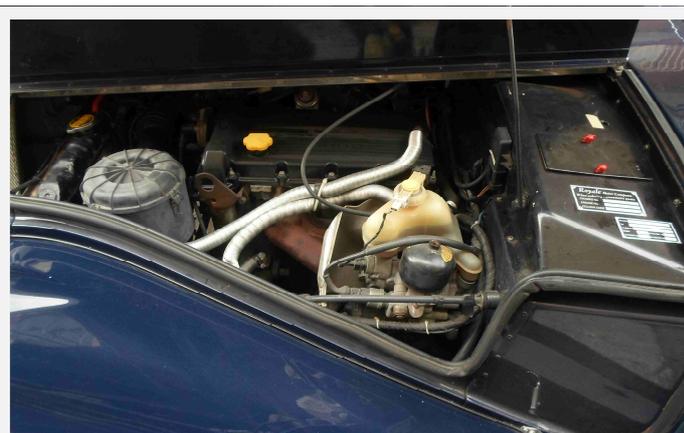
Presumably the bonnet badges are sold out, however, if that is not the case I would love to decorate the Italian lefty with one.

If all goes well , by the end of this month she is north bound.

Agreed upon sale but see at the pics that the bonnet badge is not as I would like it to be.

On my old green Sabre I had one made myself with backlight but no photos and gone in the fire.

Cheers, René. Please for Rene, Ed.



Happy Sabre resides in Portugal



Here is a short note from our Eduardo in Portugal who reports his Sabre is very happy in Portugal together with a few snaps.

Hi Peter, thanks for the New Years End English jokes, we do like them overseas!
Happy New Year too, for you and club members.

These photos prove one Royale Sabre in sunny Portugal, taken last 12th November in Chamusca, 80 miles north of Lisbon.

Car adapted very well to local climate, and says do not want to return to his motherland...

Ken told me to send them to you, as magazine editor.

Best regards—Eduardo Amaral Neto



Our Trip by Harry Liebkowsky

Each year in May I take my Sabre "Baby Blue" for a trip with either several friends or Old-timer car clubs direction France, Sicily, Corsica, Switzerland or Italy. This year, my son and I were on our own and planned to go to Croatia (Dubrovnik), then by ferry to Bari and on to Naples to visit Agostino Cardone, another ROC club member.

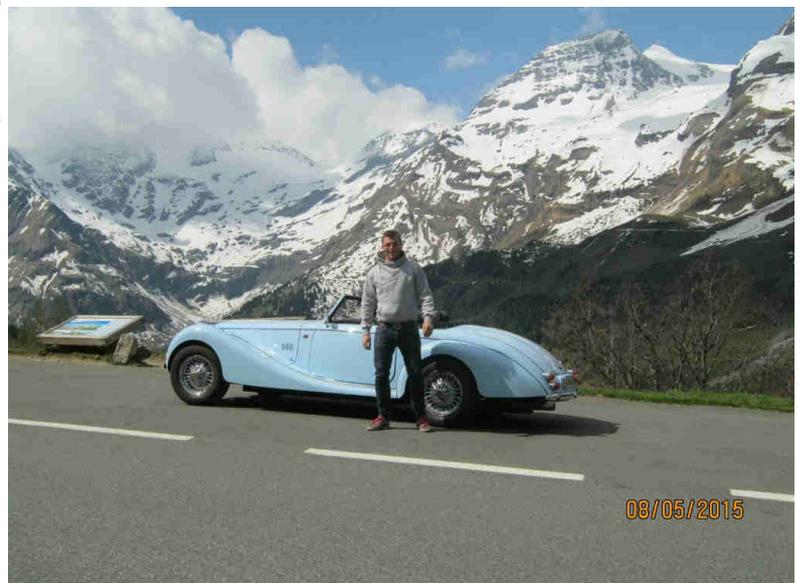
We set off from my home town Bielefeld (90 km away from Hannover) 7 am direction Munich and arrived 10 hrs later in Zell am See, Austria, for our first night in a small Gasthof, overlooking the lake (50 Euros B+B). The 900 km driven with two drivers and the most beautiful weather, mainly on Motorways, was no problem. Dinner was enjoyed 1km and 12 hairpin bends away.



After an extensive breakfast we headed for one of Austria's most loved destinations, the High Alpen Pass, leading to Austria's highest mountain (3798m), the Grossglockner. The road is 48 km long with 36 hairpin bends, starting with flowering alpine pastures, enormous forests and ending with permanent ice at the foot of the Grossglockner, 2500 m high, temperature -12°C . The road down via lots of serpentines led to Slovenia, $+20^{\circ}\text{C}$.

In Slovenia, our target, the Postonja Caves, was reached through the National Park around the highest Slovenian mountain (2500 m) via lakes, waterfalls and forests. Blue Baby was left in the garage

the next day while we explored these fantastic and largest in the world, with huge stalagmites and stalactites. A small train takes you 3.7 km inside, whilst so far 24 km of the cave's passage ways have been explored. Quite an experience.



Our Trip by Harry Liebkowsky

The next day (now 25° C) took us to Croatia, via Rijeka (large industrial town) along the coast to a small hotel in Klostar, opposite the well known and unpronounceable island of KRK. Prices in Croatia are very reasonable, double room B+B Euro 30 to 60, Petrol about 1 Euro per litre, and meals/drinks as in Germany about 8 to 14 Euros per meal. Fish dishes were very fresh and the beer was not bad either.

We then followed the well-built coastal road to the small seaside town of Tucepi where we stayed for 3 days (5 star hotel, 45 Euros per day), well positioned for a day trip to Du-



interesting. We also found out that the ferry to Bari was fully booked, so we spoke with Agostino in Naples and agreed not to go that way. So we set off back North to Split where we took the ferry to Ancona. We parked our car and on the way back had to fight our way through about 4 busloads of Chinese who beleaguered Blue Baby, taking photos in all kind of positions.

brovnik.

To reach Dubrovnik from Tucepi (Croatia), you drive through a corridor of about 15 km through Bosnia Herzegovina, with customs control etc., to emerge again in Croatia. We noticed that our control was more extensive than other cars, long staring into engine compartment, boot etc. and appreciative glances at the car all round. I wonder why. Bosnia's infrastructure reminded me of the old East German roads etc., but as they try to attract tourists, petrol, meals etc. are very, very reasonable indeed.

We had a good look round Dubrovnik, very interesting. We also found out that the ferry to Bari was fully booked, so we spoke with Agostino in Naples and agreed not to go that way. So we set off back North to Split



Our Trip by Harry Liebkowsky



From Ancona we visited Rimini, the seaside town of choice for Germans in the 1970s. Nothing much has changed there. So we carried on to Sirmione, Lake Garda. We encountered lots of traffic, lots of police and our road closed. However, when we approached, the barriers were opened and we were waved through. People left and right of the road waved and clapped as we drove past. It was only when a Bentley with a starting number was overtaking us that we realised we were in the middle of the Corso del Mille Miglia, which had a timing stop in Sirmione. We



drove with the race for about 5km until we found a pizzeria to stop and watch these fantastic cars of the Mille Miglia go past.

Our Trip by Harry Liebkowsky



The next day at Lake Garda the weather changed so we decided to head home. We arrived in rain and despite driving 3600 km we felt well rested. Blue Baby had behaved well, except for the fuse of the window wipers giving up – probably overused.

All the pictures of the Mille Miglia unfortunately disappeared into the depths of my son's mobile phone and cannot be found. So I might have to go back there next year to take photographs.

Harry Liebkowsky



Sabre for sale

For Sale Royale Sabre E 5 ABR £13,750 ovno

Based on a 1988 Ford Sierra I'm reluctantly now looking to sell my bespoke Sports Cruiser.

It passed the old SVA test in June 2009, one of the last cars to qualify for the SVA before the introduction of the new IVA tests. It took about nine years to build and was registered, insured and taxed in June 2009 and I'm the first registered owner.

All the mechanical bits are from a 1988 Ford Sierra. It has a 5 speed Ford Type 9 gearbox, suspension, steering, diff, axles, brakes etc.

In late 2010 I had the engine changed from the original 1.8 litre Ford CVH engine to a 2 litre Zetec which I had set up on a rolling road by Northampton Motorsport. It produces 140bhp and 140 ft lbs of torque.

It happily cruises on the motorway at 2,800 rpm and 70 mph and is still comfortable at 80-85. I've not driven it any faster. Fuel consumption around town is 35mpg though on long drives it'll happily do about 40 mpg.

Since having the new engine I've only driven it 5,500 miles and last year I managed just 240 miles so it's just not being used due to health issues, hence I'm looking for a new owner.

Overall it's a very good example of a Royale Sabre. The bodywork is good, the paint is first class and the hood is as new but the interior could do with a little improvement. It's always been garaged and has only got wet about three times.

Before selling it I'll have it serviced by a local garage and will put a new MoT on it. Anything it needs, I'll get done

If you're interested or would like more information give me a call or email and we'll sort details



Colin Maslen 07810 481 941; 01480 214 493

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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

LADIES WEEK-END - Sunday scenic run-out by Peter Gurton

I contacted Peter Gibbons when I noticed that there was to be a monthly classic car meet on the Sunday of our week-end visit to the area and he agreed to add this excursion as an additional option to the planned visit to Kenilworth Castle and Elizabethan Gardens. It was to be the choice of the ladies as to which one they wished to attend. I was surprised to be leading out a convoy of eight.

The Meet, organised by The Heart of England Classic Transport Club, was to be held at the Griffin Inn, at (would you believe) a place just north of Bedworth called Griff !.

I had chosen a round trip route of fifty miles, using mainly unclassified and B roads.

Heading north from our hotel, we soon turned off the A4177 onto the B4101, over the very narrow humped back bridge, which was fortunately controlled by traffic lights, and then travelled on unclassified roads through Berkswell to Meriden. The B4102 took us under the M6, through Fillongley and Astley to the southern outskirts of Nuneaton. Fortunately, Peter & Doreen Biggs at the back of our convoy drove on dipped headlights and I was able to see that we were all together after various turnings and junctions. The final run to the car meet avoided the main A444, using B roads to the venue.



There were only about half a dozen classic cars at the Griffin on our arrival so we were able to line up in the best prominent position in the tarmac car park. Other vehicles started to arrive and there were soon about 100 of them all parked up on this beautiful sunny morning. Our cars were the stars of the show and caused much interest. A vast array of food was on offer at the Griffin, but most of us settled for a coffee. Like me, I think that we had all eaten too well at Breakfast. Still, the ladies I hope enjoyed their chatting over coffee whilst some of the male contingent just happened to notice a wide screen TV with a bit of FI motorsport. able to line up in the best prominent position in the tarmac car park. Other vehicles started to arrive and there were soon about 100 of them all parked up on this beautiful sunny morning. Our cars were the stars of the show and caused much interest. A vast array of food was on offer at the Griffin, but most of us settled for a coffee. Like me, I think that we had all eaten too well at Breakfast. Still, the ladies I hope enjoyed their chatting over coffee whilst some of the male contingent just happened to notice a wide screen TV with a bit of FI motorsport.

The organisers were more than delighted to have us there and I copy below an extract from their website "We also had the pleasure to meet 8 members, and their cars, from The Royale Owners Club who are on a County tour. Their cars were so well presented and we hope they enjoyed our Meet. Thanks again for taking part and making our Meet happen".

With no takers for a meal, and a reduced convoy of six (Ray & Jo Hobby together with Simon & Lesley Carrington having opted to visit a garden centre) we set off to continue our route.



After saying our farewells at the Griffin, we retraced our steps for a few hundred yards, turning east along more unclassified roads which were followed by a string of B roads through Bulkington, Shilton, Brinklow and Bretford. I missed a junction of my intended route but was soon able to get back on track at the next turning. I thought that this had gone unnoticed but sharp-eyed Jackie picked me up on this back at the hotel.

Our route, to complete the circumnavigation of Coventry, went to Kenilworth via the villages of Wolston, Bubbenhall and Stoneleigh. John & Wendy Nassaris and Peter & Doreen Biggs returned direct to our Hotel whilst the remainder drove into the car park at The Castle. And guess what, there were three other Royals already there !

The car park being full, Gloria & I along with Amir and Parvin, also returned to our hotel.

In the past, "quality" was not a word often associated with kit-cars, unless it was prefixed with something like "bad" or "poor". But things have changed. There are some very impressive kit-cars on the market today in the UK, one of the most notable being the Royale Sabre.

The Sabre was designed by John Barlow, who started the Royale Motor Company in 1991. Its styling is based on that of the 1930s-1940s era (and people have commented that it looks like it could be a classic Jaguar or BMW) although isn't a copy of any car that actually existed at that time. Safety and quality were top priorities, and the fibre-glass and aluminium body panels, reinforced by a substantial steel chassis and steel bars inside the doors, reflect this. It feels as solid as, and has all the comfort you'd expect from a production car. The roof doesn't leak, you don't get worrying creaks and rattles as you're driving along and the doors even close with a nice, satisfying clunk.

As a kit-car it has the advantage that you can have almost exactly the specifications you want. It is designed for Ford Sierra or Granada running gear (engine sizes from 1.6 to 2.9 litres), but I've heard of someone who was using a 3.5l Rover V8 engine. It has the option of a soft-top or hard-top (or both because they're interchangeable), you can choose which mod-cons you want (e.g. electric windows, power-assisted steering, stereo system...), and you can use whatever interior trim you feel like. Some people even make their own modifications to the bodywork using the kind of fibre-glass you can get to repair boats or rust on cars.

So basically what you get is a new car that looks like a classic, but without the poor build quality generally associated with kit-cars. The only problem (for most people) is that you have to build it yourself, or pay someone else lots of money to build it for you. Well, it's not for everyone... but when you can put a decent one on the road for around £10,000 it's certainly worth considering if you're even just a bit mechanically-inclined. Think of it as a big kid's "Mecano" set or "Airfix" kit!

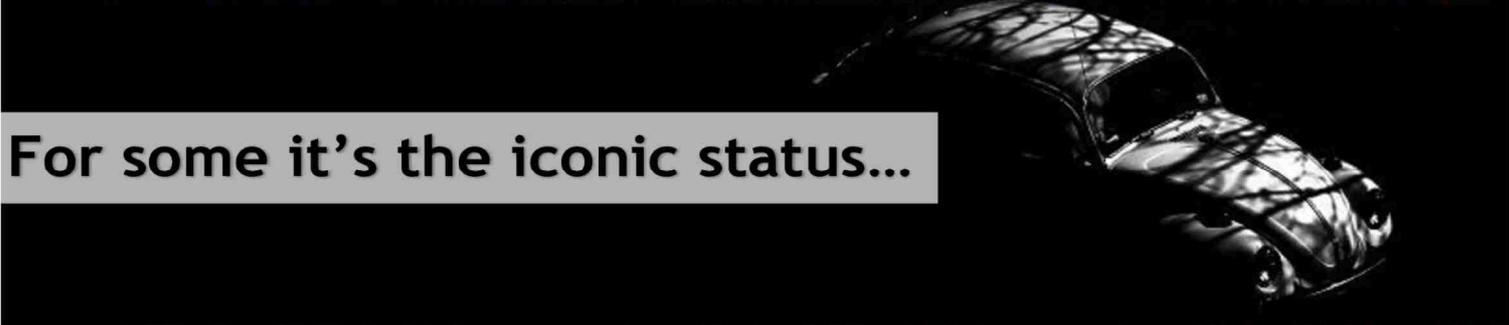
If you want to know more, you can see a picture of the Royale Sabre on my home page at <http://www.h2g2.com/U143386> and you'll also find a link to the Royale Owners' Club which has a bit more background info.

From 17th July 2000.





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