

# Royale Owners Club News Summer 2016



Home of the finest bespoke Automobiles

# Committee Members



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

## Chairman's Chat Summer 2016

Well here we are again and the summer is upon us or so it should be. However, June seems to have been a very wet and cold month and the Sabre has remained in the garage with very few miles put on the clock, which is unlike Wendy and I. I have to admit we have had other things occupying our time as well and now I have the gearbox out. It has developed a clonking when clutch is depressed, second is difficult to select and it rattles at rest. It did not stop the car from being driven but I have had enough of it so it will be sent to the rebuilders for a rebuild.

The AGM was attended by around 10% of the members so it was a good representation for any decisions the committee might make on your behalf which at this time are none and the current incumbents were reselected unopposed, very unusual you might think. Details within these pages.

Scott Hudson, on the left in this picture continues to have difficulties getting his Sabre on the road and is now in need of a pair of doors, if anyone can help please let me know as this could be a big problem.

He also advises me that in his research the club has been offered all manufacturing rights and kit to produce the Sabre for £15,000 and maybe even this price could be negotiated, not sure. At first I thought we have been here before and the committee could see no way we could take on the project. What do any of us know about producing cars from scratch. However, this



was some time ago and maybe we have new members that have a different view or even an interest in taking this on. For me, I am too old to start again and unless you have premises that can hold the gear and stock then you are paying rent for something that at current prices appears to have little new appeal. Sorry to say.

Clearly there are big difficulties at ACL and I am not going to make any judgement here on fear of being sued. However, I suggest you be very careful if you are dealing with them and thinking of parting with money as we have several reports now of none delivery. All very sad but once again the owners of the Sabre marque appear have failed in the process of being able to manufacture cars that we love but at the price it now cost there is a lot of competition in the market place from very cheap second hand production cars.

I like to finish on an upbeat note so once my gearbox it returned and my new hood fitted it will be the fun of the open road for me.

Peter Gibbons—Chairman. Happy motoring.



**Royale Owners Club**  
**Minutes of the 21<sup>ST</sup> AGM**  
**Stoneleigh Showground, Sunday 1<sup>ST</sup> May 2016**

**Committee:** Peter Gibbons, Chairman; Ando Baker, Treasurer; Jim Waites, Event Organiser; Ken Baker, Membership Secretary; Colin Maslem; Barry Evans

**Number Attendees:** 25 – Peter & Wendy Gibbons, Ken & Sue Hamlin, Colin & Grace Greenhough, Ged Webster, Barrie Evans, Jackie Marsh, Pete Neary, Mike Solomon, Ken Baker, Peter & Gloria Gurton, Phil & Avril Jackson, Amir Manzoori, Jo and Ray Hobby, Jean & Jim Waites, Phil Turner, Colin Maslen, Simon & Leslie Carrington.

**Welcome:** The Chairman opened the meeting and welcomed all attendees

**Apologies:** Thanks to all those who sent in their apologies for the AGM, but so many were received that we have recorded here instead those attending.

**Minutes 2015:** Approved: Simon Carrington, Seconded: Ray Hobby

**Treasurer's Report:** In the Treasurer's absence, the Chairman circulated a copy of the Financial Statement and Treasurer's Report (copy attached) to the meeting. The total bank balance at 27<sup>th</sup> April 2016 was £4,560.39 as opposed to £3,742.59 at the same period last year. Income was £3,441.05, (slightly up on £2,674.34 for 2015 due to magazine advertising and Sale of badges), whilst expenditure for the past year was £2,623.25 slightly down on the previous year. No queries were and the accounts were accepted. Proposed: Colin Maslen, Seconded Sue Hamlin

**Membership Secretaries Report:** There are currently 103 members. 15 new members joined during the last 12 months whilst 14 memberships were cancelled. Of the 103 members, four live in Germany, two in Italy, two in the Netherlands and one in Portugal. Thanks were expressed to Ken Baker for his diligence chasing members for their subscriptions and also to Ando for her work as Treasurer.

**Chairman's Report:** Financially 2016 has been a good year. Membership had been maintained and sale of goods and advertising space in the magazine had produced some profit. The ROC Web Site continues to run well thanks to David Foster. Also a good year socially for the club, with a weekend in the Derbyshire Dales in June organised by Barrie Evans and the Ladies Weekend in October organised by Peter Gibbons. Although happy to continue to act as Chairman / Newsletter Editor for the next year, the club will possibly require either a new chairman or understanding as personal circumstances will bring a greater demand on time and therefore possible delay in response to emails and issuing of the newsletter. Colin Maslen then presented to the meeting 2 cakes – one for 'The Chairman' and one for 'The Chairman's Boss' (wife and minute secretary) for sharing with the attendees as a thank you (Bribery in my book! – W).

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**Event Organiser's Report:** Apart from the shows detailed in the Kit Car Magazine, the main event coming up this year organised specifically for the Royale membership is the Worcester / Shropshire weekend 4-7 June 2016, which will include a tour of the Morgan Factory and take part in the 'Black & White Run' which goes through beautiful countryside and local villages. Although the hotel is heavily booked (only one room currently still available) there are others in the area, and it would be possible to join the group for dinner, and days etc. Please contact Barrie on 01332 792738 if interested.

**Kimbolton Castle Country Fayre and Charity Classic Car Show: Sunday 1<sup>st</sup> July 11am.** This is a lovely event in the grounds of Kimbolton Private School and is accompanied by a Craft Fayre to amuse the ladies and usually historic aircraft fly past. Contact Colin Maslen who has a number of tickets available to entitle you to a discount on entry though please arrive in good time to secure preferential 'classic car parking' close to all the action. <http://www.kimboltoncountryfayre.com/>

**Ladies Night:** There was no Valentine's Day Event held in 2015, it was decided to hold the event in mid October when calendars were not so full and the event took place as a *Ladies weekend* Nr Kenilworth in Warwickshire. The sun shone and a good time seemed to be enjoyed by all. No plans are in place for a Ladies Weekend so far, however if anyone wishes to propose a venue or offer to organise in any of the counties, please get in touch.

**Election of Officers:** The current committee agreed to re-stand if no new members put themselves forward for these positions. In the event no interest was shown from the floor or otherwise so the current committee will stand for a further year. Any other members who would like to be involved in the running of the club please let the Chairman know, as it we would welcome new committee members and new ideas.

**Magazine:** The chairman advised that content is always very much in demand and asked all members to consider if they have any items (car or life related) that would entertain to send them in please. A special thanks was expressed to Peter Edwards for loaning his hood to Mark Isted who then was able to provide hood diagrams and measurements for the article in the last issue. Thanks to both, this was felt to be a very interesting and useful.

The current printers are at the moment the most economical that can be found so we will continue with them and the costs are believed to be justified by the membership.

**Membership Fees:** The Chairman proposed that the membership fees should remain unchanged for the current year as magazine production costs have not risen this year and income has. However, it should be borne in mind for the future, as there has been no increase in these costs for a couple of years and this may change in the next year or so. A vote was taken to keep membership at current rate of £25.00 and a vote was taken and passed.

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**Future Ideas:** As a club we are in need of new thoughts and ideas to take us forward. Comments please.

**AOB:** Hoods/covers: . Investigations shows these could now be purchased through Ken Baker who has a contact who will make a hood at £350 + carriage, or through Jim Waites who has negotiated a price with a local dealer (Luton, Beds) at £450 incl Vat. Please feel free to talk to either Jim or Ken for further information.

Car Valuations / Accidents: A member raised the point that if involved in an accident what would happen as parts are un-available/difficult to obtain for repairs to body work. It was suggested that as much as possible of the original fibreglass can be retrieved from the scene of the accident it would be possible to rebuild the bodywork. The worst possible problem is fire damage, and it was recommended that cars should carry a small portable fire extinguisher.

The query below was sent in by Rene Kruyt with a comprehensive answer from Peter Edwards. Normally I would not publish this in the magazine but as the part is non Ford and many owners may well need this part at some stage in the future as our cars begin to age, I thought it would be a good idea to log this with you for future reference should you need it replacing.

Dear Sabrists,

My upper ball joint of the front suspension has excessive play. I try to find a replacement, sellers however seem to be paralysed if they do not have a part number, and even more if you tell them it comes from a Royale Sabre.. Does anyone in the club have a solution? See attached pics, dia upper coil ca. 12 mm lower 35 mm. Cheers, René.

Hi Rene,

I didn't see any pics but I am pretty sure what you need a ball joint from an Austin Metro part number Unipart GSJ 269. (Austin became part of British Leyland which subsequently became Rover Group so you might see any of these names)

Equivalent parts are Quinton Hazell QSJ1060S or Firstline FBJ5151

You'll find lots on UK ebay, just search by one of these part numbers.

Try to buy from a well known quality supplier as there are some cheap unbranded parts around made of soft metal.

In my experience, Unipart, Quinton Hazell and Firstline are all good quality parts



Quinton Hazell Replacement Ball Joint QSJ1060S

Quinton Hazell Replacement Ball Joint QSJ1060S in Vehicle Parts & Accessories, Car Parts, Suspension & Steering | eBay

## A cautionary tale

Below is reprinted a letter sent in by Colin Greenhough, it is well worth reading in full as this could easily happen to you, so take head.

### COLIN GREENHOUGH TRANSPORT

Fir Tree Farm, Keepers Lane, Antrobus, Northwich Cheshire. CW9 6NP

Tel: 01565777276 Mobile 07759666478 Email [c.greenhough@tiscali.co.uk](mailto:c.greenhough@tiscali.co.uk)

V.A.T. Reg.994 786 341

#### **A CAUTIONERY TALE**

Dear Peter ,

Recently I had new tyres fitted to the drophead. Because they had worn unevenly I decided to take the car to be electronically tracked up.

Because it was Easter Saturday the only place open was National Tyre Services. The tracking was duly done. I then asked if they could MOT the car at the same time . Yes they could.

The test was done . bear in mind the car is pre SVA and is registered as being made in 1980 , because pre SVA cars go by the age of the donor vehicle.

However the car failed on emissions . I pointed out the car was exempt from emission testing. At this the tester printed off a guide showing what required emission testing and what did not. The law states that only pre 1975 cars are exempt . I could not argue and the car failed . It was only when I got home and put on my reading glasses , and so could read the small print on the leaflet did I see THE MISTAKE HE MADE .

The small print says included in the exemptions are any SELF BUILT OR KIT CARS MADE BEFORE 1998.

My wife said, '**I'LL SORT THIS OUT!**

My wife Grace is an ex teacher (she frightens me). So Grace went to NTS and showed them the small print . The result was that we got profuse apologies and our money back .

Just to clarify this point again it is any SELF BUILT OR KIT CAR BUILT BEFORE 1998. I will send a copy of the print out .

I have a **Sabre propshaft** that was made for a Ford gearbox, probably a MT75. It was built for my car in about 1995 but the car was never finished so it has not done any miles.

It has no stickers on it so I don't know who the supplier was.

It was painted when new, but does has some surface rust due to the passage of time. One point to note is that it was made with a 3" tube so is very strong, but can not be fitted without removing the engine and gearbox unless your chassis has been modified with the removable cross-member.

Please let me know if anyone is interested and I can provide pictures or dimensions?  
best regards

Peter [peterfedwards@outlook.com](mailto:peterfedwards@outlook.com)

## Royale Sabre for sale



### Royale Sabre

2.0 litre engine twin cam, colour jaguar Sherwood Green,  
interior Magnolia leather seats and green carpet.

Green Mohair hood electric windows wire wheels.

New engine fitted in 2002 mileage 17,536 but since new engine mileage is 10.223

Always garaged

All documentation from rebuild plus all receipts and all MOT since rebuild

Having to sell due to ill health and having to surrender my licence

Price £15.000.00o.v.n.o.

**Ken Hamlin 01296720395 or 07494353666**

**Ken.hamlin@sky.com**



**SABRE WINTER PROJECT – FRONT END FACELIFT**

**1) Remove front bumpers, No plate assembly and bumper mounting plates.**

**( SEE PHOTO 1 )**

**2) Make chipboard template and fix to front bumper outboard mounting holes.  
This will give you the correct height of the valance panel.**

**( SEE PHOTO 2 ) Holes 30mm from top edge.**

**3) Form aluminium sheet as shown. ( SEE PHOTO 3 )**

**Upper dimension = 300mm. Lower dimension =130mm. Depth = 50mm.**

**4) Make cardboard template of valance shape, ( SEE PHOTO 4 )**

**5) Transfer shape onto aluminium sheet and cut out. ( SEE PHOTO 5 )**

**6) Make 2 fixing brackets and rivet to valance panel. (PHOTO 6 )**

**7) Make bumper reinforcement from inch and a half by one inch aluminium.  
Drill all holes and slots before riveting to valance.  
Use old bumper irons for hole locations and form. ( SEE PHOTO 7 )**

**8) Make centre reinforcement and rivet to valance. ( SEE PHOTO 8 )**

**9) Make new No plate bracket and fix to centre reinforcement. ( SEE PHOTO 9 )**

**10) Fit front bumpers using spacers to suit. ( SEE PHOTO 10 )**

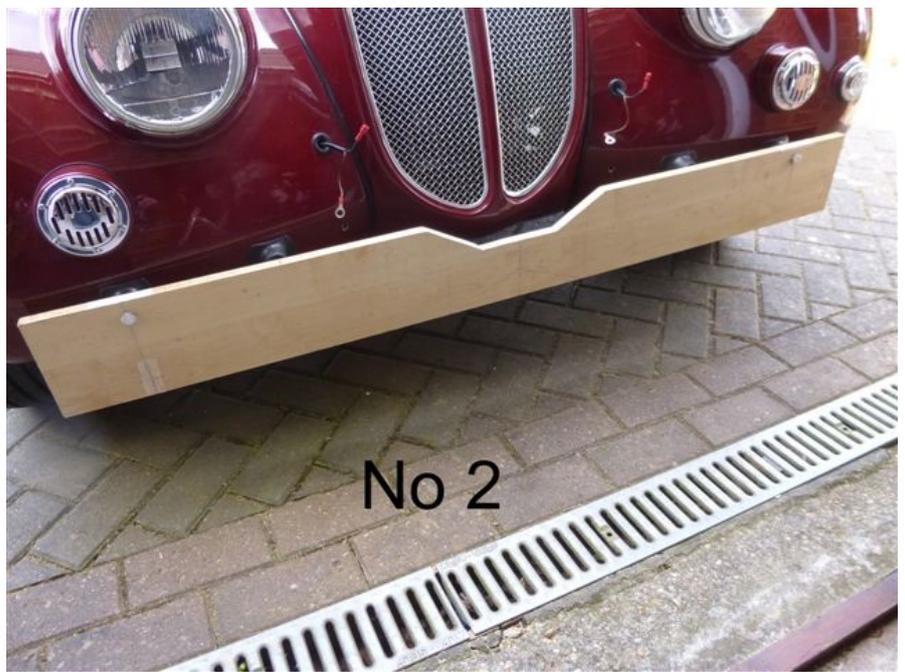
**11) Break unit down and paint. After paint add U seal to body joint area and**

**Assemble unit back onto the front end. ( SEE PHOTO 11 & 11A )**

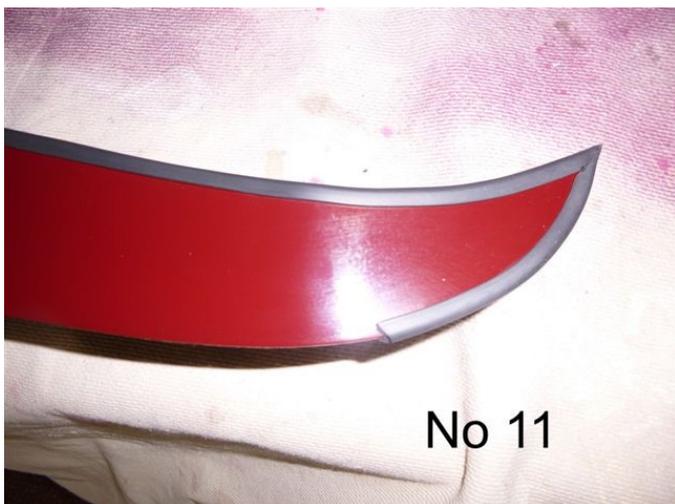
**Note! If anybody is interested in this project I can supply all details and templates.**



# Jim's winter project



# Jim's winter project



**ROYALE OWNERS CLUB**

**Treasurer's Report 27 April 2016**

The total bank balance at 27 April 2016 was £ 4,560.39 (Current A/C £804.58 Reserve A/C £3,755.81) as opposed to £3,742.59 at the same period last year.

Income was £ 3,441.05 (up on £ 2,674.34 for 2015 – mainly due to Advertising income and profit on sale of Badges), whilst the expenditure for the past year was £2,623.25 (compared to £ 2,748.88 the previous year).

**Stocks held:**

by Peter Gibbons:

7 Etchings	@ £ 2.00	£ 14.00
9 Caps	@ £ 7.00	£ 63.00
2 Polo shirts	@ £ 11.00	£ 22.00
1 Fleece	@ £ 20.00	£ 20.00
1 Sweatshirt	@ £ 14.00	£ 14.00
16 Badges	@ £ 7.00	£112.00

**MEMBERSHIP SECRETARY'S REPORT AS OF 27th APRIL 2016**

There are currently 103 paid up members in the Club, compared with 102 at the same time last year.

15 new members joined the Club during the last 12 months, whilst 14 memberships were cancelled.

Of the 103 members, four members live in Germany, two in Italy, two in the Netherlands and one in Portugal.

## ROYALE OWNERS CLUB FINANCIAL STATEMENT

27 April 2016

£

Balance brought forward from 27 April 2015	
Current A/C	417.22
Reserve A/C	<u>3,325.37</u>
	3,742.59

INCOME:

	<u>2016</u>	<u>(2015)</u>	
Membership	2,760.87	(2,645.00)	
Stock Sale Plinth/Badge	77.00	( 23.20)	
Sale of badges	42.00		
Profit on sale of Badges	225.00		
Europe postage magazine	10.00	( 5.00)	
Advertising	325.00	---	
Interest	<u>1.18</u>	<u>( 1.14)</u>	
	3,441.05	(2,674.34)	<u>3,441.05</u>
			7,183.64

EXPENDITURE:

	<u>2016</u>	<u>(2015)</u>	
Liability Insurance	75.53	(162.50)	
General Expenses/Postage	377.64	(446.91)	
Christmas Cards (excl. Postage)	180.00	(189.00)	
ROC Magazine Printing	1,393.35	(1,343.74)	
ROC Magazine Postage		<u>596.73</u>	<u>(606.73)</u>
	2,623.25	<u>(2,748.88)</u>	<u>2,623.25</u>

BALANCE 27th April 2016

Current A/C	804.58		
Reserve A/C	<u>3,755.81</u>	Total	£ 4,560.39
		=====	

### A VISIT TO LOCH LOMOND AND THE TROSSACHS

Ando and I were overdue for a visit to my home town of Helensburgh, near Glasgow, so decided to combine it with my umpteenth birthday celebrations and go for it. We used a mode of transport suitable for oldies who have been round the block a few times – yes, the train! My feeble excuse was that parking in Glasgow etc., is tricky. Further, today's motorways tend to be so busy that there is little fun left in relatively long-distance driving.

We used Virgin trains to Scotland and travelled first class. When we reached Glasgow Central we walked to Queen Street station to get our train down to Helensburgh. Forty minutes later we were in the peaceful seaside town of Helensburgh being picked up by our old and dear friends Anne and John Urquhart who were to be our hosts in their lovely b and b establishment for the next five days. I should say at this stage that Scotland is a superb place to drive in, once you are out of the cities. Lots of long, wide open roads with hills on each side and just the environment for an open car such as a Royale.

Many interesting people were born and bred in Helensburgh, namely John Logie Baird, one of the pioneers of TV and radar, Henry Bell who built and operated the first steamship on the Clyde river, Jack Buchanan the actor, and not forgetting our wee Kenny who was brought up in a tenement flat there. The blue plaque seems to have been removed I am sad to say.

We spent our first day just wandering about observing the many changes in evidence, mainly in the increase of decent restaurants and cafes available. We had a tasty meal at La Barca on our first evening sitting looking out over the putting green with the Firth of Clyde in the back-

ground. Lovely. The next day saw us being driven on quiet country roads by Anne and John up to the village of Balmaha on Loch Lomondside, and then by ferry across to the island of Inchcailloch whereupon we were issued with trekking poles to assist us oldies to reach the summit of the island and to admire the views. On the following morning I felt as if I had endured eight rounds in a boxing ring but we all drove over to Luss on the loch to soak in the lovely surroundings of that very popular village.





Tip is to go there in the evening to avoid the crowds. Had a leisurely meal in a local hostelry. On our final day in Helensburgh we were driven again on very scenic roads over to the Trossachs National Park near Aberfoyle where our hosts are part of a team of conservationists. We followed one of the trails into the woodland and spotted red squirrels, passed a super waterfall, and generally breathed in the lovely fresh mountain air. Bliss ! We then boarded the "Sir Walter Scott" pleasure craft and in the company of a very international group, sailed on Loch Katrine for a couple of hours. A word on the weather ! There are two things Scotland is noted for – namely, rain and midges. We did have the odd shower but all in all we had really pleasant June weather. Midgewise so long as you keep moving they are not too bad but if you pause to admire a view or sit down on a bench to recover from a steep climb then they attack ! The tiny ones are the worst. You can buy special masks for about £7 which work, if you don't mind looking like a character from a sci-fi movie.



It was now time to transfer to Glasgow by train and to book into our hotel for the next five days. Our resting place was the centrally-located Citizen M hotel which was a bit quirky. Ultramodern, the bedrooms were quite small and featured adjustable mood colours, a seven foot square bed, (jings), a huge telly, and an iPad to control everything from room temperature to movie genre !! The Eames chairs in the foyer were also impressive.

Our first foray was "doon the watter" by boarding the PS Waverley which is the last sea-going paddle steamer left in the UK. We sailed down the Clyde from Glasgow passing the old shipyards where the Queen Mary and Elizabeth were built, calling in at Greenock and Helensburgh before disembarking at Dunoon where we spent an interesting afternoon, before embarking in the evening to sail back to Glasgow. Lovely! For the next three days we visited several of the Charles Rennie Macintosh places of interest such as the School of Art, the Lighthouse, the House for an Art Lover, and Scotland Street School. We also took in the Kelvingrove Art Galleries, the Museum of Modern Art, the tropical gardens at Glasgow Green, the Science Centre, and the famous Willow Tearooms in Buchanan Street.

If any of you are contemplating a driving vacation in Scotland I can recommend our friends' b and b – it is well-placed for touring the west of Scotland and a warm welcome is guaranteed – just visit [www.balmillig.co.uk](http://www.balmillig.co.uk) for details and availability. Your hosts are also Loch Lomond guides – see their website

[www.lomondguides.co.uk](http://www.lomondguides.co.uk)

Ken and Ando Baker ---



# Images from Stoneleigh





## OUR SCOTTISH HOLIDAY.

Our holiday actually began with us going on the club trip organised by Barrie Evans staying just outside Worcester and including a trip round the Morgan factory . Thank you Barrie for a great Weekend.

From there we headed north to Scotland up the M6 and M74 and onto the M8 through Glasgow and then over the Erskine bridge and up the A82 alongside Loch Lomond, turning left at Tarbet onto the A83 towards Loch Fyne . Our intention was to stay near the original Loch Fyne restaurant and have our evening meal there (Nothing to do with the chain of restaurants) . However, they were booked up , so we found an Inn at Cairndow nearby and stayed and had our meal there . Just round the corner are Ardkinglas Woodland gardens. It really is a beautiful spot (and by-passed by the main road) .

Next morning we looked at the weather and decided to head north because our intention had been to go to Oban, but instead we turned off at Inverary (great view of Inverary Castle off the A83) onto the A 819 to Dalmally and joining the A 82 through Glencoe up to Fort William. The countryside here is just spectacular with Ben Nevis looming in the distance. From here we headed up the great glen towards Inverness staying B&B at Munloch just on the Black Isle which separates the Moray Firth from the Cromarty Firth . Here we could see seals basking on a sand bank .

At the entrance to the Moray Firth at Chanonry Point is one of the best places to observe bottlenose dolphins feeding . We were lucky enough to see them .

From Inverness we drove to Ullapool .This road , I think is one of the great drives (about 55 miles taking in wonderful scenery and quiet even though you get commercial traffic either going to Ullapool fish dock or taking goods to the ferry terminal which goes to Stornoway . This is quite a large vessel which came into service in 2014. The ferry is quite heavily subsidised by the Scottish government (or is it the ENGLISH tax payer !!). Because of this subsidy the fares are remarkably cheap . We considered going over to Lewis and made enquiries at the ferry terminal office .They were extremely helpful when we asked for a return ticket from Stornoway to Ullapool. They asked where we wanted to go and made a suggestion which sounded marvellous . This was that we went to Stornoway and then drove down to Tarbeart in the south of Lewis where you take another ferry to Uig on the North end of the Isle of Skye. From Uig you can drive across Skye to the Kyle of Lochalsh and over the bridge to the mainland. However,

Our miserable attempt at photographing the new Forth road bridge. Great shot of the nOur miserable attempt at photographing the new Forth road bridge. Great shot of the nearside headlamp



we decided against this (maybe next year) because we had already made plans to take the north coast '500' road which we picked up at Ullapool past Cape Wrath onto Thurso and John O'Groats.

Grace wanted to take a boat trip round the Summer Isles. Ullapool was positively hot . I must have experienced much hotter weather in France but it didn't feel like it .The boat trip was much fresher. The Summer Isles are located to the north of Ullapool and are extremely remote There is a really plush hotel there called not surprisingly The Summer Isles Hotel. The only access by car is a single track road with passing places.

Not being a good sailor I agreed to accompany Grace with some trepidation , luckily everything went well and I must say what a brilliant trip; with the boat captain actually sailing into a sea cavern fashioned out of ancient sandstone. I did not want to let Grace down because she has told me that this boat trip is on her 'bucket list', but the midnight skinny dip (also on the list) will have to wait for much warmer seas.

On leaving Ullapool we headed north on the A835 , then onto the A838 past Cape Wrath up to Durness on the north coast . This is all part of The North Coast 500 . A large part of this road is single track with passing places so imagine our surprise to meet some vintage Alvis's coming the other way . Apparently this road is fast becoming very popular (The Top Gear people were on it recently.) We continued along past the defunct Dounreay power station to Thurso where there is a museum dedicated to the nuclear power plant at Dounreay showing the workings of the reactor and the history of the plant. We stayed at a lovely B&B in Thurso and wended our way back towards Inverness, staying with our friends in Munloch on The Black Isle. From here it was south down the A9 again past Aviemore to Perth and onto the M90 to cross the Forth bridge where we could observe the construction of the new road bridge whilst waiting in standing traffic (the first we had encountered since leaving England) . Grace tried to take a photo of the new bridge but only succeeded in getting the nearside headlight and bonnet of the car! We stayed the night at Leith near where the Royal yacht Britannia is moored

(will they let us have it back if they vote for independence from the UK; whilst becoming minions of the EU dictatorship; can I say this Peter?)

On leaving Edinburgh we took the A7 south through the Scottish border country passing through Galashiels , Selkirk and Hawick to join the M6 at junction 44 at Carlisle . The holiday was coming to an end . We were heading home to Cheshire only stopping for lunch at Truckhaven just off junction 35 Carnforth. Yes I know it is a truckstop but you get great meals at proper prices unlike the so called motorway services.



The drophead averaged just about 20 mpg over the whole trip. I know you sabre people will throw your hands up in horror at this , but, believe me for this big heavy car with the 4.2 jag lump up front coupled to the auto box , I am reasonably happy.



## Our weekend retreat the Lenchford Inn Hotel



As we prepare for our weekend in Worcestershire organised by Barrie Evans a last minute check on the weather outlook is very favourable other than Saturday afternoon when we may have showers. To enjoy the drive to its fullest I ask Wendy to be ready by 10am so we can have the hood down before the rain arrives.

We eventually get away at 11am and although the sun was just about peaking through the clouds and was not as forecast and even a bit chilly. Not to worry I thought it will be better when we make a start and will warm up. Our trip lasted two and a half hours and I suffered the whole way as I was determined to enjoy the so called warm weather. To add insult to injury we had not arrived at our destination for more than ten minutes and the sun came out proper and we were down to a short sleeved shirt and enjoying hot sunshine let alone warm. The weekend had begun and the sun was shining, that Barrie certainly knows which weekend to choose.

Barrie and Jackie were already there to greet us so a few beers while we waited for the remaining members to join us. Needless to say those that live nearest were the last to arrive (mentioning no names here) but no matter, everyone arrived safe and well, and



the socialising began whilst booking in and finding our feet with our new home for three nights.

The menu was a little restrictive but the food was OK and although there were specials each night a burger with pineapple didn't really do it for most of us. The main selling point was the hotel's situation directly beside the river in an ideal spot, the scenery was certainly something to savour, sitting with a pint in the sun, perfect.

After dinner and an hour or so in the bar it was time to turn in. Tomorrow we are going to attempt to stick together and follow Barrie Jackie on the Black and White trail. This is a tour around the towns and villages who's building are in the Tudor style and black and white as the name suggest. Breakfast at 8.30 and a 10.00 start to our travelling day. Everyone is on time and we get away roughly as agreed. En-route we will have a stop for fuel top ups so that no one feels the need to break away from the group half way round. Garage located, fuel topped up and off we go, only problem was we hadn't all filled up and the only gas guzzling sabre among us is the one left behind. Wendy notices this so we hang pull over about 200 yards up the road as Wendy and I have the route details to follow on. Our V8 friend finally leaves the garage and before I can get back in my car and start up, he passes me with a confident wave and leaves me by the wayside. We still have our Drophead to accompany us that waited patiently in the garage and was also left standing.

In an effort to catch up with the group, we shoot along at silly speed in a built up area only to find they are all sitting patiently by the roadside around the first bend we encounter. No harm done and we are all nicely together again and our tour begins in earnest.

I think our first stop was at Weobly and although we had not gone far our fuel stop and slow touring pace had got us all hot so a stop in the village and a wander round to stretch our legs was the order of the day. After about half an hour it was on with the tour taking in a visit to the 'great oak'. Apparently we were supposed to drive around the tree and return on our selves. However, because there was seven cars and the road so narrow we would not be able to pass the other members, Barrie took an alternative route that involved the narrowest lane in Worcestershire, it also had high banks and the

sun was now beating down upon us. Made me think of the film 'Ice Cold in Alex' and looking forward to an ice cold beer when we got back. The narrow lane and heat safely negotiated we continued on our route and parked up in the car park at (to be inserted as I cant remember), however, the place was closed and we had now covered the majority of the route. After a brief discussion it was unanimously decided to continue on and to try to find a stop for a cream tea. Little did we know Barrie and Jackie had already sussed a stop and we parked in the grounds of Westonbury Mill water Gardens for refreshments in their little tea rooms. The cream tea was delicious and if you are in the area it is certainly worth a visit. Indulgences over Barrie suggested we visit the gardens as we were here and the tour was otherwise almost over with time to spare.





The trail, as the name suggests, is characterised by the large number of timbered and half-timbered houses in the area some dating from medieval times, others from more recent periods.

'unrivalled in England' This is how Alec Clifton-Taylor described the half timbered 'black and white' buildings of north-west Herefordshire. Come and see if he was right!

The Black & White Village Trail is a motor/cycle route through some of the prettiest villages and most beautiful landscape in England. The 40 mile circular trail leads west from the ancient town of Leominster, through a rich landscape of orchards, hop yards and distant hills, taking in the most picturesque black and white villages along the way as well as the little market town of Kington.

The villages are more than just pretty places to visit. Each one has its own character and community, with tea-rooms, shops, craft workshops and pubs waiting to welcome the visitor.

Take advantage of the quieter pace of life and enjoy a day spent following the byways of quintessential rural England.

A consensus was taken and agreed, Barrie negotiated a discount and a couple of hours later we all agreed it was a wonderful place to visit and well worth the entrance fee (£5). One of the hi-light's of the gardens is apparently watching the Cuckoo pop out of a water driven clock which if I recall correctly entertains the viewer every hour on the hour and to which we waited an extra 25 minutes to see. Dear reader that knows me will not be sur-



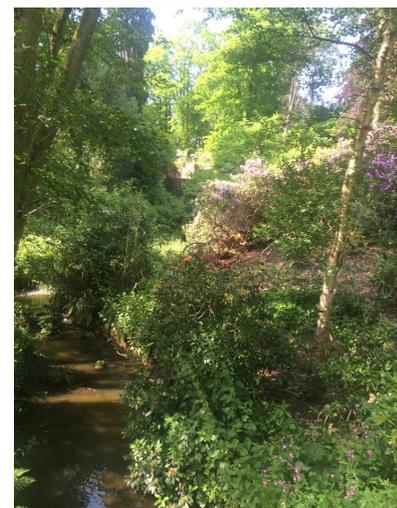
prised to learn from my perspective it was spectacularly disappointing. But with such beautiful surroundings and the sun shining it was no great hardship to soak up a few rays while awaiting this spectacular event.



Time was now getting later than we realised and it was time to return for dinner and a couple of beers to refresh our needs. Tomorrow we will visit the Morgan factory which should be interesting.



**MORGAN MOTOR COMPANY**





This morning we are off to enjoy a tour of the Morgan car factory, looking forward to this if only to see how much the business has changed (construction anyway) since the TV documentary in which Sir John Harvey-Jones proffered his wisdom and recommendations to bring the company a little more if not completely into the 21st century. We shared the same timetable as the previous day and departed at 10.00 am to be sure we didn't miss our 11.00 am slot. Once again the sun shone for us once again and

the drive to the plant was uneventful other than enjoyable. We were instructed to park on the green area behind the factory where 3 Lotus cars were already lined up and whose occupants were presumably already on an earlier tour.

We booked into reception, paid our fee (£15 per head) was requested to wait in the cafeteria and await our tour guide to come find us. The tour was to take one and half hours so we should be finished about 12.30.



Our tour guide was to be a very enthusiastic chap in the form of Robert Dance, an owner of a Morgan for many years and sporting a very elegant Walrus moustache. He introduced himself and guided us in front of a screen where we were to watch a brief history of the company as a start to the tour.

After a short questions and answers session we were off to see the factory and all its bespoke methods of building its cars. I

am not going to go into a blow by blow detail here, if you wish to know more I fully recommend you attend the tour yourself. What I will say is that it introduces every part of the process to you and gives you a complete understanding of what you are paying for if you were to purchase a car. You are even allowed to come and take part in the build if you wish so that you can say an element of the build is your own work. Obviously not to the scale we put into our cars but you can tighten a few nuts and bolts to give you the feeling you made a contribution.



Our tour guide was so enthusiastic that our tour eventually took over 2 hours and after the tour he came to look at our efforts at building a car and I believe he was very impressed with the quality and design of our 'Bespoke Motor Cars'.

I did promised to send a copy of our magazine to Robert, so I must assume at some stage he will read this, I would like to say to him 'thank you' for making the day a very enjoyable one, so much so that even the ladies were not bored by the whole experience. After our tour we took lunch in the on site cafeteria before our next stop which was to be the country estate of Witley Court, a country pile not far from our hotel and that had



next door a not to be missed church, recommended by Ray and Jo Hobby. I have no idea how we managed it but we said as we all new where it was we would set off in our own time and meet up in the car park. There is a saying from the Bible I think that makes a reference to those that leave first will be last. Well in this cas it was certainly true. I for one used my Sat Nav and missed a turn. Not to worry as it immediately picked me up and offered an alternative route. Only trouble was when we got to the turn it indi-

cated the road had been closed so I decided we would take the next one. Again it picked us up, took the turn, only to be faced with a sign that said not recommended for motor vehicles. I eventually resigned myself to returning to where we went wrong and arrived after a couple of other cars. I say a couple because even though I must have wasted all of 10 minutes there were still that had not arrived a further 10 minutes after we lined up in the car park. Eventually the real stragglers arrived and we paid our entrance fee and

proceeded to pass through the gardens to the house. Hope you like a climb because its all up hill to the house or should a say ruin because it was gutted by fire years ago and no one has the money to rebuild it. The real reason to visit the house is the spectacular fountain and gardens, especially the dell which I enjoyed very much, apart from the decent of course because after that of course you have to climb back up. But a lovely spot, the Rich certainly had it good at that time.



After the house and gardens we couldn't go without a visit to the church next to it, well I never, it was like walking into a small version of the Sistine chapel without hundreds of tourists spoiling the whole experience. The ceiling is truly breath taking and the other decorations that no one seems to know where they come from makes this a jewel to be hold. You don't have to be religious to appreciate the beauty of the building and I can see why some people would be overcome with emotion. Thank you Ray and Jo for your recommendation to visit. If I am ever in the area again I will take the trouble to make a return visit.



Visiting over for the day it was time to return to the hotel for dinner. Here is where I forgot to mention to anyone including Wendy that because the weather had been so nice and at the recommendation of our waitress we eat Al Fresco tonight so I was praying the weather would hold and be warm and sunny, at least until dinner was over. You have to remember I had now been to church and my prayer was heard as the tables were set up outside and it must have been the warmest evening of the year so far. It was absolutely wonderful. Not something you can do that often in the UK. All that remains is to thank Jackie and Barrie for organising a wonderful weekend and we all look forward to the next one. Thank you Barrie and Jackie.



**CLUB LISTING**

**ARVE**  
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**BANHAM OWNERS' CLUB**  
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**DUNSMORE MOTOR CLUB**  
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**DUTTON OWNERS' CLUB**  
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**GTM OWNERS' CLUB**  
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**LOTUS AND VX220 OWNERS**  
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**LUEGO OWNERS' CLUB**  
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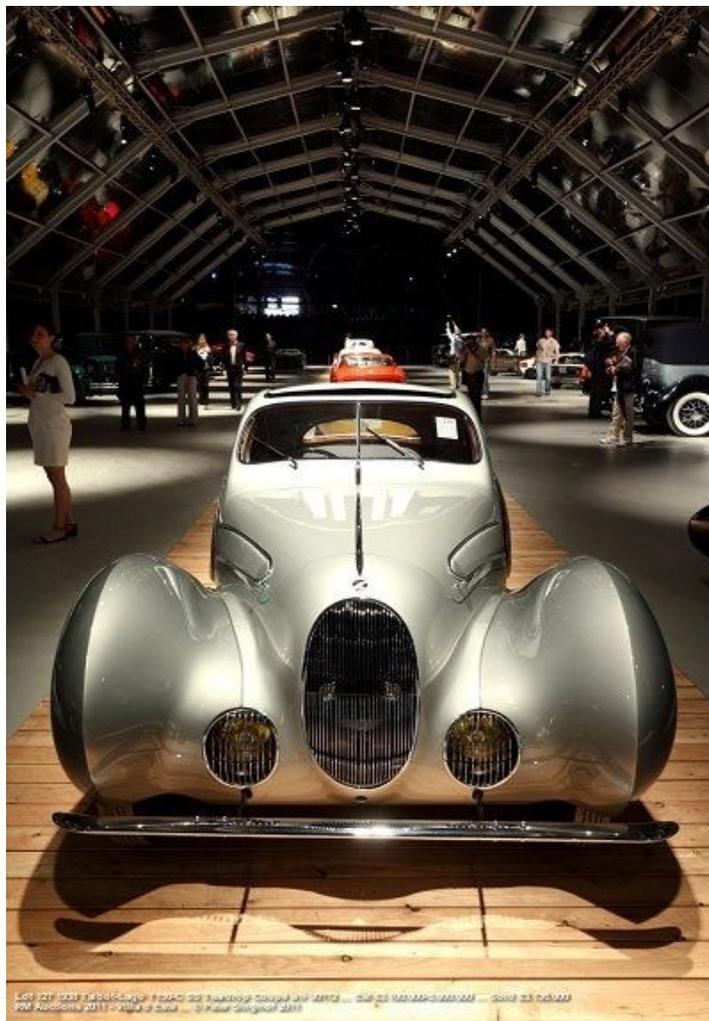
Royale Owners Club



Quantum Owners Club

**OFFICIAL CONVERSION CHART**  
**HOW TO INTERPRET**  
**ANTIQUÉ CAR ADS**

IF IT SAYS:	IT REALLY MEANS:
Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more



Lotus 7 Club of Great Britain - Stoneleigh 2016

## Word of warning from Tony Williams

Dear Peter,

Over the last couple of years, I have read in the Classic Car Press quite a lot about the affect of ethanol and additives in petrol, resulting in damage to fuel pipes.

The other day I had a dreadful fuel leak and petrol was pouring out of the flexible pipe section. Upon removing that piece of pipe work, I was shocked at the condition which is illustrated in the photograph.



The pipe rose in a curve from the copper sect which terminates at chassis level.

Owing to the curvature of the pipe, I could not see the underside of it.

Having said that the pipe must be 15 years old because it was built in 2001-2. If I remember my physics correctly, the curvature must have stressed the pipe material (6mm rubber) over the years, however, I am sure that the ethanol et al, have also done some damage because the pipe is perished so badly.

I have replaced the pipe with a rubber hose sheathed in woven stainless steel.

A friend has told me that you can get ethanol resistant tubing, but where?

So, lessons learnt for me include

1. Check your fuel pipes.
2. Keep a fire extinguisher in the car and the garage.

I went to Halfords and they had a good deal on.

The Sabre and my Riley's all have an extinguisher now, plus a big one in the garage.

Regards,

Tony Williams.

# Dates for your Diary 2016

**May 2nd 2016**

The National Kit Car Show  
Stoneleigh CV8 2LZ **ROC AGM 12:00**



**May 22nd 2016**

Retro and Classic Car Show  
Seighford Airfield, Stafford



**22nd May 2016**

Herts Auto Show  
Stanborough Lakes  
Welwyn Garden City, Herts, AL8 6DQ



**July 3rd 2016**

Retro Car Show—Santa Pod Raceway  
Northamptonshire.



**July 16th-17th 2016**

Car Mania Extravaganza, Bakewell Showground, Derbyshire, DE45 1AQ

SUNDAY 24 APRIL 9.30 am-2pm

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<b>27-28 MAR   MOTORFEST</b> WESTON PARK SHIFNAL TF11 8PX	<b>3 JULY   CLASSIC MOTOR SHOW NEW EVENT!</b> HATFIELD HOUSE HERTS AL9 5AE
<b>3 APRIL   CLASSIC MOTOR SHOW</b> OLD WARDEN AERODROME BEDS SG18 9EP	<b>17 JULY   CLASSIC MOTOR SHOW</b> WALSALL AERODROME W MDS WS1 2DA
<b>1 MAY   CLASSIC MOTOR SHOW</b> CATTON HALL DERBY DE12 8LN	<b>31 JULY   NOSTALGIA SHOW NEW DATE!</b> BEAUMONDR HALL LEICS LE12 8TX
<b>1-2 MAY   19th BEDS CLASSIC MOTOR SHOW</b> MAYNOR TURVEY HOUSE BEDS MK43 8EL	<b>7 AUG   CLASSIC CAR &amp; TRANSPORT SHOW</b> SHUGHBOROUGH HALL STAFFS ST17 0XB
<b>29-30 MAY   CLASSICS IN THE PARK NEW EVENT!</b> KNEFRORTH PARK HERTS SG1 2AX	<b>14 AUG   5th HAMPS CLASSIC MOTOR SHOW</b> BREAMORE HOUSE, HAMPS SP6 2DF
<b>MAY   MOTOR SHOW</b> HALL WARKS B49 8NJ	<b>28-29 AUG   26th CLASSIC MOTOR SHOW</b> KNEFRORTH PARK HERTS SG1 2AX
<b>11 MAY   CLASSIC MOTOR SHOW</b> VA DRIVE BRIGHTON BN2 1EN	<b>4 SEPT   CLASSIC &amp; RETRO SHOW</b> HIMLEY HALL DUDLEY DY3 4DF
<b>16 MAY   FATHER'S CLASSIC DAY OUT</b> IAM GARDENS STAFFS ST4 8JG	<b>4 SEPT   CLASSIC MOTOR SHOW</b> WENTWORTH WOODHOUSE, YORKS SG2 7TD

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FOR MORE DETAILS VISIT [www.classicmotorshow.co.uk](http://www.classicmotorshow.co.uk)

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PRESENTS

## SUNDAY MORNING MAYHEM

**2ND SUNDAY OF EACH MONTH**

39 Bennetts Gate Hemel Hempstead HP3 8EW

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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