

Royale Owners Club News Autumn 2016



Look out for details of the Valentines Dinner

Home of the finest bespoke Automobiles

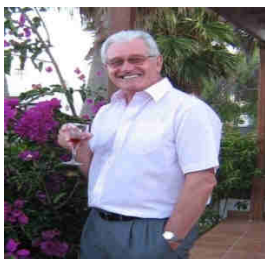
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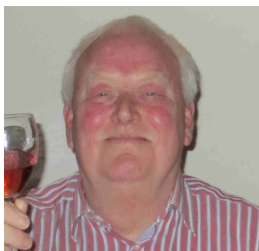
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ROC website: www.royaleownersclub.org.uk
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As I sit here in front of my computer, I'm sorry to say that my Sabre continues to reside in a garage in Berkhamstead. For some time now I have had a sticky second gear and a small amount of delay in drive take up when you decelerate and re-accelerate and I thought the time had come to have a proper go at this. My neighbour owns the garage and he suggested I let him loose on the car even though I explained that the problem remains even though it had been out twice before and looked at by very knowledgeable people more experienced than I. However, he was comfortable that the issue would be easily resolved and to let him have a go. Why not I thought, the car is up for an MOT and needs a



proper service so what harm could be done. This has now gone on for most of the summer as the gearbox has been in and out three times and now knows its own way back without any help. It has been returned to the gearbox re-furbishers twice and they maintained that has they have now replaced almost every moving part it is not down to the gearbox.



My neighbour and my car are probably getting along so well now they appear to be inseparable but I would like the car back. As a last resort he decided to try to eliminate the gearbox as the problem by obtaining a replacement box from a local stock car racer

and fit a completely different box to prove one way or the other whether or not it was the gearbox at fault. With the new one in place the slack in drive take up persists so after as yet an unknown sum (not paid yet) we are no nearer a resolution. More next magazine with a result I hope.

Please take a look at the Valentines dinner details that Colin Maslen is organising further into the pages of this magazine. It looks a great venue to treat the other half and the venue looks wonderful. Thank you Colin.

There has been a lot of rumour regarding ACL as to whether or not they will continue to build the Sabre and a lot of work in the background by club members is ongoing. At this point it would be difficult to put in writing where we are but hopefully by the next issue I will be able to lay out what is happening (or not) and what we as a club should do to ensure we have the tools to keep our cars on the road.

Chairman's Chat Summer 2016

Again, while I am sitting at my computer with a magazine that is in the final stages of being finished and sent off to the printers I would like to say a big thank you to those of you that responded to my request for editorial content. A week ago I had nothing to include in these pages and here we are now with something that at least resembles a car club magazine of interest.

I know I have been absent from the country for most part of the summer and have not been able to attend shows and fill these pages with reports. I have not even been touring this year and been able to write about the adventures Wendy and I have with our Sabre as we have been renovating our little ruin in France, which of course is our new adventure but probably not much interest to car enthusiasts. However, it cannot be down to the editor to find the content of your magazine. The onus is with you the members to provide the content for the editor to edit. Without your involvement there is no magazine so please everyone take the trouble to make a contribution no matter how small. It may seem trivial to you but any problems you resolve would be good to include in these pages and it may well help another member that may not be quite as resourceful as yourself.

If you were hoping to buy the Badges we had produced I'm afraid they have all been sold and it is unlikely we can have them reproduced from the same source. I have had some enquiries recently and have had to disappoint members that would like to improve

the badging on their cars. I spent years trying to come up with a cost effective badge for both the bonnet and boot of our cars and do not have the time to go out and start all over again. So my question



to you all is, if you know a company or an individual for that matter that could possibly manufacture more badges for us please let me have the details. Preferably on the lines of the illustration above.

As far as I am aware the only dedicated Kit-Car show still in existence is the annual National show at Stoneleigh. If I am mistaken can members let me have the dates and organiser details of any they may be aware of. Locally we now have a lot of shows for cars that are exclusively for classics or Kits but for any unusual. Most are advertised as bring your ride and many of these are monthly. I do intend to attend some of these to see if they are worth a mention but because my car has been otherwise on a garage ramp for the best part of the summer or I have not been available I have not managed one so far. Hope to do better next year.

Membership Rates

I am sorry to say that membership by our non UK members now runs at a loss and for those of you that attend the AGM you will remember I hope that I personally have never been an advocate of a two pricing system. However, it starts to become a necessity when the few start to drain the resources of the many. Of course we could price everyone the same as now by increasing the subscription to a point where we all make a positive contribution, some more than others though.

I would like to seek the opinion of the members as to how we resolve the issue and which is the best way forward. I would especially like to hear from our non UK members as this is likely to affect those most.

There is the increasing likelihood that the club will need to build a small surplus for the future more of which in the next issue. This being the case we need to come up with a means by which this may be achieved. It has been mooted we ask members for a one off additional payment to help our cause But I suspect not all members would be up for this and I do not want to create any type of two tier system. If anyone has a light bulb moment no matter how off the wall it may seem please let me have the opportunity to hear it.

Enjoy the Ride ED.

True anecdotes:

1. Last night I went to London, parked in the station car park. Timing was not good so the fee was £5.00. Not having enough change I took the electronic option and used my phone (do you remember the time when we used them to have conversations with people?). I had used this service before but if you are pushed for time and need to run for the train you have to be quick as within 10 mins of leaving the station the signal drops. Quite often, therefore, the first few minutes of the journey are spent frantically buying a ticket by phone and trying to stay cool, calm, etc. to avoid a huge fine.

As soon as I dialled the number the voice replied "Is your vehicle Rolls Royce 527 PPD?" - I nearly dropped the phone as I was laughing so much. My Sabre is well-loved but the tattiest in the club by a country mile. The number plate was correct but last time it was obviously miss-heard and the "Royale Sabre" option doesn't exist so the computer pushed me into the nearest box. I would love to have seen the face of the inspector who came round the car park

2. Driving slowly through a village recently and a little lad (about 4 or 5) shouted to his Mum - "Look Mummy - a Batmobile!"

Malcolm Instone

Some pictures to show how the heater duct of Royale Drophead re routed as not to suck in exhaust fume from cars in front when heater is on

<https://t.co/ds5EsEdAoj>



Had a call asking me what happens to the heat of the engine when I blocked the left side vent?

There is enough air flow around the engine that covering the left side vent will not have an effect on the engine temperature.

Silver ducting helps the air coming to the heater stay cool, by reflecting the heat of the exhaust away from plastic inner duct and it does it very well, we tested it on its journey to Warwickshire. I have added a Charcoal activated Pollen filter to make sure no fume gets in.





BEST WESTERN PLUS WINDMILL VILLAGE HOTEL

GOLF CLUB & SPA

Colin Maslen sent out a flyer in late September with a suggestion to rekindle the Valentines weekend dinner. Colin had a good response so it's definitely a goer and for those of you who missed or lost the email, the details are reprinted here. If you're interested, please drop him an email letting him know but the hotel will close the preferential rates as from 1 december, so get your skates on if you want to join us for a fun evening. colin@aquaholic.org.uk

Colin wrote:

At the end of September I sent an email to all the members whose addresses we had on file basically saying that we haven't had a Valentines Dinner for a couple of years and is it a good idea to do one next year? From my point of view I always thought it was a jolly good excuse to have a weekend away with my wife and a chance to chat with like minded folk and I must admit I thoroughly enjoyed our evenings together, so maybe the time is here that we re-kindle the weekend away.

Talking to a few members at Stoneleigh about this, the general feeling was that the Best



Western we used before was OK but having been there three or four years, maybe it's time for a change of venue? I looked at a couple of other Best Western hotels, took account of the views of those who replied and settled on the following;



Valentine's Day itself is on Tuesday 14 February so I looked at the Saturday before and the Saturday after, but the 11th is now booked by somebody else so we've settled on **Sat 18th February 2017**

If you're not sure if you want to come, just leave the magazine open at this page for your other half to

read and no doubt she'll ask why you've not booked her in for this? Hopefully she'll decide it is indeed a jolly good idea for you to take her away for the night.

The venue we finalised on is the **Best Western Windmill Village, Coventry**

If you want to see more detail of the hotel, please go to; <https://www.bestwestern.co.uk/hotels/best-western-plus-windmill-village-hotel-golf-leisure-club>. The hotel address is Birmingham Road, Allesley, Coventry CV5 9AL, 0844 387 6301

Cost comes out at around £26 pp for the evening meal and £75 for a standard double room, single rooms are £5 less though at times you might get a better rate, but this is the max they'll charge. There are other grades of room available, check out on their website or let Colin have your email address and he'll send you the full info pack with menu options too. Best contact at the hotel is Alex Mackenzie in the Events Team 0844 387 6301. If we want a private room for dinner there's a £10pp hire charge though depending on how many of us there are we can choose to use their dining room which is an L shape so they could give us a private areas there and if we get enough people attending we might be able to do a deal of some description.

The hotel also has an indoor swimming pool, gym, sauna, jacuzzi and spa as well as it's own golf course for those of you so inclined.

If you do want to come, please let Colin know too so he can keep track of numbers but **you need to book direct with the hotel under the Royale Owners Club booking.**

If you're not sure if you want to come, just leave the magazine open at this page for your other half to read and no doubt she'll ask why you've not booked her in for this? Hopefully she'll decide it is indeed a jolly good idea for you to take her away for the night.

Hope to see lots of you RoCkers at the Valentines dinner

Badges for your Sabre

from Colin Maslen

Some of you may recall that last year, 2015, I managed to find some suitable name badges for our cars in the USA and offered them to RoC members for our cars. A few people had them and at Stoneleigh this year a couple of people asked me if I had any left, but at that time I couldn't find them in the garage.

Now having sold my Sabre I'm having a bit of a clear-out and have found the box with the badges in.

If anybody wants any, I'll let them go for £8 each inc p&p or make me an offer. They're 13.0cm long x 1.6 cm high (or 5 inches x 5/8ths in old money). They're self adhesive with a peel off backing and the adhesive really does stick like sxxx to a blanket.

I've got 35 of the SABRE badges and just one SABRE CUSTOM badge.

If you're interested, give me a call or email;

colin@aquaholic.org.uk

07810481941

Based on an MX5, I give you the car ACL or John Barlow, should have been building,
The Mitsuoka Himito.

Where the Sabre should have gone. By Colin Maslen

Some of you may have read my previous musings detailing my quest to own a Sabre which culminated in me buying mine, "ready built" but not SVA'd or registered, in early 2009. I'd been hankering after a kit since around 2000 and it was only in 2009 that I was finally in a position, both financially and having the time to build it, to buy one. But at that time the kit had long gone and I ended up buying a "completed" car. Not that I'm denigrating that, but I did miss the challenge of the build process. That was then whereas now, age has caught up with me a bit and I've reluctantly had to sell Tiddles after eight years of ownership since I'm having trouble getting in and out of it – the old knees aren't quite what they were. I hope the new owner enjoys the car as much as I have.

But this has got me reminiscing and thinking where the Sabre could and should have gone. I know ACL are supposedly building and offering new kits but I don't think they're really serious about it. I understand they're even open to the idea of selling the jigs, tools and rights but for an unrealistic astronomical sum. But that doesn't alter the fact that to my mind, as good as the Sabre is, I think they're concentrating on the wrong thing – just trying to do the same "good old Sabre".

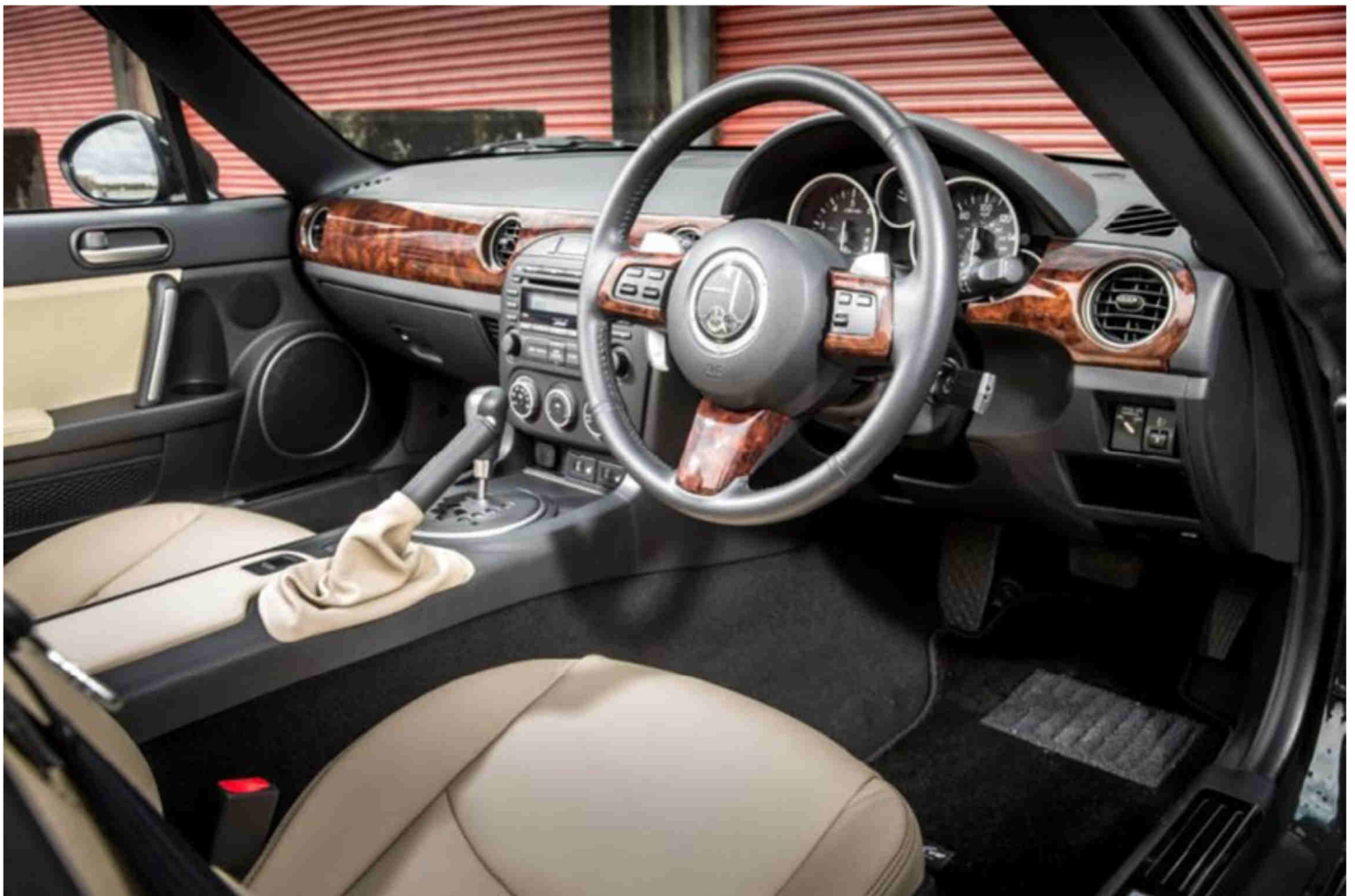


Colin's off on one

Come on, think about it. If you were going to build a Sabre now, firstly where are you going to get a decent Granada or a Sierra as your donor car? I know many other kit car companies have moved to the BMW platform and we were told ACL were going to do the same, but right now we're still firmly wedded to the good old Sierra. And if I'm not wrong don't some bits of the suspension even come off the Cortina? For heaven's sake, the world's turned a bit since the seventies/eighties.

Where's the modern automotive industry update? Most premium cars today, and the Sabre really does or should fit in the Premium Car category, offer such basic things as six or eight speed auto transmission, air conditioning, air bags,(I know there's an IVA issue on them, so I'll ignore airbags). But what about cruise control, electric mirrors, a heated screen, an electric hood, parking sensors, power steering, electric seats, air con for when the hood is up, a modern and updated interior with built in Satnav and maybe, god forefend even a rear view camera? Shock horror, such heresy I hear you say!! But that's what the Sabre needs. Some serious updating

I'm sure we've all thought at one stage or another that it was a real shame that John Barlow got fed up or bored with the Sabre and sold it on since to my mind the Sabre is and was an iconic car. With further development and inspired design and engineering I'm sure it could have gone on to be a superb niche product that the rest of the kitcar industry would have held up as the standard to aspire to. However that wasn't to be and JB moved on to a new blank sheet of paper project. Shame.





But he's not the only visionary. Look on the internet forums or those good old fashioned standbys "the kitcar magazines", and there's many people bemoaning the lack of a decent modern kitcar. OK, if you want a Caterham/Lotus 7 type car to make lots of noise and drive sideways round corners there's quite a few to choose from, but where's the more luxurious bespoke gentleman's sports cruiser of today? As good and iconic as the Sabre is, what is there that's remotely as good as our thirty year old designed Sabre? Where's the homebuilt luxury car we need today? Who's building or offering the Sabre for the twenty first century?

Five years or so ago I came across a Japanese car converter and manufacturer who seems to be of the same mind. I spoke to them in late 2010 with a view to buying one of their cars or ideally a kit since it's based on a stretched MX5, but they weren't interested in exporting to the UK at that time. Leastways I guess a "one off sale" wasn't in their business model then but I've sort of kept in touch with them and since June this year they've aNow THAT'S what I call an updated Sabre?

Renamed for the UK market the Brooklands Roadster, this two-seater is powered by the 2.0litre 16-valve 158bhp litre petrol engine from the MX-5 and is capable of a 0-60 mph time of 8.1 seconds and a top speed of 127mph. It emits 181g/km of CO2 and has an official fuel economy of 35.9mpg.

Now THAT'S what I call an updated Sabre?

Available with a choice of six-speed manual or six-speed Powershift automatic gearboxes from the MX-5, it has paddle controls on the manual gearbox.

It seems the manufacturer in Japan, Mitsuoka, take a second-hand MX5, then take all the body panels off, stretch the chassis very professionally 16 inches put a new body on and retrim/refit the interior. And that's all there is to it. Not sure if this car has to have an IVA since it's a modified chassis or whether they comply in other ways?

To be honest a lot of the technical details I've found are in Japanese so I've had a bit of a problem understanding how they do the conversion so please bear with me if I've got anything wrong, but it's the looks and underpinnings of the car that really appeals to me.

Of course as standard the equipment it's got includes such basic necessities as 17in alloy wheels, heated leather seats, leather trim on the steering wheel, gear lever and hand brake. Bluetooth, electric remote boot opener, cruise and climate control and power steering. The manual model also comes with sports suspension, whereas the automatic comes with a softer setup. Dynamic Stability Control (DSC) with traction control, driver, passenger and side airbags, Thatcham 1 alarm and immobiliser.

Additionally they claim it has the world's fastest power retractable hard top, opening and closing in a remarkable 12 seconds. I'd like to see that!!

Sounds and looks fabulous eh? Now for the bad news. Cost is an eye watering £53,800,



I reckon the front and side view is definitely "softer rounder twenty first century Sabre", whereas the rear view has to be Jaguar XK120 with two more lights. Beautiful. If you look on their website they also sell a rebodied MX5 that looks a lot like the original Jaguar S type from the sixties





Since I've sold my Sabre, the garage is looking a bit empty and there's no way my wife would let me spend that amount of money on a toy, so where can I get a good cheap MX5 and an angle grinder?

WELCOME TO NEW MEMBERS

163 – Gholam Nourouzi – is seeking a Drophead – he lives in London.

164 – Peter Summers – he has recently bought a blue Sabre.

165 – Ray Sidaway – he lives in Somerset and is seeking to buy a Sabre

166 – Lester and Diane Graham – who hail from Edinburgh – they have recently acquired a maroon Sabre.

167 – Harry (and Pamela) Gilbert – recently acquired a part built Sabre and is now working on it.

168 – Howard Johnson – hails from Brechin in Scotland

169 – Julian and Lorna Cartwright – they have a Drophead in build.

170 – Ian and Pat Darroch – live in the west Midlands – they have recently acquired a red and cream Sabre from its French owner.

171 – Captain Dennis Johnson – recently joined – has bought a Sabre from another club member – he hails from Cumbria.

Ken Baker - memsec

Tony Doherty—Sabre for Sale



Peter,

This may not be the editorial you were requesting but, after an agonising dilemma, I need to ask you to please advertise my car as described below in the club magazine. Unfortunately, I did this before with a Marcos, no sooner I had built her I was looking for another project and the same applies. I would love to keep the Sabre but do not have the space for her and another project I have initiated, a Mk2 jag restoration. Can you please let me know how to get her onto the club website or who I need to communicate with. I will send some additional images in another mail, please feel free to choose whichever fit the magazine layout for you.

Tony Doherty

For Sale, my 2013 registered 2.9 V6 automatic Royale Sabre. Purchased as a kit in



1999 but not really worked on until I retired in 2011. IVA test passed in 2013 but back surgery meant that she has only been used since 2015. Looks and runs like a new car, as she is almost, having completed less than 1000 miles in total. Almost every wear part was replaced with new in build, gearbox reconditioned, new discs, callipers etc etc etc. Fuel injection system professionally overhauled last year with the ecu being remapped so she runs like a dream now.



Ricaro seats, keyless central locking, electric aerial, brand new Stainless Steel Exhaust, Stainless Steel Wire Wheels, and a set of alloys, K&Ns, additional electric push fan fitted to radiator (which I have not had to use yet) and lots more. This is a lovely car which needs to be used more that I have been using her. Manchester 29 area. Priced above recent sales but then at this age and milage well worth £17,500 ono. To view please contact Tony on 07831 401857 or, preferred, by e mail on retiredearly@live.co.uk (On holiday between October 19th and November 6th)



2Ltr Zetec

For those of you with this engine here's a little something that you might want to check./

I had a 2.0L Zetec put in my Sabre six or so years ago and whilst it runs very well, it does get a bit hot. Doesn't overheat as such and the gauge has never got quite as far as the red area, but it does get very close. Warmer ambient temperature like now not helping much and the fan whizzes away for ages

Anyway, I took it in for its MoT on Tuesday (it passed Ok, two advisories but nothing serious) and whilst there the Mechanic noticed it was getting hot too. Then he popped it up on the ramp and had a look at the engine from underneath and burst out laughing. "You've done it too" he said. "What have I done?" I queried. "You've got the water pump running the wrong way. Loads of kits and race cars do it", he told me. And he went off and got his fan belt diagram book and showed me. Seems standard Zetec engines as used in Mondeos and Focuses (or should that be Focii?) have the water pump running in the opposite direction to the crank and we reckon the chap who put my engine in moved the alternator to the other side of the engine and used whatever belt was to hand and just set it up the easiest way, i.e. with the w/p running same way as crankshaft. Seems it's a common error.

So what to do?

Mech says he could fit an idler wheel and re-route the belt so it turns the w/p the other way or take the easy way out and get a reverse impeller. And that's what I've done. Ordered it from IK Engineering (www.ikengineering.co.uk) and with next day delivery comes to pennies under £87 Apparently just take out the w/p, break off the old plastic impeller, grind off the bearing and press this new impeller on. Job should take a couple of hours though we took the easier way out and he fitted a new w/p, took off the standard impeller and put on the new reverse one. Took him a couple of hours so £100 labour and the new pump and the job done. Took it out for a high revving blast and the gauge didn't go over halfway. Exactly as it should.

So if your car's running a bit hot, could this be your problem too? And of course not exclusive to Zetecs, any engine could be set up incorrectly. Have look on Google for how yours should be configured

HTH

Regards

Colin Maslen

Help Wanted

From: Gareth Davies [mailto:garethh_davies@hotmail.com]

Hello Peter

I wonder if you send this question out to the group, I was not sure whether to do it direct

I wish to fit new tyres onto my Sabre. I am running 185 80 R15 on 5.5k x 15 72 spoke Chrome wire wheels. I wish to change to 205 60 or 65 R15 on the same wheels.

My question to the members is are there many people running Sabres with 205 wide tyres on 5.5 wide wheels. If so what is their tyre size and brand I am trying to reduce the rolling circumference as the existing tyres scuff on the wheel arch on bends at speed Thanks for your help Gareth Davies Sent from my iPad=

>

Hi Peter

Ken Baker suggested I let you know about my fuel tank as it may be worthy of note for the mag.

Rusty tank - failed MoT. Ford had none, Granada '85. Breakers had none but I eventually found guy in the Midlands who buys stuff from Denmark. A brand new tank eventually arrived and is fitted and I am back on the road!! Apparently made in small batches in New Zealand !! Amazingly the price to me, delivered, including VAT was about £125..... The price from a Ford dealership (although none available in the country) was about £350.....

contact Grahamsales@carpartsexpress.co.uk Very helpful and when he said there were two sizes of sender cut-outs available he was quite happy to buy both options and put the other size back in stock. Incidentally my sender is working fine but I have been told that spares do not exist so if anyone finds some in a boot fair or whatever it may be worth buying.

regards

Malcolm Instone



Two Weekends - Two Shows

Cumbria Classic Car Show and Ripon Classic Vehicle Show

Dalemain House Ullswater, and Ripon Racecourse
August 21st and 28th, 2016



Cumbria Classic Show.

As usual, the Cumbria Classic Show was held at Dalemain House on the banks of Ullswater. The house has been lived in by the same family since Sir Edward Hassell bought the house in 1679. The original manor house dates from the 14th century with additions in the 16th and 17th centuries. The Georgian façade was added in 1744



Charities

Each year, the event supports a number of charities. This year these included Eden Animal Rescue, which helps distressed animals in the Eden Valley and Cumbria area. Also supported were Hospice and Home, and CHUF, which is the children's heart unit charity for the Freeman Hospital. A number of fund-raising events were held throughout the day to support these charities.

Over 700 cars had entered for the event, which again is up on last year. There were 12 kit cars entered, which included the Grimal Scorpion, which reappears every year. There was also an immaculate Pilgrim Cobra replica, a Austin Healey 3000 replica, a Jago Jeep and an impressive hot-rod tourer based on a 1934 Ford Coupé. However the winner of this class was judged to be a 'Home Made Tourer'. This was an amazing creation,



the majority of which started out as a hearse. However it contained parts from a Triumph Renown, a Morris Van, a Nissan Laurel, a Rover, Ford Transit, a Morris 1000 and a Wolseley. Even the walnut dashboard was fashioned from a grand piano keyboard lid! Quite a unique vehicle – a real 'one-off'. The owner was amazed that he had won, as he had exhibited the vehicle on a number of occasions and never expected to win anything. He said that he thought people must have taken pity on him!

A Successful Show

Once again The Wigton Motor Club, who organise the show, had achieved a great success. I now live in Boroughbridge, Yorkshire, but still make a habit of still attending this show, as I believe it is one of the best organised and well attended shows in the north of England. When I left my home to travel to Cumbria, the weather was promising with wall to wall blue sky. However that changed over the A66, and by the time I reached the Lakes, it was heavily overcast with drizzle. Typical Lakeland summer weather! However eventually the sun did manage to make an appearance and contributed to making the day the success that it was. I shall definitely be attending again next year.



The Rippon classic

The following weekend I attended the Ripon Classical Vehicle Show on the Ripon Racecourse. It is a show I have not attended before. I was booked in for last year, but the weather was so atrocious on the day that I chickened out! I am too old now to enjoy spending the day inside the car watching raindrops chasing each other down the windscreen to their ultimate oblivion. However this year was completely different and a dry day was forecast with sun later, so I went for it!

Attendance

The show was well attended with the usual mixture of classic cars and associated stands selling a wide variety of car paraphernalia. Particularly impressive was a display of large American cars, very beautiful to look at and admire, and OK when the price of petrol was under \$1 a gallon, but not very practical today. There was also a fine display of military vehicles, which included a fully equipped Green Goddess as well as a number of historic jeeps and land rovers.



Best in Show

The picture at the top of this page shows all the class winners lined up for the public to vote for the 'Best in Show' award, or 'the car they would most like to drive home in today'. The clear winner was the 1948 MG TC, parked next to my Sabre. It was one of those cars that was so immaculate that the engine bay was as clean and well-polished as the exterior with all the pipework chromed and polished. Obviously not driven much, but just transported to the site on a trailer, and loaded back on at the end of the day.

One of my favourite vehicles at the show was the 1936 Austin Commercial van which had been used in Thirsk by the current owner's parents, who had a green-grocery business in the town. Not only was the van beautifully presented, but it was stocked inside with a range of fruit and vegetables, all priced with tags showing their correct prices for the period. Even more impressive was the fact that all the produce was genuine, not plastic replicas. He exhibits his vehicle all over the UK and is quite in demand. Next month he has been invited to take part in a concourse followed by an exhibition at Buckingham palace!



A very enjoyable show.

This was a very enjoyable show, one that I have not attended before, but will certainly consider again. Also I understand from the organisers that they have decided to re-introduce Ripley Castle as a venue next year after a lapse of two years. Roll on next year!





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 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.

Dear Peter and Wendy,

We hope you are well, happy and your villa in France is progressing to your liking. It was a shame we couldn't join you on the last trip due to Parvin being in Iran. It has been a long time since we last touched base and should get together, this time down in London we hope.

Attached are four picture of London to Brighton trip I went on with Mark, a close friend of mine who took the trouble of booking the drophead, and I will send couple of pictures of a museum we stopped at, with short detail of the trip, if you think it would be any good for the magazine. On Sunday 5th June classic, sport and kit cars from around south east made their way to Mercedes world in Surrey for start of a fabulous drive through scenic country roads of predetermined route, with one stop which was a midpoint at a museum where we stopped for refreshment and rest. Having seen the museum and had a break, an hour later we set off for Bright-

on.

It was a beautiful experience to have had on a sunny day which will never be forgotten.

There was more Cobra replicas than any other car. It may be an idea for those of us who like to have a go, we can go as a group

Lots of love and best wishes

Amir and Parvin





Badges for your Sabre **from Colin Maslen**

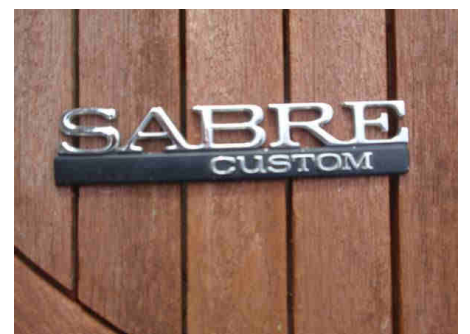
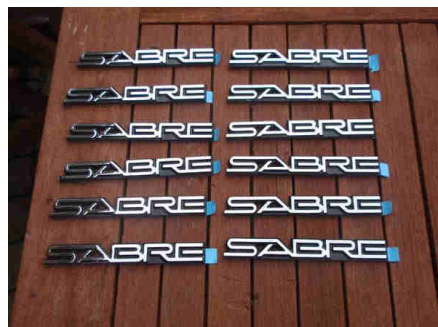
Some of you may recall that last year, 2015, I managed to find some suitable name badges for our cars in the USA and offered them to RoC members for our cars. A few people had them and at Stoneleigh this year a couple of people asked me if I had any left, but at that time I couldn't find them in the garage.

Now having sold my Sabre I'm having a bit of a clear-out and have found the box with the badges in.

If anybody wants any, I'll let them go for £8 each inc p&p or make me an offer. They're 13.0cm long x 1.6 cm high (or 5 inches x 5/8ths in old money). They're self adhesive with a peel off backing and the adhesive really does stick like sxxt to a blanket.

I've got 35 of the SABRE badges and just one SABRE CUSTOM badge.

If you're interested, give me a call or email; 07810481941



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



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2016 SHOWS

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27-28 MAR MOTORFEST WESTON PARK SHIFNAL TF11 8PX 3 APRIL CLASSIC MOTOR SHOW OLD WARDEN AIRCROFT BEES SG18 9EP 1 MAY CLASSIC MOTOR SHOW CATTON HALL DERBY DE12 8LN 1-2 MAY 19th BEES CLASSIC MOTOR SHOW TURVEY HOUSE BEES MK43 6EL 29-30 MAY CLASSICS IN THE PARK NEW EVENT! KNEBTHORP PARK HERTS SG1 2AX MAY MOTOR SHOW HALL WARKS BAG 5NJ 1 JUNE CLASSIC MOTOR SHOW LA DRIVE BRIGHTON BN2 1EN 1 JUNE FATHER'S CLASSIC DAY OUT WIM GARDENS STAFFS ST4 8JG	3 JULY CLASSIC MOTOR SHOW NEW EVENT! HATFIELD HOUSE HERTS AL9 5AE 17 JULY CLASSIC MOTOR SHOW WALSALL ABERDEEN W MIDWS 1 2QA 31 JULY NOSTALGIA SHOW NEW DATE! BEAUMOND HALL LEICS LE12 8TX 7 AUG CLASSIC CAR & TRANSPORT SHOW SHUGHBOURGH HALL STAFFS ST17 0XB 14 AUG 5th HAMPS CLASSIC MOTOR SHOW BREAMORE HOUSE, HAMPS SP6 2DF 20-21 AUG 26th CLASSIC MOTOR SHOW KNEBTHORP PARK HERTS SG1 2AX 4 SEPT CLASSIC & RETRO SHOW HIMLEY HALL DUDLEY DY8 4DF 4 SEPT CLASSIC MOTOR SHOW WENTWORTH WOODHOUSE, YORKS S62 7TD
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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



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