

Royale Owners Club News Winter 2016



Look out for details of the Valentines Dinner

Home of the finest bespoke Automobiles

Committee Members



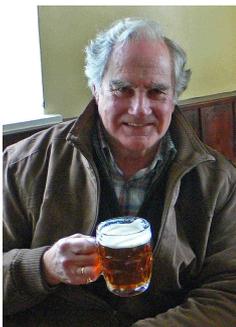
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ROC website: www.royaleownersclub.org.uk
e-mail user group Members only
<http://autos.groups.yahoo.com/group/royaleownersclub>

Chairman's Chat Winter 2016

So here we are again the year has just flown by and I wish I could tell you about all the adventures we had had in our Sabre. Sadly this is not to be the case as what with travelling back and forth to France to work on our little ruin and the difficulties trying to sort my gearbox the Sabre has done less miles this year than any since it was built. I'd also like to tell you the gearbox issue is resolve but sadly this also is not the case. This is where I think I need to drop the word gearbox due to the fact it has been back to the over hauler more times than I've heard the word Brexit this year only to be assured the issue is not with the gearbox. I think I am going to have to resolve myself to the fact that as its only a minor irritation I will have to live with it.

There have been several issues the club has been trying to resolve on your behalf, most of which you will pick-up on within the pages of this issue so I will not be discussing them here and what's more one needs to be careful what one puts into print. It can come back and bite you in the arse at some future date if you are not very careful. All I will say is that if you are having any dealings with ACL please do not leave a substantial deposit for items. Within this magazine is a car for sale in a pretty poor state and I do not know if everything is there to complete. However, if you are outstanding parts to finish your car you might do well to negotiate with the owner as he may sell you what you need and suspect the car is worth more in parts than as a whole. The car has a whole body and it might be the desire of the club to purchase if no other prospective purchaser comes forward to be able to supply parts to a needy member in the future. Feedback would be welcome as I recall we had a volunteer storage solution if my memory serves me correctly. Something for you all to consider.

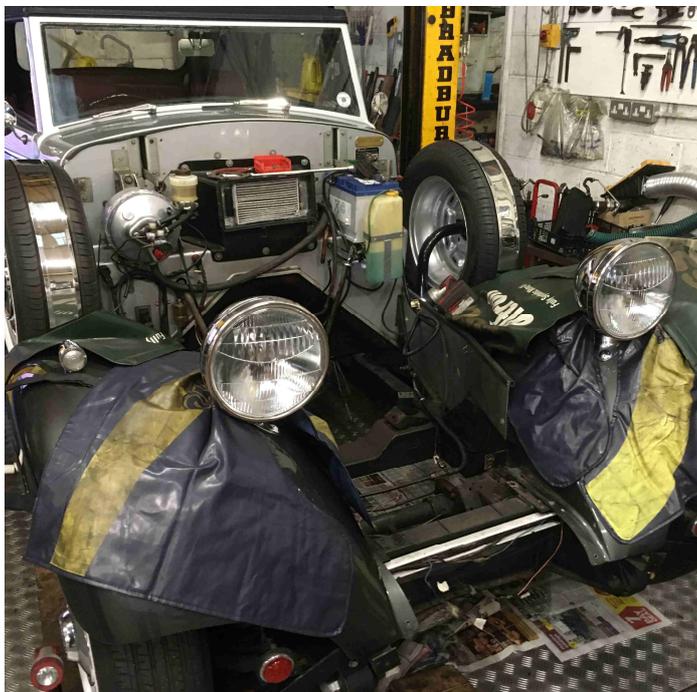
I will share with you though the story of one of our trips to our little ruin in France which goes like this. We left home at 07.00 and booked on the 12.15 ferry from Dover to Calais so plenty of time to catch the ship, in such good time in fact we made a trouble free trip all the way to Dover where a very nice man offered to put us on the 10.30 if we would like. I like so much I offered him Wendy's body in return he was very young and blushed like a beetroot. Brilliant we thought, we will be so early at our overnight stop we will have plenty of time to look round the little Spa town we had pre booked into. What could be better? The crossing was smooth we could have been on a Pacific cruise, no issue leaving Calais port we were away and in two hours we would arrive. There was only one thing we did not factor in and this was a French Union Meeting in the middle of the motorway where the road meets the Channel Tunnel rail service, here the police watched politely while the meeting went on for over 2 hours, you could not make it up and nothing we could do it was one of the most frustrating trips I thought I would ever make, but I was wrong. To be fair, one we were released from this (do not know how to explain) we were away and the rest of the trip down was uneventful.

We spent our three weeks painting and decorating, went sightseeing, and made it a very enjoyable working holiday. We got a lot done and were feeling very pleased with ourselves as we closed up and headed for home. We reached our overnight stop without issue and we had time for a beer or two before dinner, very relaxed we were. Continued inside.

Amir's Drophead



I have removed the engine from my Drophead because after someone asked if he could sit in it and I agreed, he started the car and for some unknown reason, just as the engine starts he revs the engine to maximum and the accelerator gets stuck and the result was damaged big ends. Every time I drove it there was knocking and I couldn't bear the horrible noise. On stripping the engine, I found everything to be perfect except the big



end on cylinder number 1, which on Jaguar engines is the rear one, and the very last main bearing, both of which are the furthest from oil pump which is in front, driven by the crankshaft by the same gear that drives the distributor. That is why they say when you start a car, first allow it to idle for few second so that oil reaches all moving parts and don't rev it high. And most definitely not as high as this guy did on my car. Well, must admit, it could have happened to me, because the stupid floor mat caused the accelerator to get stuck down.

I

Amir's Drophead



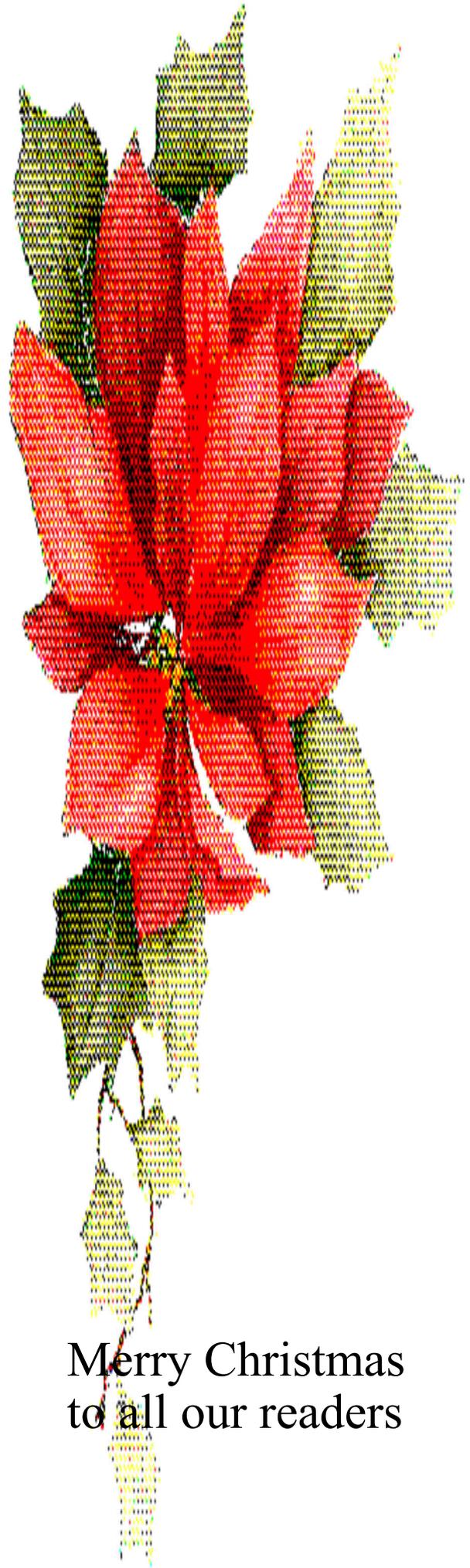
The crankshaft was sent to machine shop week ago and while waiting for the crankshaft, we have been busy fitting an oil cooler for the transmission as the original builder discarded the it, having the transmission overhauled, and substantial amount of de rusting and painting of engine block, Rear suspension being fitted with new shocks and spring and more paint work on rear suspension. Also minimising rear wheel splash when driven in rain by fitting panels as inner wings to rear wheel arches.

I will attach a few pictures with this email with more to follow.

All the best Amir Manzoori



Amir's Drophead



Merry Christmas
to all our readers

I received the email below from Scott Hudman and wondered how many other members thought this was a good idea bearing in mind Julie Fisher has put all this data together and saved it all to disk. Let me know your thoughts.

Hi Peter,

I don't want to regale the club with my troubles but perhaps you could search through old issues and re-print technical articles from them. There may be new members that would benefit from this information.

Also perhaps solicit articles from advertisers? This link from Motor Wheel Service company about tubeless wire wheels for the Sabre may be of interest. <http://www.mwsint.com/custom/FitmentGuide/DisplayEntry.asp?category=87&carId=FG000164&make=KC&CarYear=>

and Torque Cars have interesting articles:

see here: <http://www.torquecars.com/tuning/induction-kits.php>

also this Australian site has lots of DIY articles: http://www.autospeed.com/S_10/cms/section.html has dozens of articles from restoring seats to refurbishing old spot welders, setting up air-boxes to measuring and improving airflow around your car and through the engine bay.

hope this might help.

cheers,

Scott

Mark Isted sent the email below asking if any member had details for alterations to his Sabre that he may need to make allowing an automatic gearbox to be fitted.

If you can assist please contact Mark and obviously a feature for the magazine would also help.

Hi Peter.

I see automotive creations have removed any reference to the Sabre from their website. apart from their demo car that is for sale. any idea where that leaves us for the future??

also can you put a request to members via the Mag for any photos/plans of modifications to the gear box tunnel for the Auto Box and shifter , I am not in a hurry, but its getting to the stage of mounting the body. No point reinventing the wheel. my Sabre build program keeps slipping due to other projects, but I am getting there.

Many thanks Mar

At last I have received a communication from Fibreworx in Taunton following Peter Gurton's visit.

These are their ESTIMATES only and may cost more!

Boot lid £150.00

ROC Valentines Dinner



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-ignite 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

I've had a few of you tell me you're happy with this new "£135 for a twin" deal so have confirmed we're coming with the hotel and made my own booking too so could you all PLEASE confirm your own revised booking with them.

Make sure you mention your booking is for the Royale Owners Club dinner on 18 Feb otherwise they'll charge you their standard £195 rate.

Call Sophie or Alex on 02476 208 806.

Regards

Colin

Sabre for Sale

This high quality kit car was built on a 2.8 V6 Ford Granada donor in 2003. I am the 3rd owner. 16,630 miles since build.

Re-painted in 2012 in Volvo blue body and cream side panels.

Cream vinyl interior.

Ford 2.8 V6 Cologne Injection engine.

Four Speed auto box - reconditioned in 2003 (I was told it is one of only 3 automatic Sabres to be built).

Power Steering

Disk brakes all round

Walnut dashboard (reveneered in in 2012) with period dials.

Watertight mohair hood replaced in 2012.

Stainless steel exhaust system

Electric windows.

Reason for sale - I don't have a garage and the exposure to the sea air will cause deterioration over time.

Asking price £15,000

Please contact Damian Bond on 01704 553 891, 07798 600 833
or damian.bond@gmail.com



Sabre for Sale



Save the Date to your Diary

*The World's
No. 1*

THE

*The World's
No. 1*

NATIONAL KIT CAR MOTOR SHOW

STONELEIGH '17

Club Brochure

Bank Holiday Weekend

Sunday 30th April & Monday 1st May 2017

Venue:

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Chairman's Chat winter 2016

The next morning we left in plenty of time to meet our pre booked ferry which we did, the sun was shining, the ferry was on time and we reached Dover looking forward to be home in what we still call our own bed.

As we were driving along the M20 our intelligent Sat Nav advised that there was trouble ahead and we should divert to the M2, this is not much of an issue as either route usually gets you to the M25 and the dreaded M25/Dartford tunnel in a similar time. However, as we approached the M25 another message to divert and stay on the M2 towards London as there was an issue with the river crossing (to this day I know not what). As we approached the exit that would have taken us onto the M25 we could see the queue on the flyover and this is some distance from the tunnel. Smug I thought as we were now going to go into London and use the Blackwall Tunnel, at least this is what I assumed and again, yes it's a little longer but as long as we keep moving it wont be too bad. At this point I should let you know that we were pulling a 2 tonne double axel trailer and although it was now empty as we had delivered our cargo to the house in France, it is still a bit of a lump to drag through what is a narrow-ish tunnel with bends in it. However, I needn't have worried. We were now about 1 mile from the tunnel when our sat nav device advised that due to a vehicle fire in the tunnel we should make another detour. This was all well and good but we were now in very heavy traffic and as I know London very well and we were being asked to retrace some of our recent steps there was only one crossing we could be diverted to and that was now the Woolwich ferry. Wendy and I once lived in this part of London and here parents lived in Romford so we were not unfamiliar with this mode of transport. However, we were very familiar with how busy this could be. Time was lost to us but we eventually reached the ferry. The good news was more than one was running (or is that floating) and after about 15 minutes we were loaded and on our way across. By this time I was ready to water the flowers but although I remember these boats having the facility I was told I must stay in the car. At one time you could even wander around and take in the sea air but due to health and safety the authorities are afraid you will fall off. Like I would. We disembark and are off again only to be told the left turn we are now instructed to take is closed and we have to muddle our way through the back streets of North Woolwich. We eventually pick up a spot I recognise and thread our way through Docklands past Canary Wharf and the A13 which was like the murderous traffic I used to endure when I worked in this neck of the woods. Fortunately there is a filter lane that takes you to the North Circular which for some inexplicable reason was flowing and allowed our escape towards the M11 and the M25 and home. How long did all this take I have no idea, I was too pooped to take the trouble to lokk when we got home, but it was the best part of a tidy while.

Happy motoring everyone, Happy Christmas and a safe New Year. Ed.



Trailer in our French garage

Project for sale

hi ken,

Hope you and your wife are in good health, my name is harry gilbert and you kindly left a pair of grill meshes for me at stoneleigh although we didn't meet with great regret I have decided to sell my sabre. we now have my partners mother living with us who suffers from dementia who needs considerable care and attention and therefore i have little time for my hobbies. i have not touched the sabre since i purchased it and the tr3a which i am doing a nut and bolt restoration and have much money invested in must take priority. the sabre is unfinished and has parts missing.it has the 2.0 pinto engine and gearbox, propshaft, pedal box, heater fitted. If you know of anyone in the club who might be interested i would appreciate it if you would let them know and if they drop me an e mail i can send some photos. thanks for your time and advice when i bought it. thanks again

harry.harrypalgilbert@yahoo.co.uk



Project for sale





Barrie Evans sent me the following details after a trip to a company in Somerset that manufactures fibreglass parts. This may be premature but I doubt we will ever get any parts from those that currently hold the rights to the Sabre.

Please feel to comment in confidence to my email address, saddy I think our association with ACL has come to an end and we will in future have to fend for ourselves.

Hi Peter,

At last I have received a communication from Fibreworx in Taunton following Peter Gurton's visit.

These are their ESTIMATES only and may cost more!

- Boot lid £150.00
- Grille £100
- Doors/pair £400
- Front wings/pair £400
- Rear wings/pair £200
- Petrol cap £25



Moulds would be £100/200 each but petrol cap free.

He is a lot cheaper than Moss Ltd.

He has the facility to store the moulds.

This concludes my research into body parts but members who are struggling to complete their car may find this information useful and may help them to finish their build.

Has your man sorted your mystery transmission problems outas it appears that the gearbox isn't faulty?

And in answer to the above the answer is no.

Regards,
Barrie



Don't let a drop of rain put you off enjoying your Royale
Peter and Gloria Gurton certainly don't.



My Royale Sabre Story by Raymond Irvine, Shetland Isles

The Kit Car Show

Whilst on holiday on mainland Britain, in June 2013, I attended the National Kit Car festival in Newark and there at the show were Royale Sabres. There was one for sale, and I had a conversation with the owner, but unfortunately this wasn't the right time for me to purchase one, but the seed was firmly set. On returning home I found the car on line and printed out the details, which were well looked at!



The On-line Searches

Car and Classics is one of my go-to-sites for looking at cars of all makes and models and ages, and I spent time looking out for Royale Sa-



bres for sale, there were a few that came up, but again it was never quite the right time for me to own one. I also found the Royale Sabre's Club website, and this was also a regular site for me to visit. The desire to own one, increased.

902 HYP

During a recent bout of long-term illness from work, I was again looking on-line at the Royale Sabre's website, and the Jaguar Sherwood Green, Royale Sabre, registration number 902 HYP was for sale. After a few visits to the web-

site and discussions with friends, budget checked and funds were found to be available, a few sleepless nights later..... I made a phone call to the lady who was selling the car, she said that she was waiting to hear back from someone else who had expressed an interest



After a day or two of waiting to hear, I decided to phone her back and the deal was done. A friend of mine who lives not far away from the location, went along to check the car out for me, and the deposit was handed over following a long distance phone call with myself. This same friend has been helpful with a few of the cars I have brought over the years! It's always a coincidence that the cars I have a notion in, are located within a driving distance of where he lives! Anyway the next step was to organise collection.

Journey to Collect

The car was approximately 750 miles away from where I live in the Shetland Islands including the stretch of 200 miles of North Sea between Shetland and Aberdeen, so it was decided that I'd fly down to Aberdeen airport at Dyce then another flight from Aberdeen to Heathrow, and my friend would collect me from the airport. I spent a night at my friend's house before he took me to see the car the next day. I had a run in the car, which was very enjoyable, and the car was then definitely going to be coming back home with me, the paperwork duly done and I was on my way North.



Homeward Journey

The drive to Aberdeen would be 532 miles in total. After I set off on my journey I made a short detour to collect a spare engine for my DRK 3-wheeled kit car, which I hope I never need, but useful to have for peace of mind! This was from a previous owner of my DRK. I then carried on with my journey North, stopping at Lindisfarne Inn, which was a great place for a now slightly weary traveller, a place I would highly recommend to anybody. .





There were many waves and thumbs up from other drivers along the way. The journey all went really well, and I arrived in plenty of time to catch the ferry which would be a 14 hour overnight journey. Whilst waiting to board the ferry, one of my friends who happened to be travelling on the same boat as me, came by to have a look at the car, they didn't know that they would find me sitting behind the wheel, but at the same time weren't surprised to find out I had brought this new car!

In the morning whilst waiting to go down to the car deck, I met up with another friend who was also waiting to go down to get his car. His first question to me was, had I left Shetland by plane or by ferry, which I answered "by plane", he smiled in recognition that I was probably taking another car home, and asked if it looked like an old Jaguar, and then went on to say he had seen it on the pier, and would have liked to have had a closer look, but didn't like to impose on the driver, obviously if he had known it was me, he wouldn't have thought twice about imposing! My friends know me too well when it comes to me and my cars!! He has of course now been in the car and has had a drive of it also.

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Stories from Home



I have recently been in contact with a cousin whose family emigrated to Canada around the 1930's, we share the same great grandparents. This summer she came over to visit Shetland and see where our families came from. I met her at the airport and we walked out to the car park. I asked her which car she would like to go in, she was looking around and the look on her face was priceless when I opened the boot of my Royale Sabre to put her luggage in.



To say she was delighted is an understatement! We had many runs around Shetland in it, over the two weeks she was here. It was her favourite car out of all my vehicles! She's an artist and very kindly painted me a picture which included the Royale Sabre, the painting is now hanging in pride of place above my mantel piece.

Whilst driving around the West Side of Shetland on a particularly nice sunny day, going down this single track road, there was a car in front of me, and the back door of this car suddenly opened, and a man was climbing out before the car had a chance to stop! He had his camera and was waving for me to stop, so he could take photos of the Royale Sabre. I had to back up the road a little, and park up near where there is an old ruin of a croft house, so he could take a scenic shot or two!

That's a couple of stories, and I'm sure there will be plenty more. I am gradually doing a few small jobs to the car, but am delighted with it, and looking forward to next summer and being able to get out in it as much as possible, especially as I will then be retired and my time will be my own!



In the Autumn edition of the Royale Owners Club magazine, I see there is an article about Mitsuokas, I owned a Mitsuoka Viewt, which was based on the Nissan Micra, that looked vaguely like a Jaguar MK II. It was a fun car to have, and I sold it on a few years back, but have many happy memories and I'm sure it'll be the same with my Royale Sabre.

I will e-mail a few photos for you to use if you like any off them. You might need to edit my letter depending on available space. I hope some of it will be of use to you. The photo looking down on the car was taken at the Lindisfarne Inn, the others in Shetland.

Cheers,
Raymond



Subject: Fw: Fw: WINTER FUEL ALLOWANCE

About this time of the year, older taxpayers will again be receiving another 'Winter Fuel' payment. This is indeed a very exciting programme, and I'll explain it by using a Q & A format:

Q. What is a 'Winter Fuel' payment ?

A. It is money that the government will send to taxpayers

Q. Where will the government get this money ?

A. From taxpayers

Q. So the government is giving me back some of my own money ?

A. Only a smidgen of it

Q. What is the purpose of this payment ?

A. The plan is for you to use the money to purchase gas and electricity...or a high-definition flat screen TV set, thus stimulating the economy

Q. But isn't buying a TV set stimulating the economy of China ?

A. Shut up

Below is some helpful advice on how to best help the U.K. Economy by spending your 'Winter Fuel' cheque wisely:

If you spend the money at Asda or Tesco, the money will go to Gibraltar, Ireland & Luxemburg

*If you spend it on Amazon your money will go Lichtenstein

*If you spend it on ebay your money will go Ireland

* If you spend it on petrol your money will go to the Arabs

If you purchase a computer it will go to India , Taiwan or China

* If you purchase fruit and vegetables it will go to Kenya, Spain, or Morocco

* If you spend it on "cheap" cigs it will end up in Rumania or Bulgaria

* If you give it to Oxfam 20% only will go abroad and 80% will remain in the hands of the administrators, who will spend it on fact finding missions to Cayman Islands, Thailand & Mauritius.

* If you buy a foreign car it will go to Japan, Germany, France, India or Korea.

* If you buy a British car it will go to Japan, Germany or India.

* If you pay off your credit cards or buy shares, it will go to management bonuses and they will hide it offshore Instead, keep the money in the UK by:

1. Spending it at car boot sales
2. Going to night clubs
3. Spending it on call girls
4. Buying cider, beer or scotch
5. Getting yourself a Tattoo (Please don't)
6. Visiting a bookie

(These are the only UK businesses still operating in the U.K.)

Conclusion: Go to a night club with a tattooed call girl that you met at a car boot sale and drink beer day and night !

It's the patriotic thing to do.

I recently received the message below from Stuart Arnott so I thought in case anyone else was wondering where the front bumpers come from I would enlighten you here. Correctly the rear bumper is from an old MGTF, not the recent model but the 50's model. What might be more surprising though is that the front bumper is from the same model. However, the chrome is stripped, the bumper is remodelled and the bumper is then re-chromed. If you are thinking this sounds expensive, then your right it is. I suggest you try very hard not to have a front ender.

I had a call from David Arrell of the Royale Windsor Ireland asking me if I knew what car the Sabre front bumpers are from as he needs a pair and doesn't want to go through ACL. Do either of you have the answer?

He told me that the back bumper is actually the front bumper from the old MGTF. Stewart.



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 Show-ground, Derbyshire, DE45 1AQ



SUNDAY 24 APRIL 9.30 am-2pm

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GEMINI EVENTS

2016 SHOWS

CLASSIC EVENTS - CLASSIC VENUES

We are pleased to announce that Transtar Promotions classic motor events are now organised by the team at Gemini Events. All classics including motorcycles, commercials, campervan & military vehicles are welcome.

'We put more in to our events so you get more out of them!'

27-28 MAR MOTORFEST WESTON PARK, SHIFNAL TF11 8PX	3 JULY CLASSIC MOTOR SHOW NEW EVENT! HATFIELD HOUSE HERTS AL9 5AE
3 APRIL CLASSIC MOTOR SHOW OLD WARDEN AIRCROFT BEES SG18 9EP	17 JULY CLASSIC MOTOR SHOW WALSALL AREBRETUM W MDS WS1 2QA
1 MAY CLASSIC MOTOR SHOW CATTON HALL DERBY'S DE12 8LN	31 JULY NOSTALGIA SHOW NEW DATE! BEAUMOND HALL LEES LE12 8TX
1-2 MAY 19th BEES CLASSIC MOTOR SHOW TURVEY HOUSE BEES MK43 6EL	7 AUG CLASSIC CAR & TRANSPORT SHOW SHUGHBOROUGH HALL STAFFS ST17 0XB
29-30 MAY CLASSICS IN THE PARK NEW EVENT! KNEBWORTH PARK HERTS SG1 2AX	14 AUG 5th HAMPS CLASSIC MOTOR SHOW BREAMORE HOUSE, HAMPS SP6 2DF
MAY MOTOR SHOW HALL WARKS B93 5NJ	20-29 AUG 26th CLASSIC MOTOR SHOW KNEBWORTH PARK HERTS SG1 2AX
11 MAY CLASSIC MOTOR SHOW VA DRIVE BRIGHTON BN2 1EN	4 SEPT CLASSIC & RETRO SHOW HIMLEY HALL DUDLEY DY3 4DF
16 MAY FATHER'S CLASSIC DAY OUT WIM GARDENS STAFFS S14 8JG	4 SEPT CLASSIC MOTOR SHOW WENTWORTH WOODHOUSE, YORKS S62 7TD

FOR MORE DETAILS VISIT www.classicmotorshow.co.uk

TO DOWNLOAD A BOOKING FORM OR BOOK ONLINE

01527 831726 info@geminievents.co.uk

Stalls from £25 per day

CLASSIC motor shows

Gemini Events

SANDWICHMAKER DINER

PRESENTS

SUNDAY MORNING MAYHEM

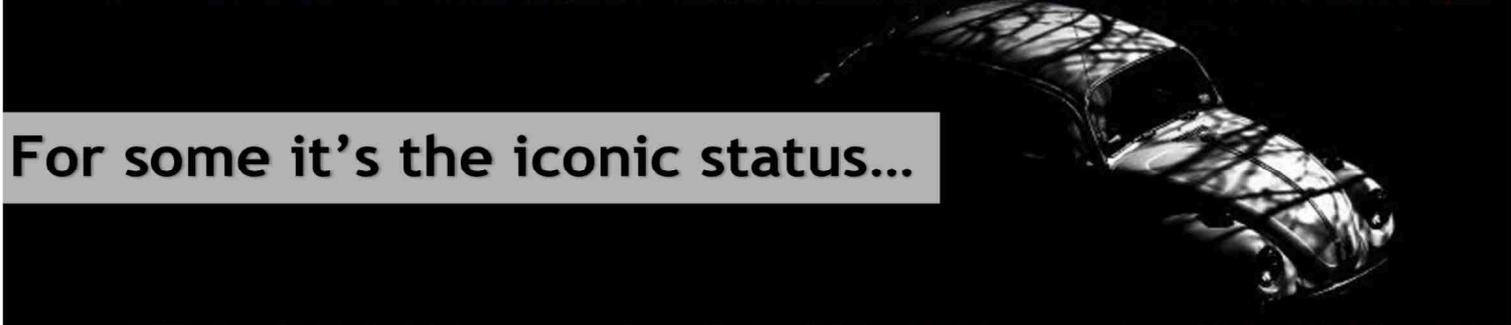
2ND SUNDAY OF EACH MONTH

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



For some it's the age...



For some it's the iconic status...



For others it's the marque...

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