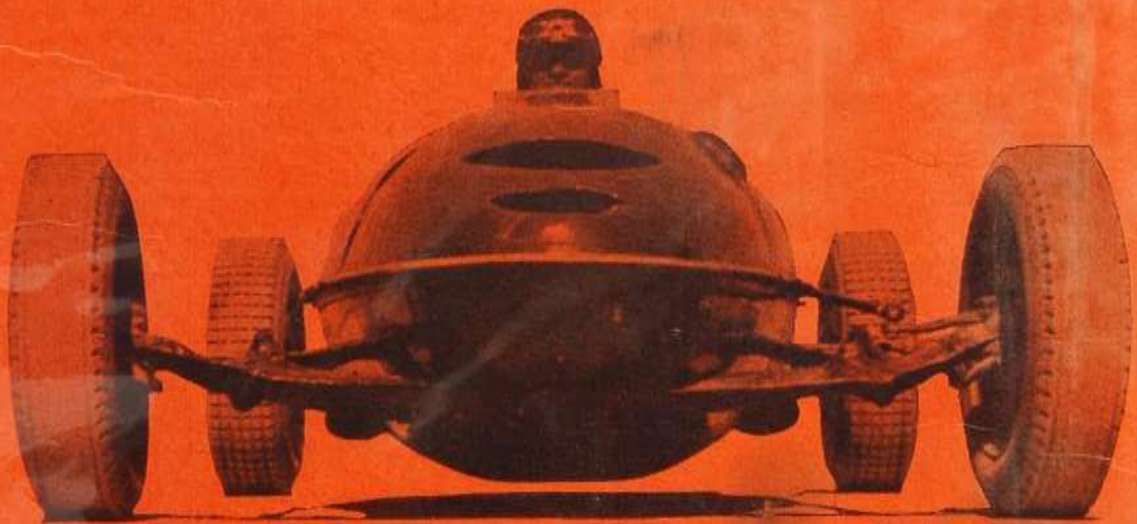




S. C. T. A.

Speed Trials

PROGRAM



*El Mirage Time Trials,
July 16-17, 1949*

25¢

Southern California Timing Association, Inc.

IN THIS ISSUE—COMPLETE RESULTS OF THE JUNE MEET

Editors Ramblings

Been a quiet year as regards my building progress (sadly) Ahh well ,maybe next year. At least the house is finished !! Peter and Wendy seem to have been out and about this year and have let us all follow their adventures. Bill has done some interesting shows up north and I am sure he would like more members to join him .The articles are great for a club magazine but surely they can not be the only ones who have been somewhere interesting this year ,please put finger to keyboard and let us all know.

I have been editing the mag for over two years now and wonder if anyone else fancies a go. It has been a fascinating period and great fun.The amount I have learned about "word and publishing " is worth it alone, but I feel some fresh ideas are needed. If anyone is interested let Peter know for the next AGM or give me a ring (01625 878576) and I will answer any questions and explain what is involved. Wishing you all the best for Christmas and the New Year .

Alec Paterson ,ajp99@fsmail.net

Chairman's Chat Autumn 2011

Well I hope you all had a reasonable summer and were able to drive your Royals with the top down as often as possible. Wendy and I were able to get away three times this year and enjoyed some memorable motoring across Europe in our Sabre. It was not all plain sailing as we had some difficulty with our starter motor that resulted in a need for it to be changed on our return. Two of our trips were with other club members and one was by our selves. The two with other members will probably be reported within this page so I will not expand here. However, our singular trip was as the say in the soccer world a game of two halves. We believe it or not found a B@B at Moncontour for 30 Euros a night and Dinner for 12 Euros, so we decided to have a quick trip away. En route it was sunny all the way and nudging 40c in the sun while we were there which for us was way too hot and certainly effected my starter motor which resisted staying engaged long enough to start the engine which we now know was due to a worn solenoid but quit scary 400 miles from home. Especially as tracking down a replacement proved far from simple when we returned. When on our return the weather turned chilly and just poured down with rain, it was such a culture shock to the system.

I think we have had another successful year though as I said earlier in a previous edition it would be nice if somebody else took a turn as Chairman next term; all volunteers put your hands up now. Membership remains fairly constant and although we have had some leavers these have been replaced by new members that have purchased cars so a warm welcome to them. We will once again be organizing a Valentines weekend on the 11th February and more details are enclosed within these pager so lets see as many of you as we can manage.

We still have a few windscreen toppers/finishers available if anyone is interested and they can be obtained from me either collected or by post.

That's about it from me only thing left to do is wish you all a Merry Christmas and a happy new year.

Peter Gibbons

Chairman.

Dear members,

We have arranged a Valentines weekend away for you to be able to treat your partner to a little cossetting and at the same time meet up with your like minded friends in the club. The venue is once again the Best Western Hotel at Buckingham and the cost will be held the same as this year @ £98.00 for B&B and three course evening meal. Also included in the price is full use of the hotels facilities including the

swimming pool so bring your cossie. Wendy and I will arrive early to meet and greet so if you would like to arrive around lunch time and join us we can start as we mean to go on. We have posted the hotels details below and would appreciate a quick response to allow us to plan for numbers and we have eight couples to date.

Please confirm your reservation by email and send your cheque for the total amount (£98.00) to make your reservation to:- Peter Gibbons

If you would like more details please give us a call on 01525 381240 We look forward to seeing as many members as possible. Kind Regards Peter



For Those who don't know, it's a Lamborghini Gallardo..... About \$250,000

Our Trip to Honfleur - September 2011

Day 1

Our day commenced with a very pleasant trip around the M25 and then M20 to Dover, unusually the route was not subject to too much congestion and we arrived in such good time we could have taken an earlier ferry. However, we were meeting up with John and Wendy Nassaris so we waited for the booked departure in lovely sunshine. John and Wendy arrived soon after the previous ferry loading had closed but only a short while after us so we all went for a coffee and waited for our ship to come in. Eventually we boarded and a calm trip across the channel was enjoyed with warm sun making us feel happy we had booked the date we did and feeling smug with ourselves as the heat grew. By the time we disembarked the temperature had grown and it was hoods down as we drove south to our overnight stop at Fillièvres in Le Moulin Chombre dot'e. You may have read this name before as this is our favourite stop-over when we cross to France so if it's en-route here is where we stop. Highly recommend it to you all. After a few beers in the local bar and a good dinner cooked by Bernadette it was time for bed and off the next day to Honfleur.

Day 2

We were greeted by a chilly but bright sunny morning, but after breakfast it had warmed a little and it was hoods down for the remainder of our day's drive. We decided to avoid motorways and tolls and take the scenic route including the very expensive bridges you encounter as you approach Honfleur. This, results in a need to use the bridge at Rouen and skirt the city limits. It can be very busy here but although the traffic was quit heavy we made steady progress so it was no trouble keeping all four cars together. We made a very pleasant stop for lunch where much local conversation was heard of the beautiful cars parked outside the Bistro. As we approached Honfleur from a southerly direction you come across a round-about that is to be fair a little confusing, as we neared it had a right filter as well as the normal exits, Wendy who had not been concentrating too much on the road at the time suddenly perked up that I was about to drive into a car park and I should bare right, in a moment of panic I followed her instructions though I have no idea why as I was confident that I knew where I was going. However, too late I find myself in a lane from which their was no escape and we have no choice to follow the road and drive across the Seine which was the one thing we wanted to avoid. After being relieved of several Euros we now had little choice but to continue this route and re-cross the Seine at the Bridge de Normandy and be relieved of several more Euros. As the party followed us and

wondered where the hell we were going France managed to take an additional 50 Euros from this group of tourist and we had added a few miles to our journey. However, the sun still shone and we arrived at our hotel in good time and were able to park outside our rooms. What the promotional details on the web-site didn't say was the hotel was at the top of a steep hill even if only a short walk to the centre of town is. This was a bit of a drag but once you have done it once or twice you soon get used to it and it becomes natural to take the exercise. The Monet Hotel is well placed in Honfleur and with car parking as well it is unusual and the welcome was first class and although breakfast is available there is no facilities for dinner. This of course means the hill every evening unless you buy food from the supermarket and eat on the veranda, which we did on one occasion.

Day 3

Spent today without driving, just chilling and meandering through the little streets of this very pretty little town that has drawn Brit and artist for many years, I have to say I have never before been in a town with so many Galleries with art for sale, not cheap either I might add. The sun stayed loyal to us and we soaked up a few rays sitting in little café's people watching and allowing the world to go by for a day. Very relaxing.

Day 4

It was a misty start today almost to the point of foggy for our trip out to the market at Liseux, can't have a holiday without a trip to the market the girls would never forgive us. And by the time we reached it the sun had burnt off the mist and fog and again it was very hot. The market was enormous and although the items were cheap the quality was as well so although we had a good look round the only thing that got bought was some of the lovely cheeses and other local produce to eat for a travelling lunch and our dinner which was to be outside our rooms in the garden of the Hotel. In fact we bought so much food that it was being eaten for breakfast and lunch the next day at 12 Euros a head.

Day 5



Today we set off to see the Bayeaux Tapestry along the coast road so that we would hug the sea most of the way. However, the French have installed so many anti car obstructions that I fear they are in danger of ruining the thing that many tourists come for, and as for parking, if you think we have problems it is in many ways no point going to see very much in the resorts as it is almost impossible to find anywhere to stop. Any, I digress; our route was eventually abandoned as we would never get to our destination at the rate we were progressing, so the decision was taken to take a faster route. Not long after the sky

turned black as soot and the rain came down in stair rods and when we looked in the direction from which we came an saw the sky was still as blue as we left it a quick U-turn was made and we went home to the comfort of what we knew and the much nicer weather. Never wanted to see the tapestry that much anyway.

Day 6

Today we leave Honfleur known place but this is castle so he could rule his very imposing position the though some rebuilding is Hotel de Paris which is arrived at 14.30, but were home, we did begin to



and move to Les Andelies a not very well where Richard the Lion heart built his French Kingdom without fear of attack. A castle holds but in a bit of a ruin now, taking place. We were booked into the renown for is excellent cuisine. We unable to gain admission as no one was worry as we did not want to go elsewhere

as they had my credit card details on file and I was afraid that if we were registered as a no show I'll come home to a nasty shock. I needn't have worried as the hotel was so inefficient that they had lost our booking and were not expecting us. Not only that but they only had one room in the hotel free and the other members would be put in the annex in the grounds. As it turned out the annex rooms were much better than ours in the hotel proper. Added to this the proprietors did not apologise and were verging on the point of rudeness. So, although we stayed our too nights we refused to eat in the hotel and would take our business elsewhere. All well and good but on a Monday night almost nothing is open other than an Indian restaurant that are beginning to take up residence in France now, so we had a wonderful evening if not very French served by very charming men fro India.

Day7

Not to be caught out again, before we went out for the day we found a wonderful little bistro and booked our evening meal before hand. A local tour round today visiting the local places of interest and a leisurely lunch in a transport café, best value in France, I think they are called Roulette or similar and for 11 Euros you can have a three course meal with all the wine you can drink, amazing. We had a sandwich and a small beer.

Day 8

Back to Le Moulin ready to drive today, about 100 miles destination safely and in leisurely few beers and



hit Calais the next morning, not that far to so we took a steady pace, arrived at our good time for a wonder and shower before a dinner before retiring.

Day 9

It's the 11.20 ferry this morning and our last day in France, in the main the weather has been kind, the company enjoyable and all that's left is to say thank you to the members that joined us and we look forward to another holiday with you all next year.

Peter and Wendy Gibbons



It's a pity they can't drive it !!!!

Incompetents invariably make trouble for people other than themselves.

[Larry McMurtry](#) (1936 -), *'Lonesome Dove'*

18th September 2011



An Interesting Drive up

The morning dawned grey and overcast, but with a more optimistic forecast for later in the day, I set out for Selkirk, a journey of around 68 miles from my home. However as soon as I passed the border into Scotland, I was rewarded by a sign which stated that the main A7 was closed for virtually the whole of my journey, apart from the last seven miles. All traffic was routed through a tortuous diversionary route of serpentine country roads, winding themselves through minuscule villages, up and over steep gradients and narrow bridges. I was hardly ever able to change into top gear, and spent most of the trip in third or fourth. A journey which normally takes about seventy-five minutes took over two and a quarter hours, and I arrived well after the 'final' time for admission to the display area. However everyone travelling from the south was in the same boat, and the stewards were permitting admissions well after I arrived. Due to heavy rain the previous few days, the ground was badly waterlogged in places, and tractors were being used to pull some exhibits *into* the field. This did not bode well for later in the day.

Record Entries

Once again, the number of entries was a record, with over 1600 individual entries and 62 car club stands. The show has only been running since 1993 when it was originally started by the Scottish Borders Council to promote tourism to the area. The first show had 84 entries. The Selkirk Rally Committee took over running the show in 1996, and the numbers have increased year on year since then to reach its present size, where it is now one of the largest and best organised shows of its type in Scotland. Entries come not only from Scotland, but a growing number travel from the northern counties in England, with particularly strong representation from Yorkshire, Lancashire and Cumbria.

Autojumble and Trade Stands

There were around 85 stands selling autojumble and merchandise of all types, as well as 15 catering stands, selling a comprehensive selection interesting food, from basic fish and chips to freshly barbecued 'venisonburgers'. Of particular interest to me personally, was a stand selling freshly-smoked 'Arbroath smokies'. They had rigged up a mini 'smokehouse', which consisted of a deep wood-lined pit with oak and beech logs smouldering at the bottom. Above this was suspended racks of herrings, and the whole lot was then covered with thick sacking which allowed the smoke to permeate through. The whole process took 40 minutes, and resulted in the most delicious kippers I have ever tasted. Worth travelling to Selkirk for this alone!



15 kit cars had entered for the show, but no doubt due to the pessimistic weather forecast, there were a few gaps in the lineup. My Sabre and David's were judged to be second and third respectively, so to some extent I paid him back for his presumption in beating me at the Cumbria Classic Show. But we were both beaten by an immaculate Beauford, which is regularly used as a wedding car by its owner, Brian Barry, who also won this event in 2009.



By 2.00pm, the rain, which had been threatening all day, started to pour down in earnest. Although the show organisers had requested all exhibitors to stay on the showground till 4.30, a growing number of cars were heading for home. Bearing in mind the fact that some cars were having problems even before the event had begun and that the surface had deteriorated significantly since then, David and I left the showground at 2.30 and headed home. However almost immediately on leaving, the sun came out, and I retraced my meandering circuitous route home in bright sunshine. A soggy day, but at least I had a rosette to show for it. Bill

Trip to Santiago Del Compastela June 2011.



Day 1/ 2

June 14th 2011 and our trip to Spain starts today, we are meeting up with our fellow travellers at the cormorant inn near Portsmouth for lunch before proceeding to the Brittany ferry that will take us overnight to Santander in northern Spain. However Wendy and I have barely left our house in Leighton Buzzard and the gear knob came away in my hand. As it turned out it only needed an alan key to tighten the grub screw holding it on but we had a time schedule to stick to and anyway I don't carry alan keys with me. But a nice sunny start to the day made this only a minor irritation and we had a trouble free drive down to Portsmouth. We comfortably met up with the gang, had a leisurely lunch and set off and booked into the ferry port to await our transport across the channel and the Bay of Biscay. We enjoyed an easy crossing with no high seas or other dramas and were unloading the following evening at 18.00 in mild Spanish evening sunshine with 130 miles to our overnight stop en route to Santiago del Compatible, the end of the way for millions of pilgrims over the centuries to undergo the trek from all over the world. Dark fell quickly and the sunshine soon turned to pouring rain but we eventually arrived at our nice comfortable hotel, had a couple of beers and turned in for the night to make the final leg the following day

Day 3

Rain cleared for a bright start if a little chilly so we decided it would be wrap up warm and take the hood down, today a hood popper came away in my hand and thought if anything else comes away we'll spend the holiday putting the car back together (forgot to mention we fixed the gear lever knob in the ferry car park). Only a small thing but why do these things not occur when you close to home with your tools. Anyway I digress, trouble free trip today and our hotel is found easily by the good old sat Nav but the car park seems to be missing, an enquiry in the hotel reveals it's a public car park and runs to three levels under the road in front of the hotel. Not what we were expecting but turned out not to be a problem as there were access steps virtually outside the hotel entrance. We register, dump our stuff in our rooms and set off to the nearest bar for a couple of well earned beers, return for clean up and out for a relaxing dinner with the eight friends in our party.

Day 4

Today we are off to visit the Cathedral and the old part of the town, our hotel is fairly central so its only a short walk into the old town and one of the most unusual looking pieces of architecture your likely to see and certainly one of the most ornate. What the church spent our money on in medieval times is mind blowing but of course if they hadn't we would not have the pleasure of visiting these amazing places today. The rain decided it would have a moment, well 4 hours so it was fortunate we have taken the precaution of packing some wet weather gear with us. The Cathedral is a must see if you are ever in this area of Spain which by Spanish standards this city is in the back of beyond but new roads that are half finished every where you go is trying to connect it with Spain proper. I have to mention that the roads we drove to Santiago were of a good standard and perfectly adequate for the amount of traffic that was using them. However, it looked as if millions of not trillions of Euros were being wasted on oversize motorways that by the look of them will not now be completed any time soon due to the current financial crisis the country is in. How Spain has been able to build all these roads when we can't even fill-in a few pot holes is astonishing but then I suppose it was with other people's money and now the chickens are coming home to roost.

Day 5

Off to the biggest street market in the region today, 20 miles towards the sea and then off to the seaside, first thing that strikes you at Spanish street markets is the prices, I bought 6 pairs of sports socks for a Euro, not the best quality I'll grant you but the prices of market goods were astonishingly low and I think this must be down to the state of the economy. Every city has demonstrators camped in the middle of town protesting at the state of the economy and the fact there are no jobs, no pensions and no money to live on. In the main square in Santiago we talked to a few of the demonstrators and although it appears their unemployment benefits were twice as generous as here in the UK you have to wonder how they are going to dig themselves out of the hole their in.

Enjoyed the market and moved on to the seaside and enjoyed a wonderful drive in hot sunshine along the coast road. Came across a beautiful yacht club where we enjoyed lunch and a beer, soaked up a few rays and had a leisurely drive back to the hotel for a wash and brush up and out to dinner.



Day 6

Free day today, went for a wander round the old town, had lunch out, returned to hotel to pack ready for the return trip in the morning with our half way halt the same as the outward trip.

Day 7

Overcast start to the day but the sun soon came out and we enjoyed a warm sunny drive back to the half way stop over via a trip to the beach to play in the sand and paddle our feet. The scenery in Northern Spain is just stunning with long sandy beaches and high mountains. In many parts you can be driving by the sea in hot sunshine one side of you and snow capped mountains on the other, where else in the world can you do that. Anyway, eventually arrived at our rest for the night, had a very pleasant 3 course meal for under 10 Euros .

Day 8

Another beautiful sunny start to the day for our drive to Santander, we will stay in the town tonight and get the ferry the next day. Lovely seaside hotel at the end of the prom overlooking the ocean, what more could you want. Got clean and walked into town, watched beach volley ball for a while, eat ice cream and basically had a lovely relaxing afternoon before dinner.



Day9/10

Boarded the ferry and again had a trouble free crossing home via Plymouth this time, so we stayed with friends in Plymouth overnight and must thank Terry and Fay for their kind hospitality. Must also thank all our friends that joined the trip and who provided excellent company for the whole period. See you all again in September for our trip to France.

Peter and Wendy Gibbons

20th/21st August 2010

By Bill Paul



Rose and Thistle Challenge

As always, the Cumbria Classic Weekend was split into two halves, the Rose and Thistle Challenge on the Saturday, followed by the Cumbria Classic show on Sunday. The Saturday saw over sixty cars take part in the 170 mile Rose and Thistle Challenge, which started and finished in Carlisle, with a stop for lunch at Floors Castle, which is situated on the outskirts of Kelso on the River Tweed. Built in the 1720s, it is the family seat of the Dukes of Roxburghe, and was featured in the 1984 film 'Greystoke - The Legend of Tarzan'.

Record Entries

Once again, the number of entries for the 23rd annual Classic Show on the Sunday proved to be a record, with over 600 cars entered. The weather was fine and dry, which also guaranteed a healthy number of spectators, although for some reason the numbers were slightly down on last year when a record number attended. This could have been the result of a slightly pessimistic weather forecast that predicted spells of rain, which in fact never materialised. As well as a number of stands selling a wide range of auto jumble, a traditional jazz band was on hand to entertain the public throughout the day.

Club Stands

There were 23 club stands this year, 5 up on last year. One of the most impressive was the one mounted by Solway Jaguar. This year commemorated the 50th anniversary of the Jaguar E-type, and their aim was to exhibit 50 of these cars to mark this event. With 40 on the stand and a further 12 being exhibited elsewhere in the show, they managed to achieve this amount. Quite an impressive display. I don't think I've ever seen so many in one place at the same time. Probably never will again! This year also marked the 50th anniversary of the MG Midget, and they also fielded a special display in the show arena.



AutoCross

Introduced for the first time last year was the autocross circuit, which was open to all comers. This proved to be so popular that it was decided to repeat it this year. Again, this was active throughout the day with cars of all ages taking part. Luckily the weather was fine and dry so, even with constant use, the circuit did not become too muddy.

Kit Cars

There were a total of 15 kit cars on display, including 2 Cobra replicas, a Locust, a Caterham, a Marlin, a home-made car based on an Austin FX3 1955 hearse, and an Ultima GTR with a 6.2 litre Chevy Corvette LS3 V8 engine, 490 BHP.

David's Revenge!

For the last 5 years, Royales have always featured among the winners at this event, and this year was no exception. Enthusiastic readers of this organ may remember that two years ago I was declared the winner with David Tomlinson's Sabre in second place. Well this year the positions were reversed, and David very deservedly won. But at least the rest of the field didn't get a look in! The picture shows David and me in the winners' enclosure after having received our trophies from Ron Palmer, the Chairman of the Wigton Motor Club, the organisers of this event, which must rank among the best organised events in the UK. Come on guys! Let's see some of you from Yorkshire, Lancashire, the Midlands and Scotland here next year. It's a really super well-run show, well worth the trip, and you most certainly wouldn't regret it!



Hi Guys,

We have the opportunity for another batch of windscreen finishers to be manufactured. I suspect this will be the last opportunity for these to be purchased so could any member that would like to order one please me know punctually.

Peter

I received this Advert recently (Yes I Know : ed) and thought the article may be of interest. I suppose £30 off is a good offer

GPS Security tracker normally £129 - club members price £99 using password gertie1972

Check out the video on the web site

Have you been wondering why, despite our ads and publicity, you havent heard many club members talking about our GPS tracker? Well, thats a good thing, simply because we cant stress enough how knowledge can help the thief defeat the protection afforded by any of the trackers available on the market. So remember careless talk costs cars. However, if you are engaged in conversation, its perfectly all right to show off knowledge about the way the various trackers work, just dont mention which one, if any, is installed in your car.

Over the past few months we have had many questions so we thought it might be useful to expand on the most common ones.

1. Is car crime decreasing?

Current cars, even those in the lower price brackets, are being sold with high-tech security features which makes them much more difficult for the thief to steal, and so car-jacking and breaking into houses to steal the keys/activation fobs are becoming more prevalent. It is also true that thieves are turning to kit cars and classic vehicles which are easier to steal yet just as rewarding to sell.

2. How does the tracker work if the car is in a garage or lock-up where there is no GPS signal?

This is a particularly important point at this time of year as many enthusiasts take their cars off the road for winter fettling. Yet it is also the best time of year, with dark evenings and mornings, for the thief to strike. The GPS signal is relatively weak, it has to travel over 11,000 miles from a 60watt power source. Compare that to Radio Two which probably travels less than 20 miles from a 10,000 watt power source. The GPS signal will likely disappear just inside the garage doors long before the mobile phone signal is lost. Check it by calling the tracker and see if the text message has any numbers in the longitude and latitude. These will be blank or zero if there is no GPS reception. This is perfectly OK and sending the move command will now store zeroes in the tracker. The tracker doesnt know actually where it is, such as Acacia Avenue, just the numbers for its Longitude and Latitude calculated by trilateration from the GPS data it receives. If it remains in the garage these numbers will remain as zeroes. The tracker checks for movement by taking the latest longitude and latitude away from the stored longitude and latitude and if the differences arent both zero then it knows it has moved and will send you the warning message. So if your car is moved out of the garage the tracker will pick up the GPS signal, make the calculations and see the differences are not zero and send the warning message together with its co-ordinates and speed.

3. Why does the tracker kit include Radio Frequency Identification (RFID) microchips and Anti-Tamper ID tags?

Marking the vehicle and its components, including glass, is a deterrent as no thief or person handling stolen goods wants to be found with items in their possession which can be linked to a crime. However Vehicle Identification Numbers (VIN) were not standardised until 1977 when the International Standards Organisation introduced ISO 3379. This enabled all manufacturers to put a unique ID onto every vehicle that not only described and matched the parts but also gave each vehicle a unique individual identity.

Kit cars are often the product of many different car parts so a VIN isn't really appropriate. The anti-tamper ID tags enable you to mark various parts of the vehicle and your tools as a deterrent. Because we sell these ID packs separately from the tracker, the existence of these ID tags does not necessarily mean our tracker is fitted. Moreover the RFID microchip(s) can be hidden thus providing covert ID to some parts. The FREE registration on the police database (www.thenmpr.com) allows the police to quickly check the true owners identity for any item found, even if it is no longer part of the vehicle. We strongly advocate that members register and create their own password-secure account and register their possessions, whether or not they use our security ID packs, but in any case recording manufacturers serial numbers. It will help the police and be welcomed by your insurers (possibly not to the extent of a discount off your premium, but if it deters a theft or returns your property it will help keep your no claims discount).

4. I have an older car with a 6volt system; will the tracker work?

Yes. The voltage transformer now connects with either 6volt or 12volt systems and supplies the tracker with a suitable voltage and current.

5. Does it matter if my car is positive or negative earth?

The voltage transformer has two wires - positive and negative which, providing they are connected to the positive and negative side of the battery, will power the tracker. The tracker does not require any earthing connection to the vehicle.

6. PAYG (Pay As You Go) SIM Cards Voice Mail Default Setting.

Some mobile phone services are providing PAYG SIM set so that incoming voice calls are automatically redirected to the service providers Voice Mail system. This means that you have to pay for a call to retrieve the message. It also means that when you call the tracker to find out where it is the call is picked up by the voice mail and no response is sent. It is vital that BEFORE inserting the SIM card into the tracker, you check the default setting (ask the provider) and turn off the voice mail setting. If you don't discover this until after you have put the SIM card into the tracker then you will need to go through the initialisation process again (only takes about 5 minutes) once the voice mail setting has been turned off.

7. PAYG SIM cards Is there a cheaper option and do I have to call it at least once a month?

PAYG text messages are cheap, about 10p per message, so it is unlikely to cost more than 5 a year to run the tracker. However it is probably a better choice to ask your contract mobile phone provider for another SIM card, with a different telephone number, to be put on your contract. This should avoid the common PAYG problem of your having to use the SIM card at least once a month otherwise the number may be de-activated by the provider. It will also mean you can use your FREE text message allowance against any messages sent by the tracker so that it costs nothing to run.

Stan Ratcliffe

Director RBS Ltd.

+44 (0)1474 350883/ 07956 552713 Email: stan@rbslimited.fsnet.co.uk

TOOLS EXPLAINED FOR THE LAYMAN

PILLAR DRILL A tall upright machine, useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your drink across the workshop, denting the freshly painted object which you had carefully placed in the corner where nothing could damage it.

WIRE WHEEL This vicious device strips paint and rust off small components and then throws them somewhere under the workbench with the speed of light. Will also remove several layers of skin from your fingers in about the time it takes you to say 'Oh sh#t!'

PORTABLE SAW A cutting tool used for making studs too short.

PLIERS Used for rounding off bolt heads. Sometimes used for creating blood-blisters.

MOLEGRIPS Generally used after pliers to completely round off bolt heads. They can also be used to transfer intense welding heat to the palm of your hand.

BELT SANDER An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW One of a family of cutting tools with a mind of its own. It transforms your best efforts into an unpredictable motion and the more you try to influence it, the more it wanders off course.

BLOW TORCH Mainly used for setting various objects in your workshop on fire. Also handy for igniting the grease inside the wheel hub from which you are trying to remove a bearing.

TABLE SAW A large stationary power tool commonly used to launch lengths of wood at the wall to test its integrity.

Another Sabre for Sale

I've only had the car 18 months, I've replaced the engine with a pinto running on a weber carb and points ignition for simplicity. I completely rewired the car with a new sierra loom. The hood has seen better days and could do with being replaced. The car could do with a new interior and respray to make it mint.

I'm open to offers. Please call me on 07904 088 606, and I will reply with pictures.

Many thanks, and answer any questions.

Rob. : Robert dentry

I thought you'd be interested to know the following if not already aware of it. Any time you call an 0800 number (for a credit card, banking, charter communications, health and other insurance, computer help desk, etc.) and you find that you're talking to a foreign customer service representative (perhaps in India, Pakistan, Ireland, etc.) without a good grasp of English, please consider doing the following: After you connect and you realize that the customer service representative is not from the United Kingdom - you can always ask if you are not sure - please, very politely (this is not about trashing other cultures) say, "I'd like to speak to a customer service representative in the United Kingdom." The rep might suggest talking to his/her manager, but, again, politely say, "Thank you, but I'd like to speak to a customer service representative in the United Kingdom."

YOU WILL BE IMMEDIATELY CONNECTED TO A REP IN THE UK. That's the rule and that's the LAW. And it'll take less than a minute to have your call re-directed to the United Kingdom. Imagine what would happen if every United Kingdom citizen insisted on talking to only UK phone reps from this day on Imagine how that would ultimately impact the number of UK jobs that would need to be created ASAP... If I tell 10 people to consider this - and then they tell 10 another people to consider doing this - think what can happen! If you agree, please tell all the people you know.and the message will spread.

This may also be of use !! Restore a rolling 30 year-old exemption to VED, for classic vehicles - e-petitions
It is to restore the 25/30 year road tax exempt rule. If 100,000 signitures are reached then the issue will have to be debated. <http://epetitions.direct.gov.uk/petitions/183>

Royale Sabre for sale:- Royale Sabre with rebuilt Rover 3.5 litre V8 engine and 5-speed manual gearbox. Twin Stromberg carburettors Luminition ignition. Electronic instruments. Leather seats. 7k miles since meticulous build by current owner. Full build record, documentation and receipts. Registered 1st January 2001. Built with hardtop only. Colours are black over silver and the car was featured in Complete Kit Car magazine July 2007. £13,750. Contact Bob Jeffery on 01270 760996. (Sandbach, Cheshire).

Does he love her more than me? (March 2nd)

He is spending far too much time with her at the moment.
They spend hours together behind closed doors.
She is younger than me and possesses a far sexier body than I have ever had.
When he runs his hands over her curves, I wonder if he ever thinks of me.
Does he not realise that she is far higher maintenance than I have ever been?
He promises that we will all go out together soon, and I shall probably forgive
this love affair when, at last, the garage doors are flung wide and we drive out in the newly restored sports
car.

Back on the road (April 20th)

We bought her over a decade ago. She has been sitting alone and neglected in the garage for the past seven
years. There has always been something else on which to spend our time and money. For the past three and a
half months, she has had countless hours and much of our savings lavished on her. She now sports a new
walnut-veneered dashboard, pristine upholstery, door panels and carpets, my husband's handiwork. There are
still a few cosmetic touches to add but, with MOT passed and road tax paid, she is back on the road for us to
enjoy the beautiful spell of summery weather we are experiencing here in England.

Sabre Rattling (May 6th)

We went for a run in the Sabre this afternoon. She now sports a badge bar and the new hood that my
husband has just finished making. As we had several belated April showers this morning, we kept the hood up.
Calling on one of our relatives who hadn't seen the car since the restoration, we glimpsed the little green-eyed
monster but were swift to point out that this car is all the foreign holidays we have never had; in fact, the
last holiday of any description was for three days in the neighbouring county of Lincolnshire three years ago.
As we drive through the towns, it is fascinating to watch the different reactions. I'm no expert at lip reading
but I have learnt to decipher, "look at that", "what's that?" and "wow!"

Sabre Dancing (June 19th)

Last Sunday, the 12th of June, saw my husband and me up early and out in our Royale Sabre. We were to take
part in the 43rd Annual East Coast Road Run, a completely new experience for us.
Meeting up at the starting point in East Park in Hull, we were amazed at the number of historic vehicles from
motorcycles to double-decker buses that were going to set out for the thirty-three mile drive to the finishing
point at Sewerby Fields on the cliff tops overlooking Bridlington Bay. What was even more surprising were the
number of onlookers lining the route to wave as we passed by as if we were part of a royal procession. Judging
by the cameras clicking away by the roadside, there must be thousands of photographs and video recordings
of the event.
From a beautifully restored Stanley steam car from the early twentieth century to the more familiar cars of
our youth, this was definitely a day to remember and we will certainly be watching out for the date of the
44th East Coast Road Run in 2012.

Complaining is good for you as long as you're not complaining to the person you're
complaining about.

[Lynn Johnston](#) (1947 -),

You'll never see these ads again!!

FREE for CHUBBIES

Fall and Winter Fashion Book full of charming Chubby-size Clothes

Girls' sizes 8½, 10½, 12½, 14½, 16½
 Teen sizes 18½, 21½, 24½, 26½

It pictures the newest dresses, coats, suits, sweaters, underthings, skirts, blouses for girls and teens too chubby to fit into regular sizes (and everything is priced the same as "regular sizes").

Lane Bryant

Every voyage a Gay Cruise...

AMERICAN EXPORT LINES

Keep up with the house while you keep down your weight.

TOTAL watches your vitamins while you watch your weight.

Isn't it time you gave yourself a Christmas Gift?

COLT

The Chef does everything but cook—that's what wives are for!

Kenwood Chef

Christmas morning she'll be happier with a Hoover

Hoover

COCAINE TOOTHACHE DROPS

Instantaneous Cure!
 PRICE 15 CENTS.
 Prepared by the **LLOYD MANUFACTURING CO.**
 225 HOBBS AVE., ALBANY, N. Y.
 For sale by all Druggists.

Let's face it - you could get hit by a BUS tomorrow

go on - **HAVE A FAG!**

WIVES.

Look this ad over carefully. Circle the items you want for Christmas. Show it to your husband. If he does not go to the store immediately, cry a little. Not a lot. Just a little. He'll go, he'll go.

Husbands: Look this ad over carefully. Pick out what you, who wants, to buy. Before she starts to cry.

Hormeyer

Blow in her face and she'll follow you anywhere.

Tipalet.

Some day all beer cans will open this easy!

Tipalet

HOW TELEVISION BENEFITS YOUR CHILDREN

Motorola TELEVISION

EAT! EAT! EAT! & ALWAYS STAY THIN!

FAT BURNER

How Mother and Baby "Picked Up"

BLATZ MILWAUKEE

Always the same good old...

SO THE HARDER A WIFE WORKS, THE CUTER SHE LOOKS!

PEP Vitamins for pep! PEP for vitamins!

More Doctors Smoke **CAMELS** than any other cigarette!

CAMELS

For a better start in life start **COLA** earlier!

COLA



Peter Gibbons, Chairman, Events Organiser & Spares

(01525) 381240 Mob : 07836 572183

e-mail: peter@columba11.freeserve.co.uk



Ken Baker, Membership secretary and **Ando Baker**, Treasurer

Tel 0208 651 5711

E mail kennybaker@tiscali.co.uk

Jim Waites, Southern Events Organiser

(01582) 655076

e-mail: jjwaites@ntlworld.com



Bill Paul, Northern Events Organiser

(01697) 345901

e-mail: Bill_ paul@btopenworld.com



Frank Moir, committee member(01619) 738171

e-mail: frank.moir@btinternet.com



Simon Carrington, Committee Member

(01296) 715069 Mob: 07866 808103

e-mail: carrington357@orange.net



ROC website : www.royaleownersclub.org.uk

e-mail user group Members only

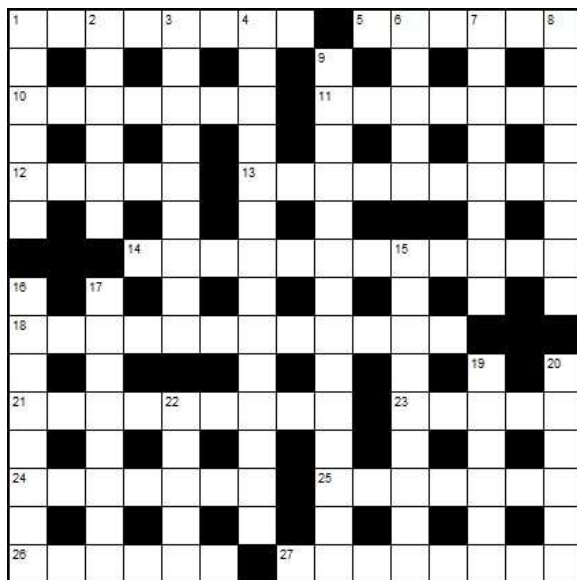
<http://autos.groups.yahoo.com/group/royaleownersclub>



Whats this then ?



www.freecrosswords.net "Set by Alberich";



ACROSS

- 1 11's work could produce British ale, home brewed (2,6)
- 5 The thing here is, with bad grammar she's a tragic figure (6)
- 10 Yellow-belly, as the saying goes, did this? (7)
- 11 He scored century in international after returning prize (7)
- 12,25 11's work gets staff with consulate sacked (5,7)
- 13 Masculine types fish and drink (4,5)
- 14 Anyhow, get usual buns for elephants, say (12)
- 18 One in Europe gets man's Palm Pilot finally home, good and ready (12)
- 21 Symbolic logic, most learn, is complicated (9)
- 23 Runs off to mark 11's work (5)
- 24 Back around beginning of November priest died and left absolutely nothing (4,3)
- 25 See 12
- 26 Sustained note held by singer ended prematurely (6)
- 27 A year's rent is lower (8)

DOWN

- 1 Those filling role of Doctor Who can't attend (6)
- 2 Yielding wicket, overwhelmed by bounce audibly (6)
- 3 Endlessly had rows about university lectures (9)
- 4 11's work gives married man a stroke (5,9)
- 6 More than one horse kicks (5)
- 7 Maybe soldiers subordinate to captain will provide something to wear (3,5)
- 8 Taking half of pill, sleep off unknown disease (8)
- 9 With regret I visit after amateur game to get last bit of money (14)
- 15 Medicines with connected oral applications (9)
- 16 Trade union managed to make trouble at first for 11's work (8)
- 17 Bibliophile monopolises pocket book (8)
- 19 African policeman needs to request a rise - not half! (6)
- 20 At last Freddie Starr's represented as philosopher (6)
- 22 Reversing a long way in sports car is hard work (5)

Eccentricity is not, as dull people would have us believe, a form of madness. It is often a kind of innocent pride, and the man of genius and the aristocrat are frequently regarded as eccentrics because genius and aristocrat are entirely unafraid of and uninfluenced by the opinions and vagaries of the crowd.

Edith Sitwell, *Taken Care Of*, 1965