

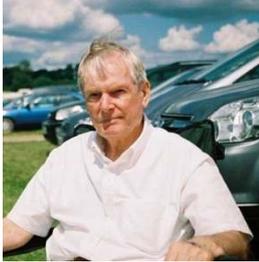




**Peter Gibbons**, Chairman, Events Organiser & Spares

(01525) 381240 Mob : 07836 572183e-mail:

[peter@columba11.freeserve.co.uk](mailto:peter@columba11.freeserve.co.uk)



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

Tel 0208 651 5711

E mail [kennybaker@tiscaly.co.uk](mailto:kennybaker@tiscaly.co.uk)



**Jim Waites** , Southern Events Organiser

(01582) 655076

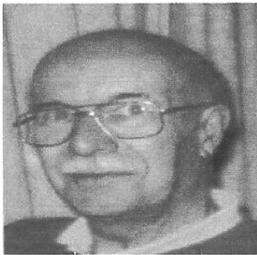
e-mail: [jjwaites@ntlworld.com](mailto:jjwaites@ntlworld.com)



**Bill Paul**, Northern Events Organiser

(01697) 345901

e-mail: Bill\_ [paul@btopenworld.com](mailto:paul@btopenworld.com)



**Frank Moir** , committee member(01619) 738171

e-mail: [frank.moir@btinternet.com](mailto:frank.moir@btinternet.com)



**Simon Carrington** , Committee Member

(01296) 715069 Mob: 07866 808103

e-mail: [carrington357@tesco.net](mailto:carrington357@tesco.net)



**ROC website** : [www.royaleownersclub.org.uk](http://www.royaleownersclub.org.uk)

e-mail user group Members only

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

## Editors Notes

Welcome to 2012 and I hope you all had a good Christmas and new year. The summer is coming and it's time to charge our batteries, check the oil and fire up the Sabre. My tealeaves and the vagaries of the Pacific el nino currentc predict a good year for touring. Please let the editor know what you have been up to ,or are planning. Unfortunately as I mentioned in the last issue I am no longer in a position to continue as your current editor so anyone interested in continuing the mag please contact any committee member ,or let me know. I feel that a healthy club magazine in some form is essential to keeping the club going so all you budding journalists get your pencils sharpened. So, a sad goodbye for now ,but I hope to see many more members at various shows this year. Alec ajp99@fsmail.net

## Chairman's Chat January 2012

As I sit here at my computer the temperature outside is just above zero and nothing could be further from my mind than jumping in the Sabre and having a spin. However the Valentines weekend will soon be upon us and weather permitting Wendy and I intend to take it to the hotel with us. By the time this chat reaches you the weekend will probably have past so to all those that made the effort to attend I do hope you had a good time.

Providing another piece of work I submitted appears in these pages you will read I have had some difficulty getting my car through the MOT, to say this is disappointing is putting it mildly as being built with a new engine you would not think I would suffer from emission problems but I suppose it's a sign of the times with ever and ever stringent test to try to remove cars of an older age from our roads and some not so old.

A club site has been booked for Detling, Stoneleigh and Newark so hopefully we will see a good turnout at these shows but if not I feel one or two of them may fall by the wayside. Detling appeared poorly attended last year and if there is no improvement this year I suspect it may well disappear the following year, I hope I'm wrong but it seems Kent is not the place for Kit-Cars and yet this was at one time the European Kit Car meet when it was held in the Chatham Dockyards but then it had a lot more atmosphere in those days with all the old buildings and the rope factory demonstration.

If you can only make one show this year please make it Stoneleigh and the AGM, in recent years we have shown healthy numbers with I believe up to 20 cars last year which was a great effort but I would love to see an improvement even on this as this is the only yardstick we have to measure the health of the club.

Most of the events I organise are in the South Midlands and that's because this is where I live and am most familiar with and some members may ask why does nothing ever get organised in my area, well this I'm afraid is about the area being active and someone from the locality either organising something we can be invited to or for a show / event that we as yet are not aware of and would show up if we new ir t was happening. At the moment we see the same faces at most events with the odd new member now and again never to be seen again. I have asked for input as to what the members might like organised but received not a single reply so I must assume you are all happy with what we have and not much bothered about much more. The AGM would be a good place to air your views so please make the effort to join in.

Our editor has voiced a desire to retire from the post if we can find a volunteer or even if we don't, Stoneleigh will tell us but if you have ever fancied yourself as a bit of a journalist or editor or both why not have a go, you may well enjoy it.

In the last issue of the magazine I wrote about our trip to Spain and our visit to Santiago del Compastela, since then a film has been released about just such a journey on foot, through France and over the Pyrenees, its called 'The Way' and I'd like to recommend it to you as a soft gentle film with stunning scenery and no sex or violence. It stars Martin Sheen and if nothing else it will pull a few heart strings and remind you to make the most of the life we have as we are here but for a short time.

Well not much else to ramble on about now, only to wish you all a great year with your Sabre and lets hear all about it in the pages of our magazine.

Best wishes to you all

Peter Gibbons - Chairman.

In the Middle Ages, they had guillotines, stretch racks, whips and chains. Nowadays, we have a much more effective torture device called the bathroom scale. ~Stephen Phillips

## A MESSAGE FROM THE MEMBERSHIP SECRETARY

Very many thanks to all members who have renewed their subs promptly. It is cheaper for the Club as it avoids me having to spend money on phone calls and postage stamps. If you have not yet renewed, you will find a renewal form for 2012 in this issue of the magazine, just in case you have misplaced yours.

Best wishes for the New Year from Ken and Ando.

As of January 1, 2012, the Department of Transport has added a series of changes to the MOT criteria to reflect the complexity of modern cars' electronics. From faulty tyre pressure monitoring systems to steering lock checks, the MOT 'pass' criteria is now stricter than it was. The main changes to the MOT include: **Dashboard** The new MOT test will check the warning lights are working properly for the main beam headlights, power steering, brake fluid, tyre-pressure monitor, air bag, seat belt pre-tensioner, electronic parking brake and electronic stability control, where present. The speedometer must be complete and fully operational. If the dial glass is broken or the speedometer cannot be illuminated, the car will fail the test. **Lighting** If any of the lights have been modified - with coloured lenses for example - to result in their colour or intensity being altered, your vehicle will also fail. For vehicles with High Intensity Discharge (HID) lamps, a failure will be issued if the HID system doesn't include headlamp cleaning and levelling systems, or if they don't work properly. **Power** A battery which is insecure or leaking electrolyte will result in failure. Also, any visible wiring which is insecure, bared by worn insulation, not properly supported or capable of causing a short will trigger a failure. A vehicle will fail if it had a catalytic converter which has since been removed, or if it has damaged or chafed fuel pipes. **Steering** Dysfunctional or absent steering locks, where fitted as standard, will now cause the vehicle to fail - as will missing or damaged dust covers and suspension ball joints. **Other extras** The driver's seat fore and aft adjustments, which move the seat forwards and backwards, must be able to be secured in two or three different positions. If the vehicle has electric seats, the motors must be able to move the seat fore and aft. Doors must be easily opened and closed from the inside and outside. Tow bars must be free from inappropriate repairs or modifications and the airbag must be present and working if it was fitted as standard. **When do I need to make the changes?** The new rules come into play from January 1 but there is an initial grace period of three months. During this time the rules will be treated only as 'advisories', meaning motorists will have until their first MOT after April 1, 2012 to have any of the new listed problems addressed. From that date onward however, breaking one of the rules will result in an immediate MOT fail.

**Webcon Alpha Engine Management System** Three years after my Sabre passed its SVA test and was recorded as a new car it was time for it to face its first MOT. Although I didn't expect it to pass as little maintenance has been carried out due to the number of minor issues that has virtually meant the car has had continuous attention. However, I was not expecting it to fail on poor emissions as the engine was new and should have no wear issues. However, fail it did and for the guys at the technical end they had to force the fuel pressure higher to get it to pass. Not happy to leave it at this I contacted Webcon and asked them what they felt might cause the issue; they were unable to help over the phone and kindly agreed to allow me to take my car into their workshop for analysis. The car was booked in and on the day in question, 2nd November 2011 at 08:30 the car was delivered as agreed and the team spent 5 hours at no charge completely retuning the car on their rolling road but mainly reducing the amount of air it was taking which was proving to cause the engine to run too lean.

The purpose of this short piece is to explain how well I was treated by the team at Webcon and the amount of emphasis they put on ensuring the customer was satisfied with the kit he bought three or four years after it was purchased. To say they could have ignored my request for help is an understatement and for them to agree to look at it after so long goes to show that in some cases in this day and age customer satisfaction is still important to some companies and certainly for Webcon. If you are thinking of strapping an Injection system to your Zetec then can I recommend you follow the Webcon route because if it goes wrong they will guarantee customer satisfaction with their products and not many companies will do that? My thanks to all the team at Webcon. Peter Gibbons - Chairman



**Alan Collins**

**Senior Development Engineer**, Webcon UK Ltd, Unit A1, Dolphin Road, Sunbury, Middlesex TW16 7HE  
Tel: +44 (0) 1932 750252 Mobile: Fax: +44 (0) 1932 782725 Email: alan.collins@webcon.co.uk

People are so worried about what they eat between Christmas and the New Year, but they really should be worried about what

they eat between the New Year and Christmas. ~Author Unknown

### Subject: It's the LAW!

1. Law of Mechanical Repair - After your hands become coated with grease, your nose will begin to itch and you'll have to pee  
2. Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible corner. 3. Law of Probability - The probability of being watched is directly proportional to the stupidity of your act. 4. Law of Random Numbers - If you dial a wrong number, you never get a busy signal and someone always answers. 6. Variation Law - If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now (works every time). 7. Law of the Bath - When the body is fully immersed in water, the telephone rings. 8. Law of Close Encounters - The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with. 9. Law of the Result - When you try to prove to someone that a machine won't work, it will. 10. Law of Biomechanics - The severity of the itch is inversely proportional to the reach. 11. Law of the Theater & Hockey Arena - At any event, the people whose seats are furthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surly folk. 12. The Coffee Law - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold. 13. Murphy's Law of Lockers - If there are only 2 people in a locker room, they will have adjacent lockers. 14. Law of Physical Surfaces - The chances of an open-faced jelly sandwich landing face down on a floor, are directly correlated to the newness and cost of the carpet or rug. 15. Law of Logical Argument - Anything is possible if you don't know what you are talking about. 16. Brown's Law of Physical Appearance - If the clothes fit, they're ugly. 17. Oliver's Law of Public Speaking - A closed mouth gathers no feet. 18. Wilson's Law of Commercial Marketing Strategy - As soon as you find a product that you really like, they will stop making it. 19. Doctors' Law - If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel better.. But don't make an appointment, and you'll stay sick.

This is brilliant :- Worlds smallest V12 Engine <http://www.youtube.com/user/yesuswilder10#p/u/0/3YfTt6CsiD8>

If nature had intended our skeletons to be visible it would have put them on the outside of our bodies. ~Elmer Rice

### Car for Sale

Stunning Royale Windsor Landaulette wedding car, special occasions or proms. The interior is a rich burgundy leather. There is ample room inside making it easy to get in and out. Taxed and tested to May 2012. 11.000 miles only. 2.000 cc manual. The valuable registration number WED180 is included in the price. £25.000. Selling due to retirement.

Tel.0161 7484603 mob.07970273116 Regards John



### Some Forthcoming Events

Race Retro Show Stoneleigh Park , Coventry , 24-26 February

Techno Classics ,Essen 21-25 March

European Kit and Sports Car Show Kent County Showground Detling 7-8 April

National Kit Car Show Stoneleigh 6-7 May ,Newark Kit Car show Newark show ground 16-17 June

Goodwood Festival of Speed Goodwood 28 June 1July ,Donnington Kit Car Show Donnington 1-2 September

Beaulieu International auto Jumble 8-9 September ,Goodwood Revival , 14-16 September

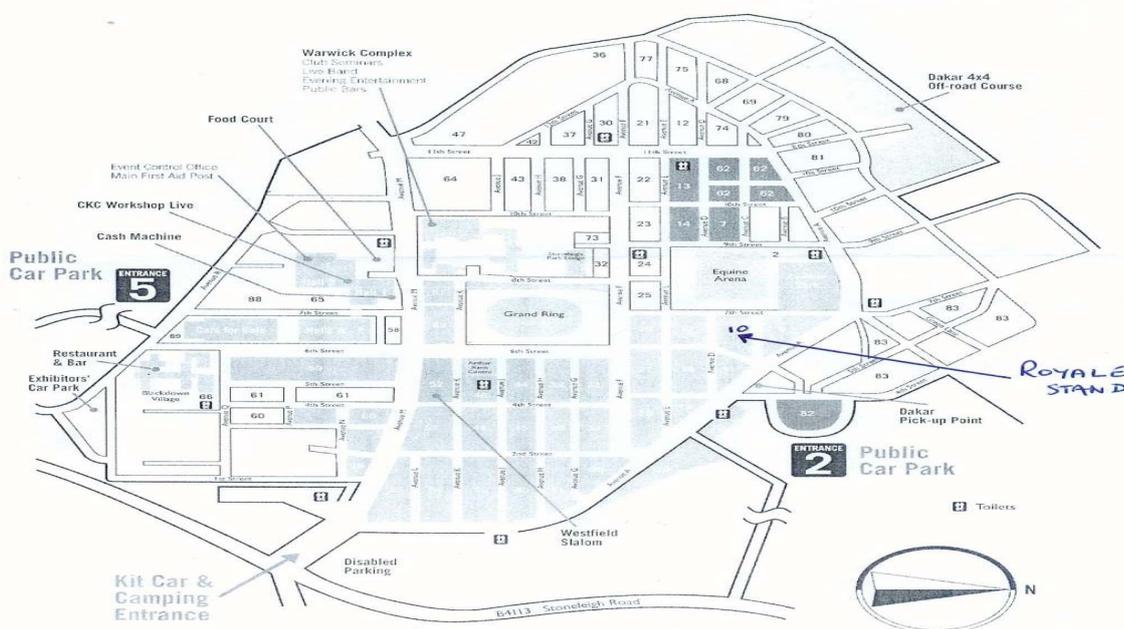
Exeter Kit and Sports Car show Exeter show ground 20-21 October ,Classic Motor show NEC Birmingham 16-18 Nov

National Kit Car Show - Stoneleigh May 6/7<sup>th</sup> 2012

The Club have reserved a stand at the National Kit Car Show that takes place on Sunday/Monday May 6<sup>th</sup>/7<sup>th</sup> at Stoneleigh, please see map attached. The AGM will again take place in the Warwick suite at 12:00 - 12:55, the committee look forward to seeing as many members as can make it. We had a good weekend last year with sunshine and a short meeting, this is your chance to voice your opinions and put forward ideas for social events and the manner in which the club is run. Peter Gibbons - Chairman

# The World's No. 1 THE NATIONAL KIT CAR MOTOR SHOW

SITE MAP OF N.A.C. TO INCLUDE THE LAYOUT OF CLUB STANDS



Organised By: GROSVENOR SHOWS LTD  
Telephone: 01406 372600 / 372601 Fax: 01406 372602

This plan has been reduced and cannot be accurately scaled. Not every individual club stand has been indicated on this plan.

The older you get, the tougher it is to lose weight, because by then your body and your fat are really good friends. ~Author Unknown

To paraphrase Mark Twain, it's not what you don't know that can come back to bite you; it's what you know for sure that ain't true. When it comes to maintaining your car, misconceptions abound. And even the best intentions can lead you to spend more money than necessary or even compromise your safety. Here are common myths that can do more harm than good:

**Myth: Engine oil should be changed every 3,000 miles.**

**Reality:** Despite what oil companies and quick-lube shops often claim, it's usually not necessary. Stick to the service intervals in your car's owner's manual. Under normal driving conditions, most vehicles are designed to go 7,500 miles or more between oil changes. Changing oil more often doesn't hurt the engine, but it can cost you a lot of extra money. Automakers often recommend 3,000-mile intervals for severe driving conditions, such as constant stop-and-go driving, frequent trailer-towing, mountainous terrain, or dusty conditions.

**Myth: Inflate tires to the pressure shown on the tire's sidewall.**

**Reality:** The pounds-per-square-inch figure on the side of the tire is the maximum pressure that the tire can safely hold, not the automaker's recommended pressure, which provides the best balance of braking, handling, gas mileage, and ride comfort. That figure is usually found on a doorjamb sticker, in the glove box, or on the fuel-filler door. Perform a monthly pressure check when tires are cold or after the car has been parked for a few hours.

**Myth: If the brake fluid is low, topping it off will fix the problem.**

**Reality:** As brake pads wear, the level in the brake-fluid reservoir drops a bit. That helps you monitor brake wear. If the fluid level drops to or below the Low mark on the reservoir, then either your brakes are worn out or fluid is leaking. Either way, get the brake system serviced immediately. You should also get a routine brake inspection when you rotate the tires, about every 6,000 to 7,000 miles.

**Myth: If regular-grade fuel is good, premium must be better.**

**Reality:** Most vehicles run just fine on regular-grade (87 octane) fuel. Using premium in these cars won't hurt, but it won't improve performance, either. A higher-octane number simply means that the fuel is less prone to pre-ignition problems, so it's often specified for hotter running, high-compression engines. So if your car is designed for 87-octane fuel, don't waste money on premium.

**Myth: Flush the coolant with every oil change.**

**Reality:** Radiator coolant doesn't need to be replaced very often. Most owner's manuals recommend changing the coolant every five years or 60,000 miles. Of course, if the level in the coolant reservoir is chronically low, check for a leak and get service as soon as possible.

**Myth: After a jump-start, your car will soon recharge the battery.**

**Reality:** It could take hours of driving to restore a battery's full charge, especially in the winter. That's because power accessories, such as heated seats, draw so much electricity that in some cars the alternator has little left over to recharge a run-down battery. A "load test" at a service station can determine whether the battery can still hold a charge. If so, some hours on a battery charger might be needed to revive the battery to its full potential.

**Myth: Let your engine warm up for several minutes before driving.**

**Reality:** That might have been good advice for yesteryear's cars but is less so today. Modern engines warm up more quickly when they're driven. And the sooner they warm up, the sooner they reach maximum efficiency and deliver the best fuel economy and performance. But don't rev the engine high over the first few miles while it's warming up.

**Myth: A dealership must perform regular maintenance to keep your car's factory warranty valid.**

**Reality:** As long as the maintenance items specified in the vehicle owner's manual are performed on schedule, the work can be done at any auto-repair shop. If you're knowledgeable, you can even do the work yourself. Just keep accurate records and receipts to back you up in case of a warranty dispute on a future repair.

**Myth: Dishwashing and laundry detergents make a good car wash.**

**Reality:** Detergent can strip off a car's wax finish. Instead, use a car-wash liquid, which is formulated to clean without removing wax.



**So there it is - 'Sitting in the Driveway'!**

After many months, you have finally finished building your dream car, but for some reason it just doesn't drive like the car you always wanted.

Are you 'Spaced Out' too much? Using spacers to offset wheels can make your steering hyper-sensitive and cause the car to 'wander' and feel unpredictable.

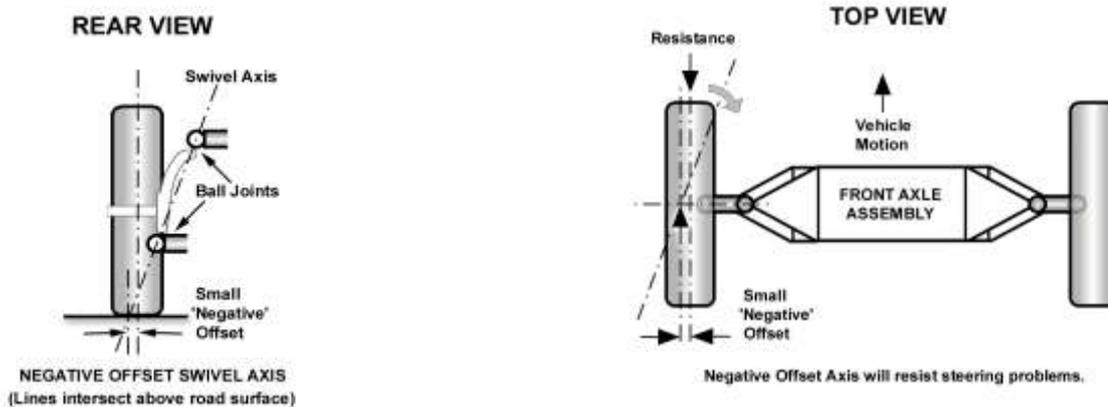
Once the offset reaches a point, where there becomes significant leverage about the swivel axis, the steering will react with increasing nervousness. Every dip and bump in the road will start to become a feared entity, cambered roads will start to test your muscular prowess, as you wrestle the wheel to maintain directional control. Does this sound like your car?

**Well the big issue here is - What can be done to improve the situation?**

There is an old adage - 'Knowledge is the key', well it certainly is in this case. I know 'theory' is a dirty word to a lot of people, but it is important to understand what is causing your problems, if you want to try and do something about curing them! Unless of course you have got big bucks to spend and then you just take it somewhere to get fixed. Most people who have just shelled



achieving Centre Point Steering. It is more likely to be, because it is more desirable to actually have a small amount of 'negative offset' built in to the system. Now while this might initially look as bad as having positive offset at first glance, let us consider what actually happens when we encounter adverse operating conditions, i.e. puncture, road bumps, partial brake failure, etc. Whereas with positive offset, hitting a bump tried to turn the vehicle outward about the obstacle and caused the car to veer off course, negative offset actually opposes this. The extra drag induced, tries to turn the road wheel inward and helps prevent deflection from a straight line. This reduces any 'tug' at the steering wheel and provides a much more stable ride. In the case of a puncture or 'one sided' braking, again the offending wheel helps keep the vehicle in a straight line by steering slightly inwards, therefore reducing instead of exaggerating any problem. It is because of these advantages that most manufacturers of modern cars now try and build in a small amount negative offset.



### Spacers and Wide Wheels.

The use of spacers or wide wheels, will tend to make any offset positive. When used together, the resulting combination can be quite dramatic, in the worst possible sense. The heavy steering feel at low speed, when a car is fitted with very wide wheels and spacers, is not just due to road friction and the extra tyre surface area. The offset produced by this set-up, means that as you turn the wheel, you are effectively 'dragging' the whole car around the swivel axis! If you are going to fit very wide tyres, try and see if you can obtain wheel rims that will extend inwards towards the car, as well as outwards. This will help counterbalance any undesirable forces through the steering. But remember - do check the available wheel clearance or you will have a very limited steering lock!!!

### To Summarise the situation -

**Problem:** Heavy steering, or serious directional instability.

**When:** If a bump is encountered by only one of the front wheels. Driving along a steeply cambered road. Braking with out of balance front brakes. Braking with uneven front tyre traction (road grip).

**Cause:** Front axle assemblies, due to - Misalignment, Incorrectly assembly, Serious wear, Uneducated modification or Poor design.

**Solution:** Understand likely cause of problem, plus diligent checking for faults.

### What can we check then?

To start we will assume that the manufacturers have got it correct (not always the case mind you, but probably most likely!). So what might you have done to cause a problem? Errrr - Ok, so it could be inadvertent!

### List 1 - What could I have done wrong?

'Hit a Kerb, fitted bent or non-standard parts, altered the suspension height, poor servicing.'

i) *Hitting a kerb can bend wishbones, track control arms or hubs assemblies.* Even slight misalignments in these components, can cause dramatic steering problems.

ii) *Fitted bent parts. I.e. Track control arm, wishbone or hub assembly.* How do you know that any second hand parts you have fitted were not involved in an accident?

iii) *Raised or lowered the suspension, creating 'funny' track control arm angles.* It would be a very rare situation indeed, to be able to 'simply' alter a car's suspension height,

without affecting steering adversely. Even when standard suspension travels up and down, the swivel axis offset moves all over the place.

iv) *Fitted non-standard length track control arms, or tilting/adjusting, your top struts too far to provide extra camber.*

Varying track control arm length, will adjust the vertical angle of the road wheel to the ground (known as camber), which is a critical factor in determining steering offset. Tilting struts will have the same effect. On some cars, it is possible to accidentally fit the top suspension trunion reversed, which also alters the front wheel camber.

## **List 2 - What else could I have done wrong?**

i) *Fitting different diameter, spaced out, or wide front wheels.*

As can be seen from the diagrams above, excessive wheel spacing, or fitting extra wide front wheels can cause serious offset problems. What is not generally realised is that to the angle of the swivel axis, fitting taller or smaller wheels will also cause offset alterations. Taller wheels increase negative offset and small diameter wheels, or lower profile tyres will increase positive offset.

ii) *Worn or broken suspension spring, uneven tyre pressures, odd sized front tyre.*

If a car leans to one side, the front steering geometry changes dramatically. This is why road springs are normally sold in pairs, a weak or broken spring will cause problems, (Range Rovers are an exception here, they have a different springs fitted all round!). Low pressure in a front tyre will cause the suspension to sag in that corner, increasing not only tyre drag, but also the positive offset, this is why cars with a flat front tyre, tend to pull towards the side with the puncture. Accidentally fitting an odd sized tyre is not unknown, believe me the effect of this on handling can be horrendous, as the vehicle will pitch into each corner.

iii) *Uneven tyre wear.*

On an unevenly worn tyre the centre of pressure will vary, causing the offset to stray from standard, and sometimes even change as the wheel rotates.

iv) *Odd make front tyre.*

This will affect steering during acceleration (FWD), or braking. Differing tyre traction could be caused through many things in this instance, such as - odd tyres (on the front 'heaven forbid'), a steeply cambered road providing more weight/grip on the inside wheels, uneven tyre pressures, road surface condition varying, a worn tyre or wheel alignment problems.

Yes it's a big list and I have probably missed some, but you really ought to start looking here before you go screaming at the (poor old) manufacturer - who probably sweated blood making sure it should have all been correct, however you decided to build it! Check the easy and obvious items first and note well - Bent components are virtually impossible to see by eye! Most motorists will not have the specialised equipment at hand, to do a full axis alignment steering check, which would be necessary to find small deformities in accident damaged parts and unfortunately not all garages understand how to use their equipment properly, or interpret the readings afterwards (You doubt me? I used to train mechanics!). But bearing this in mind, there are enough factors listed here that are within our control to check properly. Use common sense to determine the likelihood of damaged or modified parts, before you go mad rushing out and purchasing all new expensive bits!

**A careful balancing act!** Take heart, it is possible to combine some adjustments to cancel out negative steering effects! For instance, if you want to fit wide or spaced wheels, and are also prepared to fit larger diameter. Then with careful planning, these two modifications will work together beautifully, to provide near standard steering properties. Quite often, a lot of steering related problems can be improved tremendously, just by fitting a 'matched' pair of new front tyres!

**What next?** Still got steering problems and the answer was not in the list above? DON'T scream at the manufacturer yet! Steering is a massive and complicated topic, F1 teams agonise over the smallest of adjustments and a slight miscalculation here will cost them the race. Is there any hope? Yes, the next article in this series will deal with the effects of 'Toe', 'Trail' and 'Camber', what they are, why its important and how their adjustment will affect our motorised dreammachine!

If I had been around when Rubens was painting, I would have been revered as a fabulous model. Kate Moss? Well, she would have been the paintbrush. ~Dawn French



Summer is coming, Honest!!

### Get Your Grill on With California Raisin Chipotle Grilling Sauce



It's that time of the year again - time to dust off the barbecue and gather the family together to celebrate summer! As happy as you are to kick off the grilling season, that same old barbecue sauce is eventually going to wear out its welcome.

If you're tired of traditional sauces every summer, try looking for new inspiration. Add a twist to your grilling favorites with an unlikely recipe helper: California Raisins. Raisins add a deliciously sweet zip to savory relishes and homemade sauces, and as an added bonus, all the flavor that California Raisins bring to your recipe is even better because the fruit is fat- and cholesterol-free, as well as naturally low in sodium. This grilling sauce recipe is sure to add refreshing flavor to any summer favorite:

Start to finish: 40 minutes .Servings: 24 .Serving Size: 2 tablespoons

1 cup prepared barbecue sauce, 1 1/2 cups California Raisins, 1 cup husked and chopped tomatillos, 1/2 cup lime juice, 1/2 cup water, 1/3 cup chopped onions, 1/4 teaspoon ground cinnamon, 1 to 2 chipotle chiles, canned in adobo, minced, and sauce, to taste. Combine ingredients in small saucepan; cover and simmer for 30 minutes. Let cool. Then, puree in blender or food processor. The sauce is tops on chicken or ribs or even as a zesty dressing for juicy burgers!

Nutrition Information (per serving): Calories 40 (6 percent from fat), Total fat 0g (sat 0g, mono 0g, poly 0g), Cholesterol 0mg, protein 1g, Carbohydrates 9g, fiber 0.3g, Iron 0.3mg, Sodium 90mg, Calcium 9mg.



### Create California Warm Harvest Bread Salad

1 one-pound loaf artisan bread, preferably a day old, 1 to 2 tablespoons olive oil, 2 shallots, minced, 1 teaspoon sugar, 2 tablespoons pear vinegar or apple cider vinegar, 1 teaspoon fresh thyme leaves, 4 to 5 tablespoons extra virgin olive oil, 2 tablespoons butter, 2 firm-ripe pears, 3/4 cup pitted black olives, halved, 3/4 cup cherry tomatoes, quartered, 3 tablespoons minced fresh Italian parsley

Set the bread on a clean work surface, and cut it in half crosswise. Remove the crusts and about 1/4 inch of the bread. Preheat an oven broiler. Brush the bread very lightly all over with olive oil, set it on a sheet pan and broil until the bread takes on a little color; turn and continue until all surfaces have been lightly toasted. Cool, tear into 2 inch pieces, put the pieces into a wide shallow serving bowl and cover. This can be done up to a day in advance.

Put the shallots into a small bowl, season with 1 teaspoon salt, add the sugar and vinegar and agitate the bowl gently to dissolve the sugar. Add the thyme, and let rest for 15 minutes. Stir in 4 tablespoons of the olive oil, taste and if it seems a bit too tart, add the remaining tablespoon of olive oil.

Spoon half the dressing over the bread and toss. Set aside.

Put the butter into a medium sauté pan. Working quickly, peel the pears, cut them in lengthwise quarters; remove the seed cores and cut into 3/4-inch dice. Melt the butter over medium-low heat, add the pears and sauté, turning gently with a spatula, until they are lightly browned all over. Remove from the heat and add to the bread, along with the olives, cherry tomatoes and parsley. Toss the salad, and mound it on one side of the dish.

Serve the bread salad with a roasted chicken, using your favourite recipe. Pair the white meat with Chardonnay, the dark meat with Pinot Noir. To serve just one wine, consider a dry

No diet will remove all the fat from your body because the brain is entirely fat. Without a brain, you might look good, but all you could do is run for public office. ~George Bernard Shaw

Please, Please, Mr Lottery

**The Transition: a Roadable Aircraft by Error! Hyperlink reference not valid.** From Wikipedia, the free encyclopedia

The **Terrafugia Transition** is a light sport, roadable aircraft under development by Terrafugia since 2006.<sup>[2]</sup>

The Rotax 912S piston engine powered, carbon-fiber vehicle is planned to have a flight range of 425 nmi (489 mi; 787 km) using automotive grade unleaded gasoline and a cruising flight speed of 107 mph (93 kn; 172 km/h). It does not include an autopilot.

On the highway, it can drive up to 65 miles per hour (105 km/h)<sup>[3]</sup> to keep up with traffic. The Transition Proof of Concept's folded dimensions of 6 ft 6 in (1.98 m) high, 7 ft 6 in (2.29 m) wide and 19 ft 6 in (5.94 m) long are designed to fit within a standard household garage. When operated as a car, the engine powers the rear wheel drive. In flight, the engine drives a pusher propeller. The Transition has folding wings, pusher propeller



Food has replaced sex in my life; now, I can't even get into my own pants. ~Author Unknown

**BRITISH MYTHS AND LEGENDS**

1.	In the Old English saga Beowulf, what is the name of the monster?
2.	A village in North Wales is named for the grave of a legendary dog. What is it's name?
3.	Doncaster airport takes its name from which figure in folklore?
4.	What building in Scotland is said to house the Holy Grail and features prominently at the end of The Da Vinci Code?
5.	In Arthurian legend, who fought the Green Knight?
6.	Which Irish hero built the Giant's Causeway?
7.	The Loch Ness monster is said to be a long-surviving dinosaur, but what type?
8.	What is the name given to the collection of Welsh legends?
9.	Which famous author hoped to create "a mythology for England"?
10.	St George is the patron saint of England, but in which country would you find his tomb?

**Some more great British Drives and a couple of Continental trips** Adapted from Britain's Best Drives: Journeys Back To The Golden Age Of Motoring **The North Yorkshire Moors**

**Scarborough - A171 to Scalby - unclassified road to Hackness and Langdale End - Dalby Forest Drive - unclassified road to A169 - A169 north, turning on to unclassified road for Goathland - back to A169, to Whitby**

'Makes you proud to be British,' says one onlooker. 'I beg your pardon?' says another.

'The car, the car. Look! After all these years. Starts sweet as a nut.' The Ford Woody is ticking over on the Scarborough seafront, drawing sideways glances and grins of recognition from the shufflers-by.

Fifty years ago, everyone aspired to the freedom epitomised by ownership of the humble Moggy, the Morris 1000, and its quaintly rustic sibling, the Traveller, our distinctively timber-framed estate. And today she may as well be called a Time Traveller, for the byways we are taking her down really generate a sense of how motoring must have been half a century ago.

You would not take this road for any other reason than to enjoy it, as it doesn't really go anywhere. If you wished, for example, to drive from Scarborough to Whitby efficiently, you would not do it this way. Thus, every vehicle you meet on the way - and there aren't many - is there to enjoy the drive, and the sylvan beauty of the surrounding forest.

From Scarborough, with its iconic Grand Hotel (once home to a visiting Winston Churchill, who demanded the installation of a bidet - and to 'The Great British meal offer: £3.95'), we head into the North York Moors National Park.

We reach the Forest Drive toll point. It is going to cost £7 - ouch! - to drive the next nine miles, but do we even hesitate?

The Forest Drive swoops through deep woodland, delivering that sense of motoring as it used to be, when fewer cars were on the road, engines were less powerful and drivers were not prone to boiling over like radiators in summer traffic jams at the least hint of delay. Driving suddenly feels gloriously uninhibited and instinctive.

It's only when we hit the A169 at the Fox and Rabbit Inn that we feel we have rejoined the 21st century. Suddenly it's a struggle to find a gap in the traffic.

Once in Whitby, we retrieve from the glovebox an old 1953 motoring guide called *A Tour By Car Through England, Scotland And Wales*. It recommends that its readers stay a night to see the fishing fleet put to sea - 'It is a wonderful sight'. Now it is a pitiful sight. There are just 11 big fishing boats left and 40-odd small ones.

'The Government's ruined the fishing industry,' says an old fisherman on the quayside.

'I say Government,' he amplifies. 'I mean bunch of tossers.' This will be a familiar refrain throughout our drives.

## North Wales

**Caernarfon - A4086 - Llanberis Pass - Pen-y-Gwryd - A498 - Beddgelert - A4085 - Caernarfon**

The mountains and lakes of Snowdonia are where the ancient people of this land retreated when the English arrived in the 13th century to get them to play cricket.

Within the National Park, 65 per cent of the population of 27,500 speak Welsh as their first language - and they still don't know a leg break from a leek.

From Caernarfon, this drive takes us deep into the heart and soul of Welshness. We must count on a particularly flash and brash motor to get us to our destination, the village of Beddgelert.

The Ford Zodiac Mark II, which went into production in 1956 and was superseded in 1962 by the Mark III, is pure rockabilly. It has a six-cylinder, 2,500cc engine, leather upholstery, transatlantic styling, a two-tone paint scheme and whitewall tyres.

It also has an outrageously prominent sun visor that is the equivalent of wearing wraparound shades as well as gelling your hair up into a quiff.

For much of history, the terrain this drive traverses has been regarded as all but impenetrable. Roads were either non-existent or virtually impassable for much of the year, and our route, the A4086 between Caernarfon and the heart of Snowdonia, wasn't completed until 1831.

Nowadays, the most serious hazard we will encounter on the road out of Caernarfon are tractors. We pass a sign indicating bumps in the road. Back in the 1950s, people used to say that this image meant 'Brigitte Bardot ahead'.

We pass the sign for Snowdonia National Park and later turn the big, sloppy steering wheel to the right, entering the downhill flow of the A498 and the heart of Snowdon's scenic glory.

The mountainous region known as Snowdonia in English is rendered as Eryri in Welsh - the place of eagles, though none are here now - while the Snowdon peak is called Yr Wyddfa, which means 'the Tomb'. Since 1820 there have been a variety of buildings on the summit. The most recent was a bunker-style cafe built in the 1930s and described by Prince Charles, on a visit in 1984, as 'the highest slum in Wales'. It has just been pulled down to make way for a new visitor centre.

Down we go and, approaching Beddgelert, the Ford Zodiac faces her sternest test - crossing the ancient, extremely narrow stone bridge that turns at right angles across the River Colwyn.

For the last few years, a succession of big trucks have been sent this way by non-Welsh-speaking sat-nav systems. The result is bridgeloek, followed by an ignominious retreat.

The Zodiac has no power steering, so you need arms like Popeye's to drag the wheel round. For a split second it seems to be crunch time for the offside headlight - but we make it onto the bridge and reach the other side unscathed. We leave the old Ford up by the Royal Goat Hotel and head off to explore.

## **The North Cornish Coast**

**St Ives - B3306 to Zennor - Pendeen - Geevor Mine - Botallack - St Just - A30 - Sennen - Land's End**

A summer Saturday on the A30 in Cornwall: roof-racks and tail-backs, wailing sirens and a quick call to tell our landlady we're running late.

As Cornish as shoe-leather pasties and car park fees, Changeover Saturday has survived the colossal developments in Britons' holiday habits in the past half century.

The 'factory weeks', when entire workforces took their holidays at the same time and in the same place, are a thing of the past. But the ghost of that tradition lives on in Cornwall - the family from Wiltshire in their little tent on Porthminster Beach in St Ives, and the newlywed Glaswegians arm-in-arm at Land's End's famous signpost may well be there because their grandparents came in the 1950s.

The road from St Ives to Land's End - now designated the B3306 - was extolled in the guidebooks and motoring handbooks of the day as one of the classic drives of Britain.

And these descriptions hold good today. The road crosses ancient moorland, skirts the sea, twists through medieval farmsteads, and keeps on to the end of the earth, Land's End itself. It also passes above rich seams of tin, for which thousands

of men once risked their lives. The twin faces of Cornwall - scenic and industrial - are perfectly encapsulated in this 19-mile stretch of road.

Our vehicle for this journey is the split-screen VW Type 2, variously known as the Kombi, Combi, Campervan or Splitty. No vehicle is more redolent of freedom, sea and surf than this iconic marque.

The Type 2 went into production on 8 March 1950 - the same day that Rover Cars in England unveiled a revolutionary car, Jet1, with a gas turbine engine. The respective fates of these vehicles mirror the fortunes of the German and British car industries since World War II.

Rover's Jet1 may have gone like a rocket - literally - but its fuel consumption was so horrendous that it never went into production. Meanwhile, the humble VW Type 2 was soon one of the most popular vehicles in the world.

Pointing its distinctive snout westwards, we leave St Ives behind and enter a countryside of high hedges decorated with ferns, convolvulus, cow parsley and pink campion; of stone circles, and of the scars left by mining.

This is one of those fun roads that attracts both bikers and vintage car enthusiasts. On certain weekends in the summer it is clogged with crocodiles of puttering bone-shakers from this or that owners' club, driven by men in goggles and women in headscarves.

Their destination? The end of the land. Arthurian legend locates it as the gateway to the lost world of Lyonesse, which now lies beneath the waves.

Today, Land's End is owned by a company called Heritage Great Britain plc. They have created an impressive facsimile of a retail outlet on a ringroad, which succeeds in being a thumbprint of modern Britain: commercially rapacious and utterly charmless.

But stand with your back to England, gaze across the top of the Longships Lighthouse, strain to spot the ghostly wisps of the Scilly Isles on the western horizon, and reflect that Cornwall still remains a place apart from the rest.

## **The Lake District**

**Keswick - Castlerigg Stone Circle - A591 to Grasmere and Ambleside - unclassified road, 'The Struggle', to Kirkstone Pass - A592 to Penrith and M6**

Rain. It drums like thoughtful fingers on the soft vinyl roof of the Triumph. This is the Lake District, home to the wettest inhabited place in Britain - a hamlet called Seathwaite, which is, thankfully, not on our route.

There, the native Cumbrians are born with webbed feet and don't realise they can take cagoules off till they're about seven years old.

The weather can change quickly, though, that's the joy of the place - and of driving a soft-top, which, before long, will be folded away in order to feel the silage-scented air whistling up our nostrils.

William Wordsworth, the Romantic poet and spiritual father of his native Lake District, walked virtually every inch of the route we're taking - from Keswick, where his fellow poet Samuel Taylor Coleridge lived, via the 'Druids' Circle' of Castlerigg, to the cottage at Grasmere where he sat versifying.

He walked a lot, did Wordsworth. Indeed, his friend, the opium-eater and essayist Thomas De Quincey, calculated that Wordsworth must have walked 180,000 miles. The only place he hasn't been to around these parts is our destination: the M6 at Penrith.

We'll be sticking to automotive power - our bright-red, two-seater 1960 Triumph TR3A.

It is sporty and stylish, in a bug-eyed way, and handles the narrow bends and gradients of the Lakes with insouciance - even if you can't always see what may be coming up behind, due to the minuscule rear-view mirror.

One of her most charming features is her tiny windscreen wipers, miracles of precision engineering that sweep and swish like dainty hands. And we are in the right place to test them out.

Leaving the stone circle, we take the narrow lane to the west of it that runs dead straight to join the A591. As the fells seem to rise around us like a guard of honour, there is a palpable sense of entering a realm that's different in appearance and feel from anywhere else in Britain.

Neither the Lake District's mountains nor its bodies of water stand any kind of comparison, size-wise, with the great mountains and lakes of Europe. Yet it is one of the most beautiful corners of the continent, attracting 11 million visitors a year from all over the world. It hasn't got any grotty or boring bits. It's all filling - and this route takes the motorist straight through the richest part of it.

**Alpine Road, Germany Start:** At the island town of Lindau on Lake Constance. Before you leave, stroll between the old gabled houses packed in a maze of narrow streets.

**Route (300 miles):** This is one of the classic European drives - a designated scenic route twisting along the edge of the Bavarian Alps. It's much more interesting than the more popular "Romantic Road" but trickier to follow as it twists through scores of small towns and villages such as Oberstaufen, Oberammergau, Ettal, Garmisch and Bad Tölz. You'll need a decent atlas and the map at: [deutsche-alpenstrasse.de](http://deutsche-alpenstrasse.de).

**Look out for:** A switchback of lush Alpine meadows, snowy mountain peaks and ancient forests, punctuated by dozens of fairy-tale castles and lakes. Along the way, pass through the winter-sport resort of Garmisch under Zugspitze, Germany's highest peak, and King Ludwig's Neuschwanstein castle and Linderhof palaces. I'm always left with memories of cows with bells around their necks and ornate, wooden, chalet-style houses with flowerboxes overflowing with red geraniums.

**Where to stay/eat:** Plenty of smaller hotels and guesthouses along the route, like Hotel Sonne (+49 8362 080, [hotel-sonne.de](http://hotel-sonne.de), doubles from €109) in the heart of Füssen's old town. In Ramsau, the quaint Alpenpension Auengrund has doubles from €58).

**The Grand Tour:, Italy Start:** At elegant Geneva's Lake Léman waterfront. Head along the south shore, passing from Switzerland into France.

**Route (500 miles):** Take the D902 south, climbing steeply to Chamonix via Thonon-Les-Bains. The seven-mile Mont-Blanc tunnel under the highest Alp is a strange thrill; emerging into Italy's deep Aosta valley is even better. From Turin, head south for Alba, hitting the Med at Savona. Enjoy the Levantine Riviera as far as La Spezia, then find the little roads climbing up the Apennines to Abatone, and then twist down into Florence. Make a circuit by returning on the winding minor routes to Bologna or Modena, then back up to the Alps via Milan.

**Look out for:** Lots of mountains, of course, plus all the shops, food and buzz of Italian cities, the undiscovered charm of its country towns and old-school swank of its glamorous coast. Portofino and Le Cinque Terre are seaside highlights, the twisty Apennine roads north of Florence a driver's joy.

**Where to stay/eat:** Money no object? Park next to George Clooney's motorbike slot at the Splendido in Portofino (+39 0185 267 801, [hotelsplendido.com](http://hotelsplendido.com), doubles from around €671). On a budget? Casa Cambi near Savona (+39 0182 78009, [casacambi.it](http://casacambi.it), doubles from €80 B&B) is a colourful little hilltop hideaway.

**Ends:** Don't let Florence's flat, industrial outskirts deter you, but think twice about trying to drive around the complex, restricted old city centre.

BRITISH MYTHS AND LEGENDS 1.In the Old English saga Beowulf, what is the name of the monster? Grendel 2.A village in North Wales is named for the grave of a legendary dog. What is it's name? Beddgelert 3.Doncaster airport takes its name from which figure in folklore? Robin Hood 4.What building in Scotland is said to house the Holy Grail and features prominently at the end of The Da Vinci Code? Rosslyn Chapel 5.In Arthurian legend, who fought the Green Knight? Gawain 6.Which Irish hero built the Giant's Causeway? Fionn mac Cumhaill (Finn McCool) 7.The Loch Ness monster is said to be a long-surviving dinosaur, but what type? Plesiosaurus 8.What is the name given to the collection of Welsh legends? The Mabinogion 9.Which famous author hoped to create "a mythology for England"? J. R. R. Tolkien 10.St George is the patron saint of England, but in which country would you find his tomb? Israel