

Humps and Pipes



Issue No. 37

April—September 2002

HUMPS AND PIPES

QUARTERLY (!) NEWSLETTER OF THE RONART DRIVERS' CLUB

ISSUE 37 April - September 2002

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Cover Page: Its looking Good—Latest Interior of the Lightning

FROM THE EDITOR

NEWSLETTER PRODUCTION

Well I must say I noticed a marked improvement in the print quality of the last newsletter and I hope you did. Our thanks to Henry and Ben Weitzmann for all their efforts over the last few years producing these by sheer hard work but now we can take advantage a 'friend of a friend' to run them off using some high speed real McCoy equipment. Our thanks are now due to Tony Legon who is 'managing' the current situation.

LIGHTNING

The first customer machine was delivered to Martin Rowley in June, see also New Members under members News. We understand that Martin test drove it for a while as requested by the factory. It was then returned for further work to correct some issues, several of which were known to Ronart Cars before delivery. See also 'The First Privately Owned Lightning' article.

RONART EVENTS

Our annual club Summer Meeting 2002, just to remind you, was a one day do at the fabulous Bentley Drivers Club Race Meeting on 31 August at Silverstone Race Circuit, Northamptonshire. Details were sent out on a separate mail shot so I hope it is was firmly in your diary. As this was a Saturday we held a more family orientated event the next day as well, at the nearby Warwick Castle. Members could pick either or both days to attend. Some members were talking about staying up over night so a pub get-together was organised with eighteen booked for dinner.

David's Small's club trip to the Nurburgring track in Germany with the 12 W152s will be all over by the time you receive this Newsletter as it's on August 8th. The numbers are up from the 9 UK cars as it has now been confirmed that 3 German owners will join us. My sad news is that I will be doing the trip in my old XJS convertible. As some of you will know my W152 blew the engine just outside Dover on the way to Corsica, later my 3.8L engine was found to be a bag of worms despite two complete rebuilds in the last few thousand miles by VSE. However much of the blame lies with a dodgy cooling system, which is discussed under my name in Members News.

NEC Classic Car Show 9 & 10 November, there is some talk about the club attending again this year, so if you are interested in participating please call Ben Weitzmann. It is without doubt the best indoor show of it's kind in the UK.

BUZZING OFF!

By now, those of you who have read my little announcing mail shot, will know that we are off shortly all going well, to live in Southern France. It's semi-retirement really mainly for health reason, but also for a better climate and quality of life. We have acquired a small farm in an area of outstanding beauty in the 'Lot'. Half of the farm was converted to a high grade camping/caravan/camper van site some years ago and the outbuildings changed to provide a licensed bar, café, small shop, large workshop (for Ronarts), reception centre, sheltered BBQ, games room and ablutions as my old dad use to call 'um. We are planning to put on a few more permanent dwellings for visitors who do not carry their 'shell' around with them and even persuade classic car clubs to include a stop on their travels, as there is so much to do in the area, if you like outdoor pursuits. The really good news is that there was some response to my mail shot and the club continues as outlined in the article – The Club's New Order. The dating of this newsletter reflects my problems in completing this, my last issue of Humps & Pipes.

Mike

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ENCLOSURES Membership List and Haynes Catalogue Offer

OBITUARY

Peter Downs

It is with much sadness that I have to tell you all that just as we are going to press Peter, our Midlands Region Organiser died on 19th August. Two of Peter's great interests in life were scuba diving and driving his Ronart W152-S6. It was whilst on a dive 25 miles off the coast of Littlehampton, that Peter's accident occurred, but nobody knows exactly what happened. Peter and his wife Carolyn were sat on the same table as my wife Ros and myself at the last Xmas lunch and it was then that Peter suggested organising a Midlands Region of the club. Enthusiastically he later contacted other local members and was really chuffed with the positive response he received from them. I hope you all manage to read the report, in 'Members News' that Peter sent to me about the meetings that I am sure Peter would have wished me to publish, as well as other references to him in this newsletter. I am not sure that this publication will reach you in time, but there will be a Thanks Giving Service at the All Saints Parish Church, Foley Road East, Streetly, Sutton Coldfield (on the B415) at 2.00pm on 5th September. Peter will be cremated privately a few days earlier.

Peter was a smashing chap and will be much missed. The club has sent flowers to Carolyn - Ed

THE CLUB'S NEW ORDER

by Ed

The response to my resignation mail shot was somewhat limited, but it goes like this.

Firstly I would like to thank those of you who did contact me to wish us well, like Steve Trodd, Barrie Canon, David Wheeler, Roger Threlfall, Peter Moore, and Peter Downs even though you are unable to take on any of the roles mentioned, which were:

Club Secretary

There were no volunteers for the role as it now stands but our Web Master, PR Co-ordinator and London Area Regional Organiser Graham Hallett has agreed to take it up in a purely reactive role. Graham's home address will therefore be the club's new address.

Newsletter Editor

Only one volunteer and thank goodness for that, because without a newsletter I fear we have no club. It was Graham H once again.

Events Co-ordinator

There were no volunteers I'm sad to say. My guess is that the club's contacts will act like an unofficial committee on this for now. Of course this means right now that there is no *definite* Xmas Lunch or presence in November at the NEC Classic Car Show planned. This also left me with a problem with regard to the exhibition material that I am holding. Henry Weitzmann and I have always divided this 50:50 so that at least one of us had 'stuff' for a show if either attended, to say nothing of trying to find storage space for the lot. Whilst Henry has agreed to take the lot as a fall back, good fellow David Small has agreed to help out although he cannot take it all, so some will be later distributed to Tony Legon and Graham Hallett. Even so there is quite a lot of stuff involved and those items that are partly owned directly by myself will stay with me, for which I shall make a donation to the club as agreed with the treasurer.

Finally I would like to volunteer for a couple of new roles, just to keep my hand in:

France Regional Organiser, Assistant to Jacques Grandjean

Ronart Fellow, keeper of historic club files, knowledge and activities

FORTHCOMING EVENTS

<i>DATE</i>	<i>EVENTS</i>	<i>DETAILS</i>
31May-10Jun	RDC Corsica 2002	Tour of the 'Island of Beauty' Contact David Mansfield T: 01763 852115
Fri/Sun 27/28Jul	Festival of Speed	Goodwood Motor Circuit, Chichester, W Sussex. Ed will be there, will you?.
Thu 11Jul	RDC Noggin & Natter London region	Sun Inn, Dunsfold, Surrey, 7.30pm + Details: Graham Hallett T: 01737 832686
Sun	JEC Powered by Jaguar	Snetterton Race Circuit

18Aug	Challenge. Co-org JCC	Ronarts entered?
Thu-Mon 8-12Aug	RDC trip to: 'Old Timer Grand Prix'	Nurburgring, Germany Contact David Small T:+44 (0) 1483 203588
Sun/Mon 25/26Aug	Knebworth2002 Classic Motor Show	Knebworth Park, Stevenage, Herts A favourite with local Ronart owners Over 2500 classics
Sat 31 Aug	RDC Summer Meeting	Bentley Drivers Club Race Meeting Silverstone Race Circuit, Northamptonshire
Sun 1Sep	RDC Ladies Day	Warwick Castle
Fri-Sun 6-8Sep	Goodwood Revival Meeting	Goodwood Motor Circuit, Chichester, W Sussex. Ed will be there!
Sat 7Sep	JEC Powered by Jaguar Challenge. Co-org MGCC	Oulton Park Race Circuit, Cheshire Ronarts entered?
Sat or Sun 14or15Sep	National Kit & Performance Car Show	Donington Park, Derbyshire T: 01737 225857
Wed 18 Sep	Track Day C Darwin Charity	Goodwood Motor Circuit, Chichester, W Sussex Details: 01243 542674 Ronarts going!
Thu 11Sep	RDC Noggin & Natter London region	Sun Inn, Dunsfold, Surrey, 7.30pm + Details: Graham Hallett T: 01737 832686
Sat 7Sep	JEC Powered by Jaguar Challenge. MGCC	Oulton Park, Ronarts entered?
Sat/Sun 21/22Sep	Le Mans Classic	Le Mans, France Ronarts going?
Sat-Wed 21-25Sep	Targa-Liege 1200 mile Endurance Rally for specialist cars – Belgium to Italy	Guide of Motor Endurance T:01386 861400 Who dares?
Sat/Sun 28/29Sep	JEC Powered by Jaguar Challenge. Co-org JCC	Brands hatch Race Circuit, Kent Ronarts entered?
Mon 30Sep	Goodwood Sports & Super Car Track Day	Goodwood Motor Circuit, Chichester, W Sussex Details: Tony Legon 01243 542674
Sat or Sun 19or20Oct	JEC Powered by Jaguar Challenge. Co-org JCC	Donington Park Race Circuit, Derbyshire Ronarts entered?
Sat 30 Nov	Club AGM?	Location TBA

Club comedian Freddie Trodd has now extended his offerings. Not just content with the really smart bonnet and steering wheel badges we reported on in the last newsletter, he's now sharing a special silencer with us.

SI-

LENCER

by Mike Kanter



WHY WOULD YOU LIKE ONE?

Well the reason the first couple were knocked up for us by *Hayward and Scott Stainless* was because of the problems that we were having being accepted at track days. Tony Legon has reported in his track day articles about the noise limit issues that we have been faced with and talked about the various solutions. Your passenger may have also commented (not complained of course, 'cos that's a serious offence to every W152 driver) about the 'barking' in the left ear. We knew that David Small had Ronart Cars Ltd make him a silencer right from the start that was especially baffled for reduced noise, whereas most of us have more or less straight through units. So David kindly lent us his box so that H & W could design something similar.

Whilst my new silencer is yet to be tried out due to my blown engine, I watched Freddie fit his and we compared it to the existing unit, both for looks and sound reduction. We were very satisfied on both accounts. We were not able to take db readings but observed that it was still giving a healthy and appropriate noise but without that excessive 'bark'.

The price is £250 +VAT plus P&P. There is a lifetime guarantee, which covers for the odd track day as well, but not if you use the car for serious racing. It seems that the main cause of failure of silencers is due to harmonic resonance from the engine that causes cracks to appear. This seems to vary from car to car unfortunately.

HOW DO YOU OBTAIN ONE?

Just call Ian on T: 01268 727256, their address is Unit 11, Noble Square, Burnt Mills Industrial Estate, Basildon, Essex SS13 1LS.

If you have any queries for Freddie you can reach him on **T: +(44) (0) 1483 224387**

PS We know loads of other members have had special parts made for their W152 so why not share them through these pages for the benefit of others owners?

The First Private Lightning

Now there would be something wrong if Humps & Pipes did not report on this.

The lucky owner is.....**Martin Rowley** of Ramsbury in Wiltshire who took delivery on June 18th 2002. Ed feels for one, that this was an incredible achievement by Ronart Cars Ltd, to produce such a car on the limited resources and budget available, and whilst Martin admits to having some teething challenges with the car, he is delighted with it. Like the second owner who is due to take delivery in September now, he first saw the Lightning at the 1999 Motor Show and chose the Ronart (dark) blue with cream interior. He had gone to the show with his mum to buy a Ford Focus for her and decided to have a look around at the supercars, fell in love with the Lightning as did mum who exclaimed



‘yep’ go ahead young man, you only live once! Martin currently drives a Volvo T5 and has never owned a classic, although he admits to liking the W152. So his plan was to use it for high days and holidays BUT now it will be his everyday car come return of it later in September from the factory. Martin tells me it will be going back to RCL then for a 9K mile service thereafter every 12K miles. The claimed reliability of the engine should mean that he would not need to find a ‘local’ garage that can look after it. We look forward to seeing it at some club events together with your good self-Martin and your wife Becky.

CORSICA OR BUST

by Paul and Clare Howard

It was my daughter Lesley (member Tony Legon's wife) on the phone. 'Would you like to come with us on the Ronart trip to Corsica this year?' 'Well yes - do you want us to provide a second support car?' 'Probably not.' 'Would there be room for our luggage (and us) in the Carlton when your luggage and all the spares are in?' 'Probably just!' We decided this was an opportunity not to be missed - at our time of life it was unlikely that we would otherwise go to the island - and certainly not in such an interesting manner.

It proved to be a very eventful holiday!

The first day - We gathered at Dover on May 31st where, on the journey down the hill to the docks Mike Kanter's W152-3.8l produced large volumes of smoke and was clearly in no state to go touring on the continent. It was hauled off back to a re-builder in Guildford and Mike stayed behind to take delivery of a RAC provided hired Mondeo.



Gathering before the off with Wendy Jordan, David Lyons, James Kanter, Gren and Amber Cambell and Mike Kanter checking his smoking engine

A slight delay of the ferry meant we were behind schedule when we stopped for lunch in *Ardres* in Northern France. The meal was excellent but it was a small restaurant invaded by nineteen people. Lunch is never a hurried affair in France so it was two hours later before we returned to the cars. It was shortly after when Barrie Canon (see the last newsletter front cover etc) took to the

fields with disastrous effects to the steering, offside front wheel, nosecone and chassis. We were now well behind David Mansfield's planned schedule. Meanwhile Mike had already reached the Autotrain station near *Lille* and was getting concerned as the deadline for loading the cars approached. We eventually arrived with ten minutes to spare!

Crossing to Corsica - The overnight journey to *Nice* on the car train was uneventful; here we were joined by the French contingent - Jacques and Christian Grandjean's Ronart, two Caterham 7s, two BMWs and an AC Cobra replica. Barry and passenger Steve also rejoined us, having driven through the night in a hired Cleo, in fact they arrived before the main contingent. The fleet of cars looked most impressive as they lined up on the harbour quay and drew the usual attention and the inevitable photographs, in the blazing sun. As loading began Gren Campbell's W152 refused to respond to the starter and so was pushed onto the Hover Speed ferry - a vessel with an impressive turn of speed. At

the Corsica port of *Ajaccio* the car was pushed off whereupon the French drivers descended on it and in due course effected a repair to the electrics. However it proved to be short lived as five miles up the road the vehicle came to rest and was eventually abandoned for the night after more attempts to repair it. We made our way to the specified hotel at *Sagone* but found that we were to stay in a

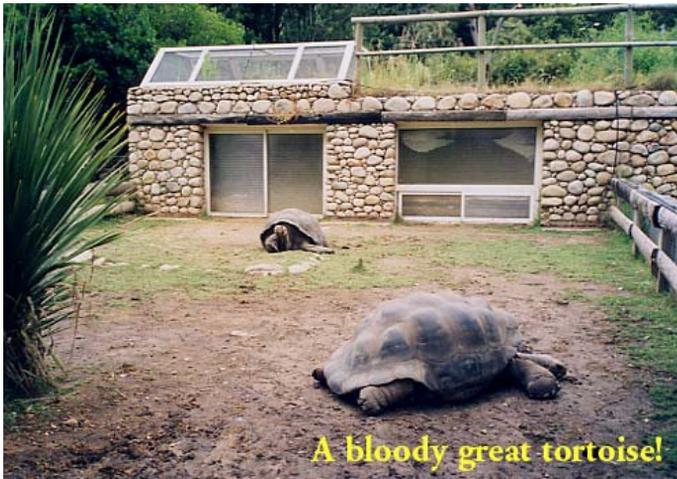


pretty motel for the first night four kilometres along the road.

Our days on the Island— Returning the next morning we found the hotel to be extremely pleasant with a good pool and very helpful staff/owners. Most of us spent the day lounging round the pool while the repair team went back to

retrieve Gren's Ronart. A delightful evening was had when Gren's partner Clare treated us all to a champagne reception by the pool. A trip to *Cargesa* and an all day boat trip along the beautiful coastline were the main activities of the next two days.

We then transferred to the resort of *Porto* but for some of us, only after visiting an incredible turtle and tortoise reserve. This



proved interesting and entertaining. The sight of two tortoise's head butting each other with the loser heading off at a surprising rate of knots contrasted with the infinitely slow movements of the Galapagos and Seychelles giants. We left the reserve but within a few miles the gremlins struck again. This time it was David Mansfield's car that suffered a mysterious electrical fault and was towed back using Mike's A Frame

to the hotel at *Sagone*, to be repaired later that evening and eventually arriving at *Porto* at midnight.

The guidebook said that *Porto* was built for tourism and this is certainly true. It consists almost entirely of hotels and restaurants. Nevertheless the scenery is pleasant and in fact, a short distance away incredibly spectacular.

It was in this part of the island that just about the worst road surfaces that I have ever encountered



Ed contemplates the thought of leaving his duties with the club over dinner

were to be found. As a result some of our trips involved very slow progress and hence quite low mileage. In fact this was the reason the David's car had been towed back to *Sagone* as it was decided that it would be foolhardy to attempt to tow it around the torturous roads of *Porto*.

On the Thursday we had a storm with torren-

tial rain which curtailed activities for most of the day. The next day some of us went on a trip to *Ota*, a delightful little village hanging on the side of a mountain. Another group went along the coast road to *Calvi* with its ancient Citadel. This would make an excellent place to stay should we ever go again to Corsica.

Back to the French mainland—Our ferry back to the mainland was from *Bastia*, on the north east coast. The party split taking two different routes, one via the north coast road to *I'lle Rousse*. The ferry, the Napoleon Bonaparte, was impressive, akin to a small cruise liner, with ten decks, superbly equipped cabins and a lounge/bar that someone described as the Starship Enterprise. This brought us into *Marseilles* early the next morning where we were to launch into the rush hour traffic to find our way to Cassis. Meanwhile Mike, Ros and James Kanter left us to go visit their newly acquired home in the *Mid Pyrenees* region of France. In *Cassis* we were to have breakfast and say aurevoir to our French friends. And then on to *Nice* for the Autotrain. However, fate wasn't finished with us yet. As the cars pulled up at a petrol station on the autoroute, David Lyon's W152 burst a hose. This was repaired with some difficulty as the hose in question had different diameters at each end. In the late afternoon we found ourselves in four lanes of solid traffic on the Promenade des Anglais in *Nice* where, as a final blow, Peter Jordan and Wendy's car suffered a puncture. That night we were back going through *Marseilles* on the Autotrain!

The rest of the journey was thankfully uneventful but the holiday had been very eventful; but still very enjoyable - not least because of the company. We would like to thank the members of the Club for making us feel so welcome on the trip and look forward to meeting some of you again at the club's annual summer event at Silverstone.

INCREDIBLE IMPORTANT ANNOUNCEMENT

Regs & SVA Kitcar Website Extract – Forwarded by Peter Langmaid

'Steve Hole, Advertising Manager was chatting with our SVA expert and contributor Ian Hopley in July and he reminded me that the plan to link all the UK's MOT testing stations to Swansea is very much on course and the scheme is currently being piloted at a few centres around the country.

It will certainly send a few shock waves around the industry, as it will weed out any remaining incorrectly registered older kits making them instantly liable for SVA, which in most cases they won't be able to comply with. There seems to be a lot of people thinking that this will apply to somebody else and not them. Wake up because if you have a cobra replica for example, described on the V5 as a Jaguar or something similar you are in 'Troublesville'. Bottom line is, if your car is a DAX, or a Pilgrim Sumo, a RAM D Type, a Ronart, then it must say so on the registration document, simple as that. I must confess that this is one area that makes my blood boil because in this instance the DVLA have been more than fair and ran an amnesty for all owners to register their kits properly. All you had to do was send in your V5 to Swansea telling them what your car should be described as and they would send you back a correct one. I really will find it difficult to have sympathy for anyone who couldn't be bothered to take advantage of this amnesty. If you have a genuine reason for not taking advantage of the amnesty then contact me and I'll see what can be done for you. No promises though and you must act now before it's too late. - steve_h@sportscar.fsbusin.uk

INTERESTING PLACES TO VISIT

The Heritage Motor Centre Gaydon, Oxfordshire

from John Macartney, Corporate Services, Clubs & Visits

Dear Enthusiast

Regardless of the marques we support, the wealth of events on the 2002 Classic car scene in the UK for the season is upon us. Our own Events Programme is full for nearly every weekend in the summer. From an historical perspective, RAF Gaydon was opened in June 1942 and this year sees its 60th Anniversary. We intend to celebrate Gaydon's history and life as a WW2 Bomber Station, Officer Training School, Nuclear Strike 'V' Force base and later Vehicle Proving Ground.

Take our anniversary event in June 2002, the day itself was not limited to Land Rovers and aviation ephemera in isolation. On the day, we looked at RAF Gaydon in its many former complexions from 1942 to today - aircraft, personnel and the vehicles used for all purposes in a military AND civilian capacity. This meant that apart from RAF Land Rovers (as distinct from Army or Navy variants) a presence of cars, vans, motorcycles, re-fuellers, crash tenders, trucks, buses - in wartime camouflage, or not - were equally welcome. This was a day when "almost anything went" in terms of vehicle exhibit. I am the person to contact in future for your reservations, queries and club/autojumble/trade stands. There was an impressive exhibition of aviation art, a "miniature Gaydon" with ten Wellingtons awaiting take-off, two of Frank Whittle's Gas Turbines from Coventry Air Museum, talks - and a very 'special visitor' who paid a fleeting visit during the day. So, do come and visit us in future for a day to remember.

Typically drivers of vehicles for display are admitted FREE with other vehicle occupants being charged £8 per adult. I look forward to hearing from you.

Direct line: 01926 645071 Fax: 01926 641555 <http://www.heritage.org.uk>

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Mike Kanter, Founder, and Ronart 'Fellow'

T: +(44) (0) 1962 735377: for more contact details please see the end of the editorial.

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E-mail addresses!

Please send Graham Hallett an email and register your address with the club; click on .

We are finding it an increasingly efficient way of keeping in touch cheaply AND receiving quick feedback on issues with members.

“WOPER THE WILD WONART WONDER BOY”

by Steve Trodd, Special Features Editor

You may recall from the last newsletter that Woger is a Ronart club member and attends as many events and club meets as possible, or as his wife Wachel will let him. Woger's lisp does not affect his enthusiasm for his beloved Wonart or the great lengths he must go to convince Wachel that his pride and joy is both cheap to run and a solid investment for their future. Nothing ever goes wrong with his Wonart and any parts he has to buy are cheaper than parts for Wachel's Ford Fiesta.

Woger keeps his own diary to keep touch with what's needs doing and what work he has completed on his Wonart.

We are honoured and thankful to Woger who has let us into his diary.

DIARY OF A WEAL BOY WACER

SECOND INSTALMENT

24th March

Great sunny Sunday. Wachel spent day working in the garden and I had chance to tidy up garage. Also cleaned cars. Wachel's Fiesta is so easy to wash and chamois dry. Ronart got a damn good polish.

14th April

Bright and frosty morning spent day preparing Ronart for a track day at Brands Hatch on the 2nd May. Booked Wachel's Fiesta into Race-tune for a tune up, booked Ronart in as well (got to play the game). Bill came to £135.00. Wachel said it was expensive, had to explain that they had to re-configure carburettors. Wachel said she did not know a Fiesta had more than one carburettor. Quickly offered to make her a cup of tea.

2nd May

Up early. Wachel got up and cooked me breakfast, so still talking to me. Set off early to Brands. Great collection of super cars, including a show of 4 Ronarts. I had a good day with lots of nice fast runs. It's so different when you gain a little track knowledge. The other Ronart owners had good runs and it was good to see them being pushed on a fast track. I don't think any of the cars had running problems although one of the owners bought his son whom spun his dad's Ronart big time. I spoke to him afterwards and he said that it wasn't

the spin that shook him up it was the cars skidding to a halt behind him. He seems to think it was caused by an adverse camber or maybe it was one of the Brands hatch ducks that walked out in front of him. No one was hurt and all the cars drove home safely.

25th May

We took the Ronart to friends for a dinner party. Everybody loved it although Wachel's hair got messed up, suggested getting crash helmets so hair would not be blown about in the wind. She agreed great!!!

1st June

Wachel and I went to buy matching crash helmets. Wachel really looked good and she liked the idea. So we went for nice drive and a pup lunch, just to try the helmets you understand. Wachel said she would like to go out more in the Ronart now she has solved the hair problem. Me I now have a crash helmet for Nurburgring in August. Brilliant, got the idea chaps!

7th June

Ordered new exhaust because the old one will be too loud for track days and Wachel said it hurts her ears. So ordered new silencer with baffles, cost £250.00+VAT, so had to un-stick the Velero. Told Wachel I modified the old one. Which is a truth, as I had to make a new mounting bracket. Also made list to get car ready for the German trip.

- 1. Check front wing/mudguards don't want them to fly off.*
- 2. Check brake system, would be nice if they didn't stick too much.*
- 3. Must fit new accelerator cable, don't want that to brake on route.*
- 4. Arrange spare parts to take along for everybody else, so they don't hold us up too much.*
- 5. Must ring Arthur to get set of bolts that were in the Jan 99 issue.*

Tried to phone Arthur to order full selection of odd-looking bolts. He keeps putting phone down; perhaps he has his hands full.

- 6. Check engine, would like to make it at least to Dover.*
- 7. Replace dodgy hoses before trip rather than on the journey.*
- 8. Inspect every electrical connection so cooling fan stays on when necessary.*

Any similarity to real life is purely coincidental, the names have been changed to protect the guilty and anyhow if you recognised the person on whom this was loosely based, please do not tell his wife, Katie - Ed

Carbs, Carbs, Carbs

by Graham Banks

After Graham rebuilt his engine on the Ronart he decided to look at the set up of the carbs. The engine is a modified 4.2 with triple HD8 carbs and a thermo choke as fitted to the 420G. The air filter is a factory modified ITG one-piece foam filter. This definitive article will help all who venture to do the same – Ed

The starting point: Has to be the condition of the carbs and what type of ram pipes, filter and linkage are fitted. The first thing to check for is wear in the main body where the throttle spindle passes through. The easiest way to do this is to get hold of the spindle and feel if there is any movement in any direction. If there is movement, no matter how small, it's pointless trying to tune the carbs until this has been rectified. There are several repair kits on the market which as well as a new spindle, normally include the throttle disk, the spindle bushes and all the necessary gaskets and washers.

Pistons: Providing the condition of the spindle is OK, check the piston moves freely. Pressing the lift pin under the piston does this. When the lift pin is released the piston should fall with a reassuring thud. If it does not, mark the position of the suction chamber and remove it and the piston, make sure it's spotlessly clean and the piston moves freely in the suction chamber. Next check the metering needle is not bent and is centred on the main jet. If the main jet needs centring, replace the suction chamber and piston, following the mark you originally made. Remove the piston damper and slacken off the main jet locking nut. Press the piston firmly down through the top of the suction chamber and tighten up the main jet locking nut. Check the piston now falls freely. Refill the piston damper with thin S.E.A. 20 oil.

Fuel height: The next area to check is the fuel height in the float bowl. Remove the top of the float chamber and turn it upside down. With the float chamber needle on its seat use an 11mm (7/16in) drill bit as a measure between the curved part of the float lever and the lid. If adjustment is required, carefully bend the lever to suit. At the same time check the condition of the fuel float.

Throttle spindles: If the throttle spindles are not coupled directly to one another, check the throttle spindle movement. For a set up where the linkage moves through a separate shaft attached to the manifold as per the 420G, press the accelerator pedal in the car. You will need the help of an assistant or a broom handle to press the pedal, *don't be tempted to move the linkage in the engine bay with your hand*, it's never the same, check all throttle spindles move simultaneously. This is most important, it will probably take several attempts to synchronise the movement. Make sure you are completely happy all spindles rotate together. For engines where they are not directly coupled, synchronising the spindles gives the biggest single benefit to performance.

The carbs need balancing: mixture: With the engine at normal operating temp and depending on the carb type adjust either the slow running valve or throttle adjusting screw an equal amount until you can get the engine to idle. Next, with a piece of pipe, old fuel pipe will do, listen to the hiss generated at the mouth of each intake. It will take a couple of attempts to recognise what you are listening for but eventually you will recognise where to position the pipe on the intake to generate the noise. Compare the hiss on each carb in turn and adjust the slow running valve/throttle adjusting screw until the hiss is the same. Next adjust the height of the main jet on each carb to achieve the smoothest possible tickover. Turn the main jet adjusting screw up to weaken the mixture and down

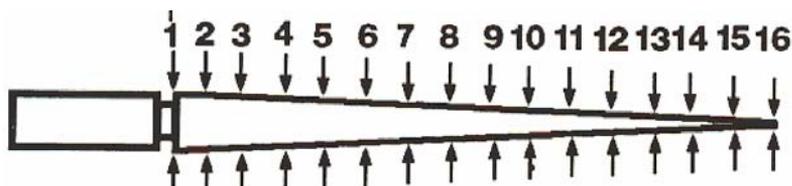
to richen it. This will take several attempts because it will alter the tickover speed during the process. If you get into trouble at this stage and the mixture seems to be completely out of sync it may be best to reset the main jets and start again. To do this, remove the suction chamber and piston. Turn the main jet adjusting screw until the jet is level with the bridge in the body and then lower it 2 full turns. Do this for all three carbs. Replace the piston and suction chamber again following the marks and don't forget the oil for the damper!

Once you are happy with the mixture, check it's correct by pressing the lift pin under the piston to take up the slack, then lift the pin just sufficient to lift the piston off it's base. If the mixture is correct the revs will increase and then reduce to a slightly faster than normal idle. If the mixture is too weak the engine will slow and start to stall. If the mixture is too rich the revs will increase significantly. Check all three carbs in turn. Providing the standard metering needle is used and the main jet is set correctly the mixture will be OK if not it's back to resetting the height of the main jet.

Thermo choke: On engines fitted with the thermo, this will need checking over as well. Not only does the thermo act as the choke it also feeds in extra fuel at maximum depression acting as a fourth carb, not everybody realises that. The condition of the metering needle in the thermo is important and very often neglected because of its cost, but it has a significant effect on performance and consumption under load. It is fed from the fuel of the carb it's attached to therefore it's important to make sure you have checked the previously mentioned float bowl fuel height correctly.

Air filters: The fitting of ram pipes has a significant effect on the power the engine produces, somewhere in the region of 10% is not uncommon. This also has an effect on fuel consumption. Using ram pipes with a metal square mesh filter fitted directly to them not only negates this but reduces the power as well. Having said that, don't run the engine without some form of filter even if it's the mesh type. To increase the longevity of the engine it's important to fit some form of quality air filter, the larger the better. ITG make a long filter that can be modified to fit either the two or the three carb set up using ram pipes and still fit under the bonnet. It costs the equivalent of two to three tanks of fuel so it's well worth it.

Making changes; needles: Once you are happy with the general physical set up you can start to make changes. Unless the engine has been modified significantly it's advisable to stay with the standard metering needles. The standard metering needles for both the three carb 3.8 and 4.2 are UM. It's a common misconception to think that altering the metering needles on a standard engine will give an increase in performance. It normally only leads to higher fuel consumption and washing of the cylinder bores, causing excessive wear. If the engine has been modified, changes can be made but they should be minor because any adjustment made will be threefold. If the modifications are down to tuning without a significant capacity change it's important to stay with the standard setting for tickover and the lower rev range. The metering needles only need to be altered for further up the rev range and this is achieved by selecting a different profile. The profile chart shows the diameter of the metering needle from the point under the shank of the head along the length in 1/8th inch increments.



	UH	UI	UJ	UK	UL	UM	UN	UO
1	.124	.124	.124	.124	.124	.124	.124	.124
2	.1205	.1205	.1205	.1205	.1205	.1205	.1205	.1205
3	.1165	.1172	.1165	.116	.1173	.1165	.1165	.1155
4	.1135	.114	.1135	.113	.1140	.114	.113	.1135
5	.1105	.1114	.1105	.1106	.1113	.1123	.110	.110
6	.1085	.1092	.108	.1073	.1090	.1104	.107	.108
7	.1065	.107	.1055	.1035	.1076	.1086	.104	.1055
8	.104	.1051	.103	.0997	.106	.107	.1005	.103
9	.1015	.1032	.100	.0960	.1035	.1056	.0985	.101
10	.099	.1018	.097	.0927	.1006	.1046	.0965	.0985
11	.0965	.1006	.094	.090	.098	.104	.0945	.0965
12	.094	.0995	.091	.0875	.0956	.1032	.0915	.094
13	.0915	.0985	.0875	.0860	.0937	.1025	.0885	.093
14	.089	.0975	.0845	.0845	.0917	.1018	.0855	.0915
15	.0865	.0965	.0815	.0830	.0897	.101	.0830	.090
16	.084	.0955	.080	.0815	.0877	.1002	.0805	.089
17								

When changing the needle make sure the replacement needle shoulder is fitted flush with the face of the piston. The first two measurements (1 & 2) relate to the idle position, therefore the selection of the replacement metering needle is governed by the need to keep these two measurements the same. The next three to four measurements (3 through 6) control the fuel flow in the lower reaches of the rev range under light load. Again unless significant capacity changes have been made stay as close as possible to the standard. The next seven measurements (7 through 13) have the greatest effect on the fuel flow and this is where the main mixture change will be determined. The last three measurements do not apply to the HD8 application. Obviously a smaller measurement gives a thinner diameter of metering needle and therefore the richer the mixture. There is no recommended alternative metering needle; it's merely a matter of trial and error depending on the modifications made to the engine.

	UP	UR	US	UT	UU	UV	UW	UX
1	.124	.124	.124	.124	.124	.124	.124	.124
2	.1205	.1205	.1205	.1205	.1205	.1205	.1205	.1205
3	.116	.116	.1172	.1147	.1165	.1182	.1175	.1165
4	.114	.1128	.1133	.1114	.114	.1160	.1146	.114
5	.1105	.1094	.1105	.1084	.112	.1135	.1117	.112
6	.1075	.106	.1092	.1054	.1095	.1112	.1074	.1095
7	.1045	.103	.1085	.1023	.107	.1095	.1023	.107
8	.1025	.0997	.1068	.0990	.105	.108	.0974	.105
9	.101	.096	.1043	.0954	.1025	.1065	.092	.1025
10	.0995	.0927	.102	.0917	.100	.1053	.0865	.100
11	.0985	.090	.1006	.088	.099	.1047	.081	.099
12	.0975	.0875	.0995	.0858	.098	.1042	.0755	.098
13	.096	.0860	.0985	.0836	.097	.1036	.070	.0955
14	.0945	.0845	.0975	.0813	.096	.1029	.064	.0931
15	.093	.083	.0965	.079	.0945	.1029	.058	.091
16	.0915	.0815	.0955	.0768	.093	.1029	.052	.089
17								

My engine

The engine I've just rebuilt has a 7L block (one of the earliest) with standard capacity; the crank, flywheel, clutch and front pulley are all lightened and dynamically balanced. The rods are broad blade with flat top high compression pistons again all balanced. The head is a series 3 injection head, which has the ports enlarged and polished and all the combustion chambers polished to exactly the same capacity. The cams are D type. The ignition is electronic. I ended up using UU metering needles to give a genuine 268 BHP. By looking at the chart you will see there is very little difference in the diameter so you will not be looking for big changes, because don't forget you are making changes to three carbs.

MEMBERS NEWS

Introducing new members. Providing some gossip on members' activities.

Under here you may also find members 'stuff' for sale

A separate club membership list is provided as a central point of contact for all

NEW MEMBERS—Colin Neal, Peter Atherton, Martin Rowley

Colin, who hails from Dyfed, is probably the last lucky person to take delivery of a W152 kit from Ronart Cars. The Stage 1 kit was delivered last year and is now rolling although he is having a challenging time fitting the engine, which has been rebuilt by VSE to high standards he reports. Colin is now ready for the body. He first saw the W152 12 years ago and it was love at first sight, he has even moved house from Birmingham to accommodate the build, to enable a workshop to be available. Colin took his wife to see the W152 at a kit car show some years ago and offered up a prayer as they approached the stand hoping she would like it, unfortunately she preferred a Lomax 3 wheeler nearby.

Peter from Broxbourne in Hertfordshire takes delivery of the second customer Lightning; the last thing I heard was that Ronart Cars were still putting the finishing touches to it ready for delivery around September 4/5. Originally Peter would have had the first one but he found it necessary to put back the delivery to suit other arrangements. Like all Lightning enthusiasts Peter feels the most distinguishing feature is that it looks bloody great! Peter also drives a 1982 Scimitar GTC and came across the Lightning at the 1999 Motor Show where he was visiting to consider purchasing either a XK8, XKR, TVR Cerbera, Aceca or Porsche Boxster. He fell for the Lightning looks etc and who can blame him! His everyday car is a Vauxhall Omega Elite and he works for the Halifax, now Bank of Scotland. Peter's looking forward to using the car on his travels to Southern France.

Martin took delivery of the first customer Lightning to his home in Ramsbury, Wiltshire. His wife tells me he is like a 'little' boy with it, am I surprised? Lucky b! For the rest page back to the article 'The First Private Lightning'

MEMBERS NEWS

Steve Trodd offered to be the Editor of the club mag, if nobody else came forth. Fortunately for Steve, Graham Hallett had already decided that he would take it over. He has also expressed an interest to take over the club merchandise should our Benjamin Weitzmann decide he can no longer manage it now he is out in the world of work.

Claude Thiry searched for hours apparently to find the club's party at Nurburgring and finally made it to our hotel, only most of us were out still it seems. Do give us a call in advance in future Claude so that we can meet up at events like this. It would have been especially nice as we had two of our members from Germany attending the event and it is not often that we can meet up with our overseas members.

Barrie Canon called to update us with regard to his W152 that crashed on the way to Corsica. Unfortunately the chassis is slightly bent at the front, as are the engine mounts. In addition one of the steering arms will need to be replaced. Then all he has to do is replace one of the front wheels and repair/replace the nose cone and he is back on the road. Sorry to hear all this Barrie; of course the upside is that neither he nor his passenger were hurt, but it will probably cost £3K to repair.

David Lougher has moved to his farm in the ‘valleys’, to ensure it even more difficult for us to find him. What I really find amazing is that he is reported to have an email address, this modernisation will just have to stop David, the next thing you know is that you will be selling the Ronart to buy a new mini or something. david.lougher@talk21.com

Dave Weeds, a non-member, contacted us to say that he is keen to buy a used W152 or un-completed project. He recalled meeting member Peter Stenbridge on a rally in France some time ago, being impressed with the car and faffing about for several months, during which time Ronart stopped taking orders for the Jaguar-based cars. He has recently spoken again to Peter who has been a mine of useful information about the six, as he uses his intensively and extensively. David can be reached on Tel: 01749 870710 Fax: 01749 870732

Graham Hallett reports that his faithful red W152 S6 has gone abroad. Sadly it will seldom, if ever, be driven. It is in the car museum at Sparreholms Castle 50 miles south of Stockholm at Sparreholms Slott, 64034 Sparreholm, Sweden. <http://www.sparreholmsslott.nu/index.html>
<http://www.algonet.se/~arneg/motormuseum/sparreholm/indexe.htm> The owner is Helge Karinen who actually lives most of the year in UK (tax exile!) at 1 Sadlers Close Hardwick, Cambridge. Unfortunately I do not think he is the sort of person who will want to be a club member, so I fear that we will lose touch with this car for the foreseeable future. **Graham** also mentions that the prize for the RDC Mini Treasure Hunt was a very generous £100, but unfortunately it was not won because no entrant got all the questions right at the London area meeting in July. The Legon family achieved the highest mark of 15 out of 22, despite embarking down the wrong road for about 26 miles before Graham called them to point out their mistake. Guests Chris and Ailsa Logue came a worthy second with 14 out of 22 correct answers. We think everyone enjoyed the ride through the Surrey countryside though. It was good to be joined by the W152-V12 of Peter Langmaid on his way to the South Coast, and Mike K and his mate Graham making slow progress in their camper van to the Goodwood Festival of Speed! **Graham** would like to also advise members that a chap called Adrian Turner has a 2001 Jag 4L V8 (290bhp) with 5 speed ZF gearbox available with exhaust, wiring, ECU, radiator etc for £1500, plus rear axle for £500. Call Adrian on T: 07752 213458 if you are interested.

Graham Banks – wrote to say that they don't know whether they will be able to make the summer meeting but they would like to. They have been away on holiday in the Ronart. It was the 5th trip to France. This time it was back to Monaco and onto San Remo in Italy, taking in the Alps on the way back stopping at Chamonix having travelled once again through the Mont Blanc Tunnel. What a super job they've done on the repair and upgrade. They travelled 3,200 miles without any trouble what so ever. He was especially pleased, as he had completed a top end rebuild just before going.



This was necessary because the head gasket and inlet manifold had always leaked water. Following an article in Jaguar Enthusiast he decided to use one of the new Payen head gaskets. It has obviously worked because

there have been no leaks at all. The inlet manifold was down to old age but he managed to use a local machine shop to re weld it, machine it smooth and re tap the holes in it. He was especially pleased it did not leak water because while they were in France they encountered a heat wave. They have an ambient temp gauge on the car. The daytime air temp was 41C/105F. It was like driving into the doors of an open furnace and they had 8 days at that temp! The engine water temp was still 60 degrees before he started up on a morning having stood overnight! As always the motor attracted a lot of interest. Graham has since provided a full write on the trip which will be in the next newsletter.

Simon Sutton our membership secretary has reported on healthy renewals this year, although once again he had to spend club funds sending out reminders to some of us busy folks. In all about 40 members have sent their subs in. We can now expect growth in membership as more Lightnings are delivered after the stagnation of recent years.

Peter Downs wrote to say that the RDC West Midlands Area Group is now off the ground and articles can be expected, well done Peter! He and Carolyn also wished my family a happy and successful experience with our pending move. Thanks Peter and Carolyn. As for the first month's area meeting at the Bear at Berkswell in May no less than 9 people attended and 2 Ronarts (boy that must have been a squeeze!). Julian and Ben Williams arrived first. The food was great with gammon hocks going down well. Conversation featured local recommended suppliers, the technical intricacies of Ronarts and the agreement to meet in future on every last Thursday of the month with friends and families most welcomed. The June meeting saw 3 W152s arrive. We understand that other members attending included John Ellis, Geoff Evans, Peter Colman, Simon Sutton, together with Claire Campbell's daughter Amber and Dad Gren. If I have left any body else off please forgive me. I understand that Chris Williams, Peter Jordan and Alan Woodcock may go along in future as well.

Ed (Mike Kanter) reports on his 'blown up' engine that appears to have been caused by some sustained local overheating that would not have necessarily shown up on the temperature gauge. The causes seem to have been two fold, down to the original design of the cooling system. The first was the reliance on an air gap above water in the header tank for water expansion during heating up, in a closed system – this is not recommended as air can then travel around the system and create airlocks. Secondly the Lynx manifold used in conjunction with the 3 twin Webers was not meant to take a thermostat as there is no bi-pass hose, well not unless you drill some holes in the thermostat, which had not been done. Having a thermostat fitted meant that no water circulation occurred at all during the initial engine warming up process until the thermostat opened. Thus hot spots were created around the combustion chambers, which presumable accounted for the rings that had melted into the No2 piston, as well as the 5 cracks in the cylinder head. My thanks are to Andrew Parkinson at Lynx (T: 01424 851277) for much of the manifold information and to Ken Bell who partook of the painstaking repairs. Andrew went on to say that they always fit Ali radiators to their Lynx D Types and use a 2 speed sensor fan that is controlled by an internal sensor. This is as opposed to the Kenlowe unit that we use, which is single speed and use that Heath Robinson sensor in the top hose. The whole thing then performs admirable and holds the temperature gauge to the correct reading of 75-80. Bearing in mind the dramatic problems caused so easily by overheating of XK engines I would think that some members would consider the £800 cost of the Lynx radiator a good investment. Please contact Andrew if you are interested. Ken spent a lot of time rectifying and redesigning the cooling system that caused my problems and discovered many other issues under the bonnet that would or could have lead to problems later on.

Stephen Berisford wrote to request some of the past newsletter articles etc just to show that all my head work writing the index is really worth while, and to remind us that his W152-V12 in