

## Humps and Pipes



Issue No.43

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# Humps and Pipes

The quarterly newsletter of the Ronart Drivers' Club

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*On the Ireland trip I got a series of members to write-up just sections of the trip - but I didn't record who I asked. If it was you, could you please try to provide by the Christmas break?*

*Cover Page Photo – Dennis Baker's much customised and Weber'd V12, with David Lyons obeying the spirit of smoking bans to come, at the Factory Open Day.*



## FROM THE EDITOR

It's been an active season for our club in terms of events and tours. Not every member has been involved though, and we do wish that more could join in the camaraderie.

The UK-based events at Shelsley Walsh and at the Weitzmanns' home were blessed with glorious weather and superb organisation. Plus we have attended many local events.

The same can be said of the two major tours this year - Ireland (organised with great humour and aplomb by Steve Trodd) and Provence (organised expertly by David & Liz Mansfield). We really do owe a debt of gratitude to those dedicated organisers - and to the weathermen.

At the AGM/Christmas Lunch we will consider ideas for events for next year, so if you haven't done so before, please think about arranging an event or tour. I had resolved to do so myself for my first full season with my newly-completed W152, but work and financial circumstances may make it impractical for me.

The last issue was completed just before my SVA, and the story of that will appear in a future illustrated article but, suffice it to say, it got through on the second attempt, with hospitality at the factory and support from Arthur, Jethro and Jim.

As John Ellis and others will attest, it is a very stressful process. However, it is also a very satisfying hurdle to have overcome; to the extent that, once achieved, it is almost an anti-climax. The to-do list, which is of the highest priority prior to the test, becomes a mañana list afterwards.

I have a lot of little issues and unfinished details, and hopefully I'll get down to them before the Spring but, once the pressure is

off, there always seem to be other priorities.

Having said that, one is bound to be proud of such a fine car, and it is a joy to be on the road with it.

Inevitably it will take a couple of thousand miles to iron out the teething problems. Personally I am a bit wary of it and still cannot outrun Mr Legon. It's bound to take a while to build up confidence.

It's a very sad world we live in isn't it? John Patterson and his team at Littlehey Prison produced a wonderful finish to W152 RON9908091 including a beautiful and very smooth stripe.

On a Sunday evening a few weeks ago I drove up to play for Evensong in Putney and parked next to the church in a very quiet and prosperous part of the suburb.

When I returned, I noticed a plank of wood lying beside the front wing, and then realised that some vandal had given the bonnet a good whack with it. I shall have to consult Mr Patterson in the hope of polishing out most of the abrasion.

It turned out that it was Hallowe'en and so I guess the infamous "trick & treaters" had been doing their rounds of the wealthy houses from nearby council estates - or could it even have been a local resident?

In my planning for future activities I have been browsing the insurance salvage auction websites. A car that caught my eye was a year-old XKR Convertible that had been written-off by having paint-stripper poured over every panel!

This issue is already quite full without coverage of the two main tours, so they will be described in the next two, low-season issues.

## "WOGER THE WILD WONART WONDER BOY"

*Woger you're a genius! Wachel weally enjoyed the twip to Ireland, and has not stopped talking about meeting everyone again, dwinking the Guinness, and all the wonderful places we dwove through. She even enjoyed the gweat westaurants and hotels. I just hope that she wemembers how good it was when the ccredit card bill comes in. Must keep weminding her Woger!!!*

*The Wonart came back with no problems. Well apart from the fuel pump that let us down as we were about 10 miles from the port, almost touch and go if we were going to make it, but the Wonart twoops wallied wound and got us going again. Also there was the puncture that we had first thing in the morning, nobody could wemember a Wonart getting a flat tyre on a twip before, twust you Woger! Had to borrow the only spare wheel available that was strapped to the side of Barrie's beautiful Wonart. His Wonart is like a show car, all extra bits and pieces, I suppose that's because he lives near a Halfords superstore.*

*Ohh, then there was the little pwoblem with overheating, the lads seem to think it could be silt in the waterways, told Wachel it was a common pwoblem with such finely tuned thoroughbred engines. Don't think she believed me!! The bwoken*

*universal joint did cause a little pwoblem, especially when it bwoke up mid-way over the Cahu Mountains. We had to go to all the way to Dublin to get a new one in one of the lads' support twuck. Twied to make light by telling Wachel that Dublin is Europe's fastest growing cities... Because it keeps Dublin and Dublin. She did not find it funny!!*

*Second gear was a bit of a pwoblem to get into at times had to miss it and go up to third which caused Wachel to jolt her neck. She kept giving me that look, the one where I know that I am in twouble if it keeps happening. So I think it's time for a new gearbox... a Getwag sounds good.*

*All in all I think Wachel enjoyed the twip as she has asked what events have been planned for next year and we should plan as soon as we know. Gweat news!!*

*Well-done Woger! Another great year, in a great car with great friends. Lots to do over the winter while Wachel spends time with her mother, better start making a list and working out how much it's all going to cost me. Got to start topping up the secret ccredit card so I can get everything ready for Le Mans....*

*Now where did I leave that pencil?*

## Oh, for my love of a Ronart Lightning

### The story so far...

#### Peter has chosen and ordered his Lightning; he and Lin visit the factory for the first time...

As we arrived, the office door opened and out burst Ros into the pouring rain mentioning that she was about to make a brew whilst introducing herself and asking if we would like one. We both answered positively and stepped inside the "office" to be greeted ecstatically by Arthur. A warm welcome, a lovely cup of tea and we were soon discussing colours finally confirming Ronart blue for the bodywork and dark beige leather for the interior. Richard arrived and it was time to confirm the options. We decided we would need air conditioning if we were going to use the car as planned and drive to the south of France to see friends as well as driving north to see my parents. Also on the list was metallic paint, the Recaro comfort pack – needed on those continuous 250-mile journeys to Lancaster and full leather upholstery. Decisions all made, entered on the laptop and it was time to stretch our legs.

Finally, we were off on our tour of the "sheds". First into the workshop where I believe our first sight may have been Graham's V12 – it certainly looked the part, taking pride of place at the top end as we moved on to

where the chassis was welded together and to meet with several of the lads who were totally ensconced in their work only pausing briefly to acknowledge our presence before getting back to their job in hand. Then onto where the engines were placed into the chassis and the suspensions fitted.



Only one or two very selected photos were allowed as we passed through the sensitive areas arriving in the body shop and the first chance to see the oven where the paint was baked onto the bodywork. I must admit thinking how lucky I was to be allowed to see these happenings and I think Lin was too but was never going to admit it to me though. So it was back to the office and down to brass tacks and the second deposit. Pricing was agreed and out came the chequebook with Lin looking somewhat aghast at the ease with which I wrote the cheque. Being a banker does help at times – the writing I mean, not the parting with money!

We had a late lunch at the service station on the A1 (M) at Peterborough and then I drove home with Lin asking me "You are sure you want this car, aren't you?" Well what a question to ask, I ask you! Far too late to turn back now as my chassis was already built and I had a suspicion that one of those two completed bodies would turn out to be mine. So I answered "Yes, of course I am".



## Oh, for my love of a Ronart Lightning (Cont.)

May 2002 saw us returning to Peterborough but this time on a lovely sunny day, which makes all the difference. Our journey this time was to test-drive the factory car, for Arthur to inform us of the proposed delivery date of our car and to conclude the interior



fixtures. We agreed that we would like the Clarion radio, cassette and CD player and confirmed the Clarion satellite navigation system should be fitted also which would leave the car at the highest specification level – seemed logical at the time! And so it was that Arthur and I left the factory with Arthur driving and headed over the A47 where we came to a halt. It was time for me to take over and settle down in the cockpit!

The car seemed to drive so easily, almost as if it were driving itself and I noticed how little wind resistance there was and thanked my lucky stars since Lin had said the car would either have to go back or she would not ride in it if her hair was to be all messed up! Women! We sauntered through the village of Marholm and then via a circuitous route back onto the A47 by which time I was well on the way to breaking the speed limit but managed to hold myself back somehow. Returning to the factory, discussions followed on the car's performance, its feel and the suspension, which was described by Richard as still being a little stiff and in need of a little adjustment.

Arthur had asked Lin if she would like to drive the car to which she had declined but he did manage to tempt her into the passenger seat, which I was glad about, as at least it would give her a real feel for the car. However, little was I to know what was actually on Arthur's mind as they set off in the same general direction of the A47. They returned some 15 minutes later with Lin in the driving seat looking quite contented with herself. Apparently, some 5 miles from the factory, Arthur had stopped the car, got out and offered Lin the driving seat to which she declined and so Arthur stated that they would have to walk back! So, Lin got in the driving seat and drove back along the A47 feeling very proud of herself especially when she was wolf whistled by some guys in a large truck as they stopped at some traffic lights. When



all was settled and agreed, we drove back to Broxbourne, me safe in the knowledge that the long wait was about to come to an end as delivery was formalised for October, and Lin in the knowledge that if push came to shove she could handle the "beast".

The next part of my ramblings is a story of how never to let an American (it doesn't matter how good a friend or how good and accommodating a client he is!) drive your pride and joy. It was like this: the day before, Alan (and lots of our other clients) had been

## Oh, for my love of a Ronart Lightning (Cont.)

playing golf with us on our corporate away day at Hanbury Manor in Hertfordshire and since he had flown over just for the occasion from San Francisco, where he drove a Jaguar XK8, I had offered to take him to the factory the day after the golf after having obtained the necessary approvals from Arthur.

As we set out on that beautifully crisp September 2002 Tuesday morning (the day before as we played golf the heavens had opened for just about the whole day but nevertheless we did have a good time!) I took the opportunity of explaining that we weren't going to Detroit. In fact, we weren't even going to a place the size of a certain factory in Coventry where Alan had been to before he had bought his Jaguar. In fact, this factory had grown just recently out of an old chicken shed.



Well, we arrived on time and again to the warm welcome we have all grown to expect from Arthur and his team. Cups of coffee were abound and talk was of Jaguars, Porsches, TVRs, Mustangs, the design of the Lightning and of its real benefits over all other such types on the market at present. A tour of the factory followed over the next half hour and finally as we reached the last shed, there she was – LA02PJA in Ronart

blue – the front one of three Lightnings.

Well, I just gasped since I knew I was coming up for the test drive but I didn't expect the car to be complete in every way. At this, Arthur handed me the keys and I drove her out of the shed and onto the drive from where Arthur and I took the car on the test-drive prior to me signing off on the car, which I was very pleased to do as soon as we arrived back at the factory.

It was then it happened: Arthur asked Alan if he would like a drive in one of the Lightnings? Well what would any sane man reply – well, yes of course! As for me, at this stage of evolution of my car, I expected Arthur to drive one of the other factory Lightnings out but oh no. He suggested that Alan might like to drive mine since it was out on the courtyard. So it was that we set off

– me in the passenger seat with this American friend (client!) of mine in the driving seat never having driven in England before. Well, you will all know that the first corner out of the factory and onto the roundabout near the supermarket is a fairly sharp right. Well, we went over the curb and in my car as well and I hadn't even taken delivery of it yet. Then, even worse, at the roundabout over the A47, well most



## Oh, for my love of a Ronart Lightning (Cont.)

of you will know that the Americans don't have roundabouts for obvious reasons – they can never decide what to do at them or who has right of way. Well no problem with Alan, whilst busy looking at me and talking about how great the car felt, we went straight onto the said roundabout without so much as a cursory glance to his right and to the cars coming round the corner.

Heart attack number two was complete as we dropped onto the A47 dual carriageway at a steady speed of 60 miles per hour and rising as I noticed coming up behind us was a police car, which settled in nicely behind us as I shouted to Alan that we were in a 50mph speed limit and that there was a cop car behind us. "Oh yes, I see" he replied. Anyway, after a 10-minute run we were on our way back and I am glad to say there were no further incidents but I did ask Arthur if Alan was insured for this little drive? The answer was quite interesting in that Arthur just said "Good question" which I took to mean no! Business concluded, farewells made and a final delivery date of 22 October 2002 confirmed, Alan and I were on our way south.

22 October 2002 and almost 3 years to the day I had paid my initial deposit and Lin and I were back at the factory but this time to take a well awaited delivery. But this time for the first time ever, I was to drive home with the hard top on and it sure felt strange but the weather once again a little damp and uncertain indicated I needed to keep it on and so it was. Final monies agreed, paid, instructions noted and we were on our way home. The lads had given it a good wash and polish and seemed so sad as we drove away as if I had taken their baby away, their real pride and joy but I guess that's how you must feel when you have worked so hard on something for

so long and with such pleasure and prestige.

We arrived home safe and sound from an uneventful journey apart from lots of drivers straining their heads to see what it was that I was driving. As I positioned the car on the drive, our neighbours emerged from their homes one by one to look, investigate, comment, ask questions and generally take a very keen interest in the arrival of the latest new baby. Schedules were drawn up as to whose turn it was first, second, third, fourth and so



on before I set out with my eldest to top up the petrol before all these adventures could take place.

Over the next few weeks there were countless short trips with neighbours, family and friends as we all experienced the joy and thrill from the Lightning's 4.6 litre Ford Mustang Cobra engine and put her through lots of tests in and around Broxbourne before heading north to show my family in Lancaster.

Well that was over 18 months ago and whilst she doesn't come out of the garage every day since I commute daily into the City by train, she is always there to greet me as I arrive home and is always very eager to please as we romp around the country either on weekend trips north to see family or to the homes of friends in Wales, Dorset, Kent, Lincolnshire or everywhere else. Little

## Oh, for my love of a Ronart Lightning (Cont.)

things have gone wrong such as the time I was playing golf in September of last year at Turnberry in Scotland and she was parked out back as the heavens opened and it poured with rain solidly for over 3 hours. The result was two pockets in the boot being half full of water which whilst it was embarrassing shovelling the water out nevertheless was soon put right by Arthur and his team at the first service stage last October and I am glad to say has never recurred since.

The second little incident in February of this year was my fault. I was reluctant to take her for a run for several weekends during the winter months as it was either icy or wet and then we went on holiday skiing and were away for two weekends with the result the battery went flat. As a follow on from the battery being recharged, the micro chip in the satellite navigation system (which is very sensitive to large changes in voltage) blew and I was then challenged with either taking the unit out of the car and sending it off to Clarion at Swindon or just arranging to drive the car down there one day and have them take the unit out and mend it in their workshops which is what I did.



Touch wood, everything else has been fine and whilst I have only travelled some 7,000 miles in 18 months, she has been driven very hard at times but with the result that her total petrol consumption to date is in excess of 28 mpg. Insurance has been good value from Hill Hammond albeit with a mileage limit of 6,000 miles per year but I have easily kept inside this limit and expect to in the future.

The best test will come when we take her on her holidays later this year in what will be her first time abroad as we travel down to Aix-en-Provence in September with other RDC members but I guess that will be another story with lots of photos and videoing to boot.



## UNDER CONSTRUCTION

### Chris Bennett

Chris is making progress (though he says it is often one step forward and then two steps back) on his build, and he is a regular visitor to the "Surrey Chapter" Noggin & Natter where he presents his plans and we proceed to berate him and tell him to do something completely different.

He doesn't take any notice, though. The next stage is to take his engine up to VSE for a full rebuild, and he plans to call in on John Ellis for some moral support en route.

Chris sent me these pictures ages ago, showing the kit as he found it at Jerry Hunter's, and subsequently as initially laid out in its new home.



*Not the hallmark of a committed build!*



*A bit more ship-shape.*

### Humour

A man had great tickets for the Euro 2004 final. As he sat down, another man came over and asked if anyone was sitting in the seat next to him.

"No," he said. "The seat is empty."

"This is incredible!" said the man. "Who in their right mind would have a seat like this for the Euro 2004 Final, one of the biggest sporting events in the World and not use it?"

He said, "Well, actually, the seat belongs to me. My wife was supposed to come with me, but she passed away. This is the first

European Championship Final we haven't been to together since we got married."

"Oh... I'm sorry to hear that. That's terrible. But couldn't you find someone else - a friend or relative, or even a neighbour to take the seat?"

The man shook his head.

"No - they're all at the funeral..."

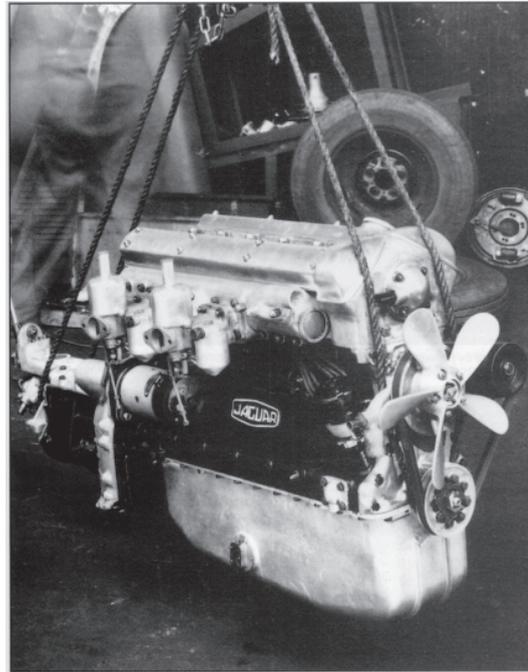
## TECHNICAL TOPICS

### The XK Engine

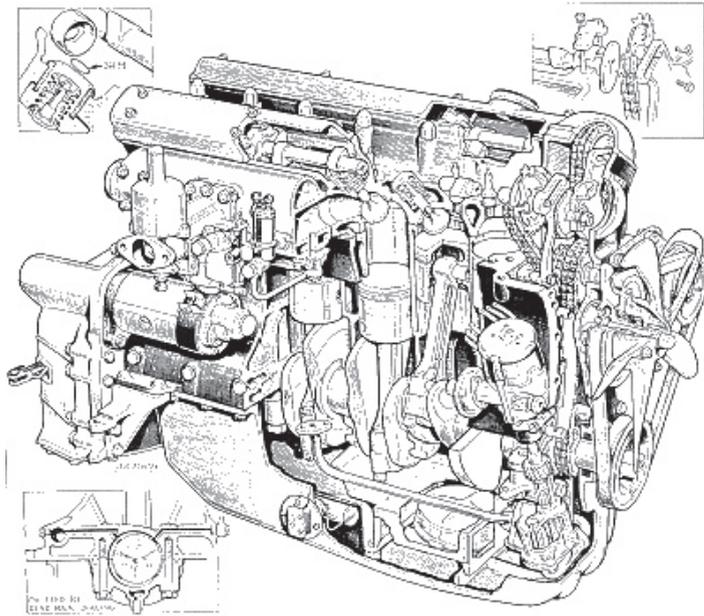
Extracted from Jaguar World website  
 – [www.jagweb.com/jagworld](http://www.jagweb.com/jagworld)

Former power units engineer at Jaguar, Roger Bywater of [AJ6 Engineering](#) analyses this famous power unit and takes us through its design evolution from 1948 to 1986.

The XK Jaguar engine, created by some of the best engineers in the business at the time, certainly ranks amongst the classic engine designs of all time. Always a heavy engine, it nevertheless was able to achieve remarkable competition successes in the 1950s and as a volume production engine it was pretty much in a class of its own for the next decade or so



*Dated July 1948, this photograph shows such early features as side-entry distributor cap, sump oil level sender unit, tall dashpot carbs, Mk V type gearshift knob, no studs to front of camshaft covers and no Metalastik crankshaft damper but provision for a starting handle. Photo: Jaguar Cars Ltd.*



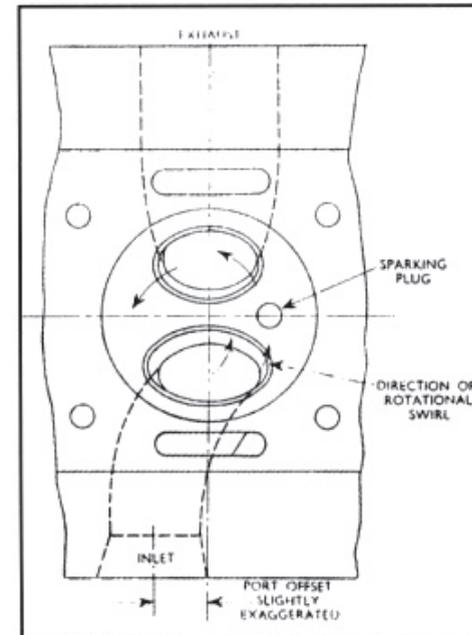
until other manufacturers began to catch up. Of course all good things have to come to an end and the end of the XK is, sadly, like that of too many human sports personalities. It soldiered on until it was way past its best, its greatness perhaps tarnished by its final years.

## TECHNICAL TOPICS

### If it starts out good, how do you make it better?

The definitive XK has to be the original 3.4 litre of 83 mm bore and 106 mm stroke (fig 1). This is the size it was intended to be and all other variants were compromised in some way from this, the original design. (Actually, to be pedantic, at a late stage to gain some extra torque the stroke was lengthened from the proposed figure of 98 mm, which would have given 3.2 litres. 40 years or so later a Jaguar 3.2 litre did appear - itself an offspring of the XK's successor, the AJ6.) A four-cylinder variant also reached a late stage of development but, in a manner repeated later by the eight-cylinder version of the V12, was rejected for lack of refinement and never entered production.

A feature of any really good product is the

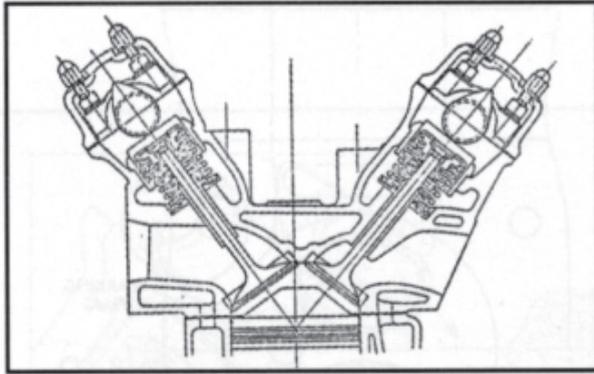


**The curved inlet port of the original ('Type A') cylinder head. Source: The Jaguar Engine (Heynes) | Mech E paper.**

difficulty of making it better. In the case of the XK this certainly applies and of the changes it underwent during its production life relatively few stand out as being worthwhile improvements on the original. As an indicator of how rare this situation is, consider another legendary engine - the Rolls Royce Merlin aero engine - which made the Spitfire, Hurricane, Mustang, Mosquito and Lancaster so outstanding during the war years in which the XK was conceived. In its original form the Merlin was plagued with problems and needed an enormous amount of development to become a world-beater. The XK was pretty good right from the start.

The most innovative feature of the XK for a volume produced engine was its twin overhead camshaft layout at a time when side valve engines were still commonplace (fig 2). Overhead camshaft drives had a reputation for being noisy but careful development ensured that the XK was quite acceptable in this respect and the twin chain drive lasted with only minor, though numerous, alterations right through to the end. Close attention had been given to proper lubrication of the camshafts and chains and this contributed to the lack of problems in this respect all through the XK's life. Some have questioned the manual adjustment of the top chain but the worst that can truly be said of it is that it was a minor inconvenience. Quite early on the original spring blade tensioner for the bottom timing chain (fig 3) was replaced by a Reynold hydraulic tensioner which itself changed in detail over the years as did the chain guides. 5/16" lift cams were initially used because of a fear that clumsy mechanics used to simpler engines would bend valves during repairs. This caution proved to be unnecessary and the intended 3/8" lift cams were introduced, first as an upgrade option

## TECHNICAL TOPICS



**The 35/40 'wide angle' racing cylinder head arrangement. Source: 'Milestones' (Heynes) I Mech E paper.**

then as standard. Another early change was from a gear oil pump to the Hobourn Eaton rotor type.

Some other changes were clearly improvements - for instance the much revised long stud block gave a more direct load path between head and main bearings, provided more secure clamping pressure on the head gasket and eliminated the bore distortion which had become apparent from stretching the block to 4.2 litres. (This lesson was not forgotten when the AJ6 block was designed - the head clamping stresses being taken down via heavy ribbing in the outer wall of the structure). Mechanical noise was reduced by the introduction in 1969 of modern parabolic cam profiles applying less severe accelerations to the valve gear than the simple three arc cams used previously.

I hesitate to mention the dreadful sludge traps in the XK crankshaft - probably its worst feature. Any minute debris that could get that far into the engine could not possibly be harmful yet by collecting it together a potential problem was created for the later life of the engine.

### Cylinder Head Evolution.

Debatable are the merits of the so-called "straight port head" with which the XK ended its days. In the original cylinder head design the inlet ports had quite noticeable curvature to impart swirl to the incoming charge so that it would rotate around the cylinder axis (fig 4). Such swirl is considered useful as an aid to efficient combustion and was very much the right thing to do in the days before the greater benefits of horizontal swirl, a feature of modern short-stroke 4 valve engines, was recognised

- this taking more of the mixture through the vicinity of the spark plug to achieve better flame propagation. There was of course an updated version of the curved port head derived from the C Type racer but confusingly known as the B type head. Unconcerned as it must be with part-load operation a racing engine requires maximum flow, this in itself providing ample charge turbulence (arguably more effective than swirl) under full throttle conditions, and so straight port heads were soon introduced for racing and then subsequently appeared on the higher performance road cars. Gas velocities are higher with larger engine sizes so as the XK was stretched to 3.8 and finally 4.2 litres so the advantage swung more in favour of the straight port head and it made some sense to rationalise on the one type.

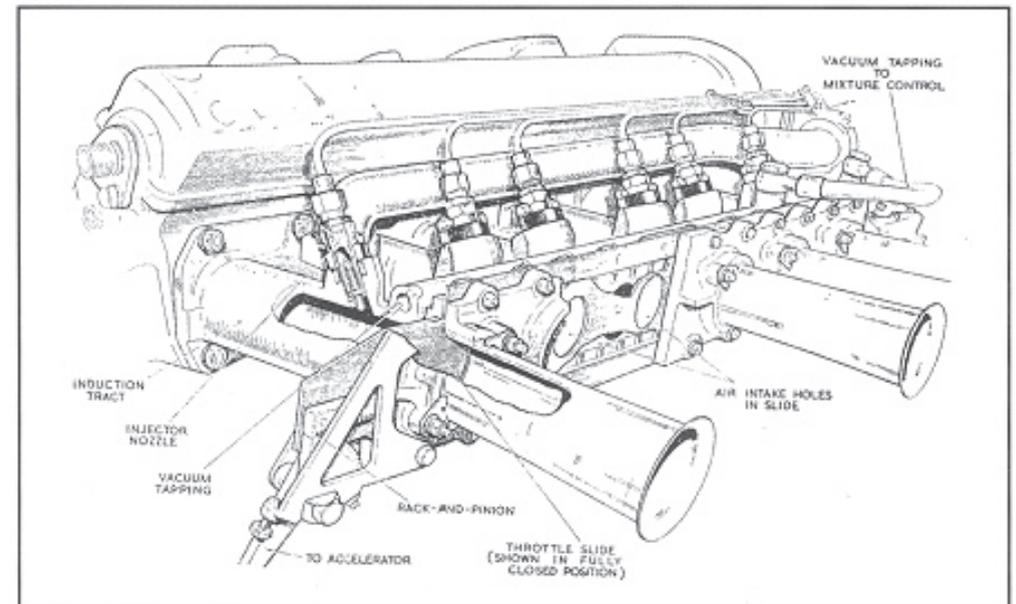
The XK cylinder head, in its various forms, always possessed above average gas flow properties but the valve included angle was much wider than would now be thought desirable and the resultant deeply hemispherical combustion chamber was, with hindsight, less than ideal for good

## TECHNICAL TOPICS

combustion. Although no comparison was ever made it is quite probable that the original curved port head would have provided better mid-range torque, better part-throttle economy, and lower exhaust emissions. The larger bore of the 3.8 and 4.2 engines created a peripheral squish band to push the outer layers of mixture back into the combustion chamber but this was not of much consequence. With regard to the deficiencies of part throttle combustion it is interesting to consider how far back the catalyst was placed (almost behind the transmission) in the carburettor emission cars, all of which had straight port heads. This indicates that a fair amount of burning took place downstream following air injection into the exhaust ports and the catalyst was moved back to keep its temperature within bounds.

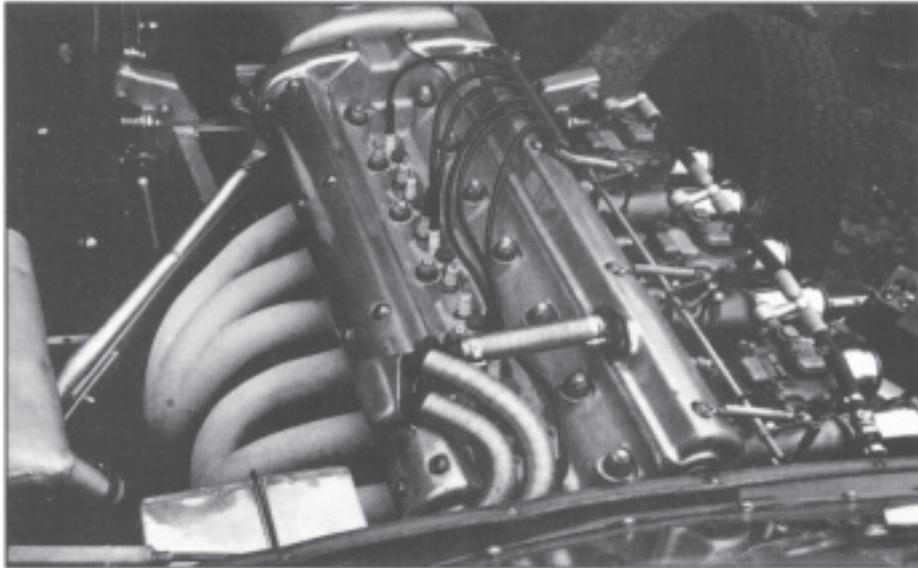
Of course, the ultimate racing head was

the so called wide-angle 35/40 version (fig 5) used on the later D Types and the light weight E Types with various sizes of valves and in single and (rare) twin plug versions, the latter showing no measurable benefit. The numbers relate to the valve angles away from vertical and in this case the exhaust valves were shifted outwards by 5 degrees to permit fitment of larger (2" then 2 3/32") inlet valves. At the same time the tappets were increased in diameter to allow higher lift cams (7/16") to be used. In the continuing pursuit of power the 3 twin choke Weber carburettors of the early D types gave way to Lucas fuel injection with carefully developed ram induction tracts and slide throttles (fig 6). Technically this was a great leap forward so much so that the same basic injection system survived in Formula 1 racing into the 1980s before it was finally ousted by electronic engine management.



**The Lucas mechanical fuel injection used slide throttles and ram intakes.**

## TECHNICAL TOPICS



*While used by Jaguar for competition work only (this is a 'D' type installation photographed in the 1970s) the 35/40 head was seriously investigated for production car use.*

### Aluminium Cylinder Blocks.

The later Ds and the "light weights" also had aluminium cylinder blocks so were a very substantial departure from the production engine. There were also some aluminium block race engines built to the 3-litre class rules with 85 x 88 mm bore and stroke rather than 83 x 91 (or 92) mm used with equivalent cast iron blocks. Initially head gasket failure was a problem, caused by the cylinder liners sinking and relaxing the gasket "nip", but this was cured by adding flanges to secure the liners at the top. The original aluminium main bearing caps proved to be inadequate and were replaced by steel items but at the time an aluminium cylinder block was quite innovative so some difficulties could be expected.

By the standards of the time these were pretty powerful engines though the project lacked the commitment of earlier days, and they never really came to terms with Ferraris all conquering V12s.

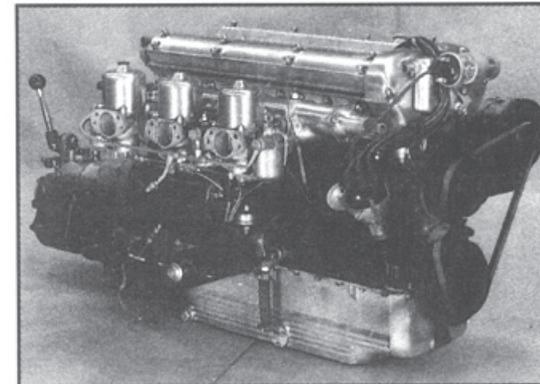
Once the aluminium block had been made reliable there were plans to develop a production version and one or two 4.2 engines were built. They proved to be unacceptably noisy and were abandoned after a short time.

## TECHNICAL TOPICS

### Fuel and Sparks

A number of carburettor arrangements were used over the years, the twin SU set up being the most common although the carbs themselves varied in type (H, HD, HS, HIF) and size over the years from 1.75 inch on the original XK120 and most early saloon engines to 2 inch in later years as most enthusiasts will know. 24 mm Solex downdrafts were used on most 2.4s although 1.75 inch SUs were an option, which became standard on the later 240s and of course the MK10 and E Type had the triple 2-inch SU setup. From the late 1960s emissions legislation in the USA meant that SUs in any configuration had to be abandoned for that market, to be replaced by a pair of CD Strombergs with their greater accuracy and more sophisticated control of warm up fuelling. Accurate warm up fuelling was never a strong point for the SU Company - the electric choke devices used with their early carbs were barely satisfactory whilst the later AED was really pretty hopeless.

Finally even the Strombergs were superseded



*The triple SU carburettor arrangement was first seen on the 3.4 litre XK 150S in 1959; this is the 'E' type 4.2 litre version, with 'all synchro' gearbox attached.*

by Bosch/Lucas L Jetronic Fuel Injection which made it possible for the XK to meet ever tighter emission regulations in the late 1970s using Lambda feedback of exhaust oxygen content and a three way catalyst. This EFI system relied on air mass flow measurement rather than manifold pressure/speed as used with the V12 and there was much debate about how best to apply the calibration measurements from the test bed. It was not that there were errors in the work, just that it could be interpreted in such a way as to introduce errors so that the overall fuelling could be about 4-5% richer than it should have been. All this was resolved however long before reaching production.

A characteristic possibly unique to injected engines using the twin tank system of Jaguar series 2 and 3 saloons was that of weak back-fires indicating that a tank had run dry. On early development cars this could blow the inlet elbow off the throttle thereby immobilising the car. When this was made more secure these backfires found the next weakness, slamming the airflow meter flap

shut with sufficient violence to damage the pivot bearings. A spring relief valve mounted in the flap proved ineffective and the cure was a rubber buffer for the flap to close against.

Incidentally, the 4.2 EFI engine, aided by the largest of all production inlet valves at 1.875", and rated at just 200 b.h.p. DIN (that means certified) was almost certainly the most powerful production XK ever. One might say that there was a degree of optimistic exaggeration about the 265 b.h.p. claimed for the earlier triple SU engine which was never verified under similar conditions.

## TECHNICAL TOPICS

Less well known are those carburettor arrangements that never made it beyond the experimental department. Various down-draft and side-draft configurations with as many as four carbs were tried but I understand that the most effective by far was a sort of reversed triple SU setup with long ram-stacks extending out to three small plenum chambers from which the carbs pointed inwards between the pairs of stacks. Apparently this even had advantages over the triple Weber setup used for racing but it lacked the tremendous visual appeal of the conventional triple SUs and was abandoned largely for that reason. Another promising long ram system that did not see the light of day was developed with the aim of giving the 2.4 a much needed torque boost.

Ram length has always been crucial to getting the best out of any Jaguar engine but sadly the production versions always seem to be compromised by the available space. This was never the case with the racing XKs, other than very early ones with twin SUs, as would be obvious from a glance at the long trumpets of the triple Weber and Lucas Injection (fig 6) systems mentioned earlier.

For many years ignition was by a conventional contact breaker but in 1978 US emission engines began to use a version of Lucas OPUS, successful enough in top level racing and a little troublesome on the Jaguar V12, yet not far short of disastrous on the poor old XK. The act of cramming everything inside the distributor body resulted in an unexpected sensitivity to heat having the effect, if not of failing permanently, of periodically shutting the engine down for about 20 minutes until the critical components cooled down again. OPUS was hurriedly replaced by the new Lucas Constant Energy system featuring automatic

control of coil current to give consistent spark energy over a wide range of engine speeds. This lasted until the end with centrifugal and vacuum advance mechanisms so we never had the chance to see how much the XK might have been improved by full electronic engine management.

Roger Bywater. [AJ6 Engineering](#) 4th Nov 1997.

**To be continued.**



*The fuel-injected 4.2 litre engine was the last volume XK engine made and survived into 1986 to see the Series 3 XJ6 end production. The twin carburettor 4.2 survived another few years, powering the limousine.*

## SVA - Safety or Bureaucracy

*An analysis of the SVA process for all budding Ronart builders, by Graham Hallett.*

### What is the SVA Test?

Single Vehicle Approval (SVA) is a form of Type Approval aimed predominantly at production cars imported from abroad and kit cars which require a first registration.

SVA came into force in July 1998 and forms part of a three-tiered system of Type Approval in the UK: At the top is EC Whole Vehicle Type Approval which is specifically aimed at high volume manufacturers such as Ford. Next you may be familiar with Low Volume Type Approval aimed at companies wishing to produce fully built cars but not exceeding 500 a year. The likes of Westfield and Caterham have this system of approval on some of their models. Finally, and most importantly for us, there is Single Vehicle Approval.

Unlike other forms of Type Approval, where the purchaser of the car is largely unaware of the Type Approval requirements, SVA is a test carried out on each car on completion of its build. Whilst the finished car is not crashed into a concrete wall at 30mph, it is carefully examined for safety related features and its compliance with Construction and Use regulations such as light heights and positions.

If you're buying a new kit from an established manufacturer like Ronart, then complying with the regulations should be easy in principle, as long as you make a decent stab at the build quality and follow the build manual.

You should get hold of the SVA Inspection Manual which outlines exactly what the testers will be looking for. The Club has recently invested in

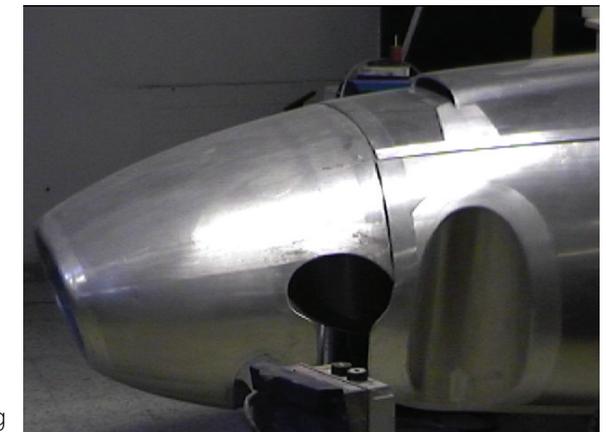
a copy of this tome, and it is available on loan to any member. Its custodian is John Ellis, and we rely on any borrower to pay for its collection and return to John, and to be responsible for its safe-keeping.

### The Process

VOSA (Vehicle & Operator Services Agency) has set up a number of SVA testing stations around the country and you may choose which you would like your car to be tested at. Norwich is not around the corner from the factory, nor from most of our garages, but Arthur has submitted the factory-built W152s and all the Lightnings here, and so the testers are at least familiar with the cars.

You cannot expect an easy ride, but at least the officials do appreciate the cars and are not starting out with a "what the hell is this I'm presented with?" attitude.

There's a cost implication of SVA in the form of £165 for the test, and you will need to take time off to prepare and take the car along for the test. In practice it appears that there is an unwritten rule that a tiny proportion of cars will pass the test first-time. There is a retest



*The alloy nose of Steve Beresford's V12.*

## SVA - Safety or Bureaucracy (cont.)

fee of £30 and of course additional time to allocate to rectifying and resubmitting the car.

Usually you will not get a retest appointment earlier than a couple of weeks later but the good news is that it will be a short afternoon appointment of, say, an hour (whereas the initial test will be 08.00 on the dot and will last all morning). And the retest simply runs down the list of previous failure items and, as long as they are properly rectified, a pass certificate is issued.

What you actually get is a Minister's Approval Certificate. This is what you have suffered all this stress to achieve. It is rather like an MoT certificate, but admire it while you can (in fact be sure to photocopy and/or scan it) because after you have handed it over to the DVLA you will never see it again.

Finally you apply to your local DVLA to have the car registered. This process is likely to take about a week.

You may need to arrange an appointment for the car to be inspected (again!) to check out its chassis and engine numbers etc., but you can take it there without number plates. You need to have with you everything you can think of, like donor car documents, receipts, proof of your identity (passport, domestic bills etc.), and chequebook.

What constitutes an incorrectly registered car?

The outcome you need is a registration document which describes your car as a Ronart W152 built in the year the SVA takes place. This must state accurately what the car is - and not simply the donor identity. Cobra replicas often fell into this trap and so did some

W152s (such as my previous straight-six, VFM13K, chassis number 63) retaining their Jaguar donor registration details rather than changing to being a Ronart. This was not the end of the world prior to SVA, but from now onwards it would definitely spoil your day!

As long as you can convincingly show the date of your donor, and prove that most if not all the major components come from that car, you will be allocated an age-related registration number by the DVLA. It's very important to obtain from Arthur your Ronart Build Certificate which reveals your chassis number, donor car details, and states the major components from which the car is made - this seems to satisfy both the SVA testers and the DVLA officials.

If you are providing a cherished number (which meets the rules for application to a car of your age) you can get that transferred at the same time, so that the DVLA will provide you with the certificate to get new plates made. Bear in mind that strictly you can only use pressed aluminium plates if the donor's age was pre-1973; so try to get an early donor or else you will have to use yellow rear plates.



*Under the nose of Steve Beresford's V12.*

## SVA - Safety or Bureaucracy (cont.)

What should your V5C Registration Certificate describe your car as? Well, it seems that it has to show a date of first registration as the current year, but if you can you should persuade the DVLA to make a "Special Note" (section 3 of the V5C) adding that the donor car or engine come from (e.g.) Daimler Double-Six of 1978. The Special Note will routinely say something like "Rebuilt - assembled from parts some or all of which were not new". They ask you to provide documentary evidence, like receipts, for the major components, and the Ronart Cars Build Certificate, which all document the history, so it is advisable to ask them to note this on the V5C.

Also, the SVA guys will give you your Emission Test Results, and you should ask the DVLA to specify the limits used (CO up to 4.5%; HC up to 1200ppm) in Section 4V of the V5C. This will make it quite clear to a future owner, and to any picky MOT station that they should not be expecting 2004 catalytic converter standards. I have clarified with VOSA that,



*Julian Williams' car - note the dairy-pipes.*

without these entries, any MOT station should be satisfied to apply the pre-1984 standards, but advisable to keep the SVA Test Results and the Ronart Build Certificate at hand just to avoid any quibbles. If you ever have any problem over this I am told you could ask the MOT man to ring VOSA on 0870 6060440 and speak to Liz O'Connell or Jane Thomas.

Despite the fact that your kit will have no registration plates, you can drive the car to and from an SVA. However I recommend trailing it. There is enough to worry about without facing the inevitable teething problems which might come up on the road and even prevent you arriving at your long-awaited test (more gory examples in my potted history, q.v.).

You will need comprehensive insurance to be in effect prior to the SVA even if you do not take it on the road yet, because the tester will drive it around the station, and there is always more fire risk in those very early runs of the engine and first live exercises of the electrics.

You will need to have welded or riveted the Ronart VIN number onto the chassis, usually below the exhaust pipes can be easily seen. It is also helpful to have one of the Ronart Identification Plates (obtainable from the Club Regalia department) engraved and fitted to the bulkhead. This adds even more credibility and detail.

## SVA - Safety or Bureaucracy (cont.)

Ideally I'd recommend getting your SVA before painting the car. That way any excrescences that you have to apply which might cause damage when removed can be made good before painting. Doing the reverse causes a lot of heart-ache.

Whilst the SVA is unquestionably more comprehensive than an MoT test down at your local garage (and unquestionably a lot of its provisions are really petty) there are, however, elements which really represent a worthwhile safety check on your car before you put it on the road, as I will reveal in my potted history of my own SVA project, q.v.

### The Main Areas of Concern

#### Design and Construction

The car is examined closely as to how it has been constructed. The Ronart is sturdy and is very unlikely to be questionable in this area.

Take particular care with brake pipe runs, flexible hoses and cables, make sure they are fixed securely all along their route. A neat engine bay will gain the examiner's respect, as well as being safer. Fuel lines and fittings will come under close scrutiny.

#### Exterior

All contactable surfaces/edges must meet minimum radii (generally 2.5mm).

This means you will have to remove the Monza filler cap, and fit Arthur's rounded-off boot hinges. You will have to tie-wrap hose or something fairly smooth around the sharp edges of the steering tie-rods.

The edge radii of the standard W152 wings are marginal; you will have to fit SVA radiused edging to the rear wings, and rubber edging to the number plate panel.

It is advised that you use Arthur's SVA front

wings which are already fitted with torpedo lights, edging, and attached by stainless coach bolts (in Arthur's SVA kit). My car failed first time because the wings were set too far back, so that they did not cover the front of the wheel rim (they class this as the outer edge of the bodywork) and this was a show-stopper – impossible to change on my bonded, carbon-fibre, and painted wings.

For the wheel spinners you will also need to borrow not only Arthur's American-spec hexagonal spinners, but also his patent gold-fish-bowl covers which attach to the spokes by tie-wraps.

#### Lighting

It is critical to fit the lights within measured positions specified in the handbook. Check that headlights are set-up for alignment, or have the tools with you to fasten them there and then.

Make sure hazards work with and without ignition switched on, and have a separate tell-tale warning on the dash – as well as the direction indicator tell-tales.

You will need to fit a rear fog-warning light with separate switch and warning light on the dash. (Remove later?)

You will need to fit a brake fluid warning light on the dash with a separate switch to test the circuit and light the light. The light has to have the special identification warning symbol on it. (There is one in Arthur's SVA kit. Remove later?)

You will need to fit the SVA-rounded torpedo indicator lights on top of the front wings (Arthur's SVA kit) – in fact best to fit his SVA pair of front wings which already have correctly radiused edging fitted.

## SVA - Safety or Bureaucracy (cont.)

#### Interior

A lot of attention to detail required here, the examiner will look for any edges deemed offensive and contactable. The book spells out the full requirements, but you should also check areas out of sight, the examiner is not going to be too chuffed if he runs his hand under the dash and cuts it on a sharp return.

You have an area of grace either side of the steering wheel, but beyond that the traditional Jaguar toggle switches will not do, and neither will the traditional Jaguar lighting switch. However I made a crude but simple alloy replacement for the latter which is in Arthur's SVA kit.

The edges of the dashboard, unless made of well-radiused wood, will be a problem. I solved mine by adding an alloy moulding to the bottom edge and the edge of the inset panel, but even that bottom edge I had to cover with a deformable rubber moulding. I had planned to remove this but actually it really doesn't look at all bad.

#### Mirrors

I bought an SVA-compliant interior mirror which is now in the SVA kit, but it is small, and so you will certainly need a passenger-side racing mirror to provide the width of view required.

The driver's-side racing mirror will have to be raised high in order to see over the rear wing (and possibly the near-side should be also). I



*Note Dennis Baker's railway background*

made a Heath-Robinson extension plinth out of studding and balsa wood, and this is now a feature of Arthur's SVA kit.

#### Steering

The car is assessed on its merits of construction that in the event of a frontal impact, the steering upper mounts will not allow the top of the column to penetrate more than 127mm towards the driver. Evidence of collapsible column, offset steering shaft with universal joints will help the case, as too will crumple areas in the body and chassis ahead of the steering rack. The W152 seems to have no problems here.

A wood-rimmed steering wheel is no good – it could splinter! And there must be no holes or slots. So Arthur's SVA kit leather steering wheel, with radiused spokes meets the requirements.

## SVA - Safety or Bureaucracy (cont.)

### Weights and Brakes

Brakes come under a very intensive test. After weight and distribution is measured, the C-of-G is calculated and the car moves on to a series of brake efficiency tests, checking braking performance and pedal effort through progressive stages. If the car at any stage would lock the rear wheels before the front wheels it is doomed to failure.

After the brake test you get a print-out showing the car's weight, balance and brake efficiency. These figures are compared to the design weights submitted by the Ronart and entered on your application form. It might be advisable to have bedded-in the brakes; new discs and pads do not perform at their best; but mine were not and still the rears were the next-to-best efficiency the tester had experienced on a Jag rear axle.

### Noise

The measured exhaust sound must not be greater than 101dbA @ 75% maximum revs per/min at a distance of 500mm, 45deg from the tail pipe. For V8s/V12s both tail pipes are tested which make it easier because the power is split in two.

### Emissions

Newly built cars submitted to SVA are now allowed one major component rebuilt to 'as new' condition so ours, based on Jaguar components and so would come under the 'age related' scheme. As far as SVA is concerned, all they need to know is the date of manufacture of the engine so they can carry out the emission tests accordingly. Broadly this indicates that we need a donor earlier than 1984.

### Speedometer

You must declare on the form that the speedo is correctly calibrated. If they doubt it they can insist the car is checked, and only some SVA centres offer this service. The speedo can read up to 6.25 mph over the actual but not under the actual. Don't make the mistake of fitting a speedo that reads say 140mph max. when the declared top speed and tyre choice spell out something greater.

### Anti-theft

Apparently there should be at least one means of immobilising the car not including the ignition, a steering lock or a secret switch.

### Wipers and washers

Few W152s these days have full screens, but even if planned, there is no point in submitting to SVA with either full screen or aeroscreens. If they are not there they cannot test them, and you can always fit later.

If you do have a full screen, then you must have wipers and washers, and wipers must have park facility. Washers must provide sufficient water to the screen, have a reservoir capacity of not less than 1 litre and when nozzles are blocked, withstand the operating pressure without leaking.

If you have, or plan to have a hood, do not fit the studs to the front top of the windscreen.

*A further summary of the issues will appear in the next two issues, now that both my car and John Ellis's have been through the SVA and we will add some anecdotes. plus real advice and guidance.*

*Remember the Club has bought the official VOSA Guide, which John Ellis will hold, but any member will be very welcome to borrow it as long as they deal with the postage for shipment and return.*

## Archive - 'High Noon at Shelsley Walsh' or 'Knocking Spots Off Kougars'

### An account from the archive of past copy.

Having enjoyed Tony Croft's campaigning with his supercharged XK-engined Ronart for some considerable time now, it was a pleasure to see him in action yet again at the speed hill climb at Shelsley on 23rd July 1995.

Tony is now beginning to reap the rewards



for the hours of hard work and, I suspect, not inconsiderable expense which he has gone to in bring the car up to its present highly desirable and competitive state. We all know that competition opportunities for Ronarts are limited and we usually finish up in the Formula Libre category, woefully disadvantaged and competing against machinery benefiting from impeccable pedigree, years of race-testing, and it simply ain't fair!

However, not only was Tony's car sufficiently well-thought-of to appear on the front cover of the official programme, but laudatory comments flowed from the lips of the commentators as to the performance of both man and machine. Tony's efforts more than matched the occasion, seeing off two Kougars (surely Ronarts' most natural rivals) against which he was competing and giving a real run for his money to the owner of a quick six-litre De Tomaso Pantera in his class. Keeping things in the family

and no doubt with an eye on access to the limitless family budget, Tony's son Richard also competed and shared the car which, for the unenlightened, is commonly done in hill climb events. Richard gave a steady and measured performance in splitting the times of the two Kougars and, more importantly, in not bending Dad's toy, acquitted himself with considerable distinction.

The benefits to be gained as a result of Tony's dedication to hill-climbing can clearly be seen. The car is a very different animal to that which I first remember shedding clutch plates and kangarooing away from start-lines, and the amount of technical expertise learnt from these experiences is of benefit to us all. Handling, steering and braking all come into the equation as we gain in practical know-how. Is now the moment to convene a think-tank of wise men – headed by Arthur of course – to further develop and improve the breed?

Well done Tony. Thanks to you, Jean and the rest of the family for all your hard work, dedication and perseverance. We owe you a considerable debt of gratitude.

Geoff Evans, circa 1995.

*PS I know Kougars don't have spots!*



*Current owner, Paul Chownes-Dove in action more recently.*

## CLUB SUMMER GATHERING AT SHELSLEY WALSH

### David Small reports our early-summer event.

If you want a job done, ask a busy person. Well, with his Ronart to complete for its imminent SVA, not to mention the little matter of earning a living, John Ellis is certainly a busy person. However, with the help of his wife, Vivien, he found time to organize a hugely enjoyable Club weekend for us in June.

Saturday morning saw about twenty-five of us meet up at the Three Choirs Vineyard near Newent where we toured, tasted and bought. The only disappointment was when we were told that screw caps were likely to replace corks on virtually all wine bottles within eighteen months. I'll believe it when I see it! We then moved on for a splendid pub lunch after which we all tried to keep up with the Ellis Stag on a delightful tour of the Malvern Hills villages. We were soon to learn what an influential man John Ellis is in this part of the country. Driving a W152 on a hot day is thirsty work but no matter. John had arranged for the Tally Ho pub to be opened for us in the middle of the afternoon. So clear was the day that from the pub garden we could even see the Black Mountains some 60 miles away.

After checking in at the various pubs and hotels in the area where our large group was billeted we met up at the Admiral Rodney pub in the evening where Vivien had booked the skittle alley for us and a truly nail-biting contest ensued. Skittling techniques were many and ranged from the high-velocity deliveries of the Trodds, father and son, which almost demolished the end of the building, to the slower, but rather more accurate, style of five year old Rachel Legon. There were winners and losers, prizes for many, a fine supper, and great fun was had by all.



On Sunday morning we drove in convoy to Shelsley Walsh, where the Ellis influence was again in evidence when we were allotted a prime roped-off area for our cars. We watched the huge variety of vehicles tackle the hill, which is essentially a narrow, winding tarmac lane. They ranged from classics to purpose-built hill-climb cars, some of which passed through the speed trap at over 135m.p.h. How nice it would have been to see a Ronart compete.

Shelsley Walsh claims to be the oldest motor racing track in the world but has been threatened with closure on the expiry of the Midland Automobile Club's existing lease. However, a tremendous fund-raising operation is under way and the future of the track looks as if it will be secured and, indeed, if plans come to fruition, Shelsley will become a greatly improved motor racing venue.

I am pleased to report that there were no breakdowns, but then we only had seven Ronarts on parade. However, there was an interesting moment on our return on the M4: I dropped down into fourth for a noisily impressive overtaking manoeuvre, casually flicked the overdrive switch. Oh dear! I hit the washer switch instead (a hangover from windscreen days) and most of the contents of the washer bottle emptied over my goggles and up my nose. Incredibly, Sue didn't even wake up!

Thank you John and Vivien for organizing such a great weekend for us.

## TECHNICAL SUPPLIERS

### Haynes Club Scheme

Dear Mr Hallett

You may recall that the Ronart Drivers Club joined the Haynes Club Scheme which entitles your members to 12.5% discount along with free P&P to UK addresses. Your members can now order online. They will be asked for the Clubs unique code which is ROAR.

Should you require further information or more of the club flyers to remind your members of the scheme please contact me.

Regards - Emma Jones

Direct Marketing Executive

Email: [ejones@haynes.co.uk](mailto:ejones@haynes.co.uk)

Tel: 01963 442031

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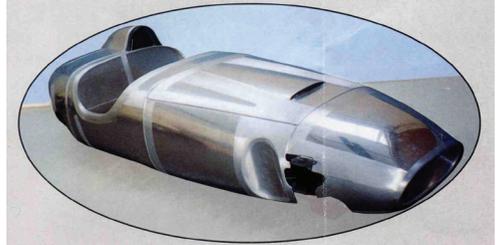
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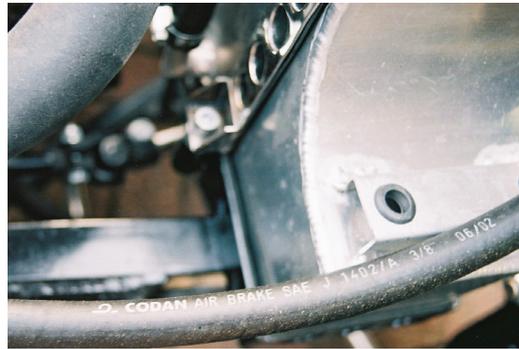
We understand the needs of our customers is to provide high quality work at reasonable prices in a time-scale appropriate to the individual project.

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## MYSTERY PHOTO

Yes, you were right - it's the air-brake line on Graham's new V12 - very necessary to restrain its speed so that Freddie and Tony can keep up.

Now, can you identify the legs below? One pair is pretty obvious, but what about the other?



## Pope John Paul II

After getting all of Pope John Paul's luggage loaded into the limousine (he doesn't travel light), the driver notices that the Pope is still standing on the kerb. "Excuse me, Your Eminence," says the driver, "Would you please take your seat so we can leave?"

Well, to tell you the truth," says the Pope, "they never let me drive at the Vatican, and I'd really like to drive today."

"I'm sorry but I cannot let you do that. I'd lose my job! And what if something should happen?" protests the driver, wishing he'd never gone to work that morning.

"There might be something extra in it for you," says the Pope. Reluctantly, the driver gets in the back as the Pope climbs in behind the wheel. The driver quickly regrets his decision when, after exiting the airport, the Supreme Pontiff floors it, accelerating the limo to 105mph..

"Please slow down, Your Holiness!!!" pleads the worried driver, but the Pope keeps the pedal to the metal until they hear sirens. "Oh, dear God, I'm gonna lose my licence," moans the driver.

The Pope pulls over and rolls down the window as the cop approaches, but the cop takes one look at him, goes back to his motorcycle, and gets on the radio. "I need to talk to the chief," he says to the dispatcher.

The Chief gets on the radio and the cop tells him that he's stopped a limo going a hundred and five. "So bust him," says the Chief.

"I don't think we want to do that, he's really important," replies the cop.

The Chief exclaims, "All the more reason!"

"No, I mean really important," says the cop

The Chief asks, "Who ya got there, the Mayor?"

Cop: "Bigger."

Chief: "Governor?"

Cop: "Bigger."

OK," says the Chief, "who is it?"

Cop: "I think it's God!"

Chief: "What makes you think it's God?"

Cop: "He's got the Pope for a chauffeur!"

## The Summer Gathering

### Ronart Drivers Club

www.ronartdriversclub.com

Secretary: Graham Hallett  
email: webmaster@ronartdriversclub.com



Hazeldene, Brighton Road, Lower Kingswood, Surrey, KT20 6SB  
Tel: 01737 832686 (home) 07771 508614 (mobile)

13 August 2004

Mr & Mrs Henry Weitzmann  
Chalk Dell House Batchworth Hill,  
London Road  
Rickmansworth  
Herts  
WD3 1JP

Dear Henry and Jane

On behalf of The Club, I'd like to thank you heartily for your kind hospitality last Sunday at the Summer Gathering – the Club Barbeque chez vous.

It was a memorable and enjoyable day, in the superb setting of your house, garden and garages. The weather was fine and so was the food and drink.

As usual the whole event was excellently co-ordinated and documented by Benjamin – thank you!

Members were naturally bowled over by your car collection. Your latest acquisition, the Jaguar XJ13 replica impressed us most, and made the new Lamborghini pale into insignificance.

You offered to repeat this event next year, and even perhaps make it an annual event. It seems too generous, but we accept, and I hope more members will turn up next time.

Yours sincerely,



Graham Hallett

It was a gorgeous day with superb food - don't miss it next year!



## 20 QUESTIONS

### Peter Atherton - Lightning Owner

What was your first car?	A yellow Austin mini VT 3175
What is your every-day car?	Vauxhall Omega Elite estate
Where did you first encounter a Ronart?	Earls Court Motor Show November 1999
What's the best car you've ever owned?	A Ronart Lightning
Wat's the worst car you've ever owned?	They've all been good!
Which car do you most regret selling?	Ford Capri 1600GT with red go faster stripes
If you won the lottery, what car(s) would you buy?	Aston Martin Vantage convertible
What is most essential tool for a Ronart owner to carry?	Not needed one yet!!!!
What is most useful spare for a Ronart owner to carry?	For me, headlight bulbs
What is your favourite classic event?	Isle of Man hill climb
What was your favourite/most memorable drive?	Grand Canyon - Monument Valley - Death Valley
What has been your greatest achievement?	Having two lovely daughters
What is your favourite word or phrase?	Yes, dear!
What trait do you most deplore in yourself?	Never finish all the chores my wife leaves me!
What is your favourite motoring book?	The Story of Fleetwood Mac
Why did you buy a W152?	If I had, it would be for its looks and performance
What's the worst thing about the W152?	Appears to be reliability
What or whom do you most dislike?	People who can't or will not tell the truth
Where would you most like to live?	In a cottage by the sea where it's warm
What is your favourite music?	Moody Blues
What do you think about speed cameras?	Not all are necessary to save lives
What has been your most embarrassing moment?	Being voted No 1 foreign banker in New York
When or where were you happiest?	On my wedding day in May 1978



## Forthcoming Events Calendar

Please do let the Editor know well in advance of any events which are worth listing here. If you are planning to go to a Car Show and are willing to organise a few other Ronarts into turning up, please call Benjamin Weitzmann for the loan of a Club banner or flagpole.

Feb 25-27	Historic Motorsport Show - Stoneleigh
March 10 Thursday	Southern Noggin & Natter - The Sun at Dunsfold
April 14 Thursday	Southern Noggin & Natter - The Sportsman at Mogador
May	National Kit Car Show, Stoneleigh
May 12 Thursday	Southern Noggin & Natter - The Black Horse, Chorleywood
June 16 Thursday	Southern Noggin & Natter - The Sun at Dunsfold
July 14 Thursday	Southern Noggin & Natter - The Fairmile at Esher
July	Goodwood Festival of Speed
Aug 18 Thursday	Southern Noggin & Natter - The Fairmile at Esher
Aug	Beaulieu JDC Rally
Sept	Goodwood Revival
Sept	National Kit & Performance Car Show, Donington
Sept	Beaulieu AutoJumble
Sept 22 Thursday	Southern Noggin & Natter - The Sun at Dunsfold
Oct 20 Thursday	Southern Noggin & Natter - The Fairmile at Esher
Dec	AGM & Club Xmas Lunch

KEY: Main Event Local Event General Interest



Remember the Factory Open Day? Here are a few more pictures from this very well-attended gathering: Left to Right: the unmistakable silhouette of Arthur; Graham Frost; Ros (latterly RCL admin/receptionist); Chris Bennett; David Small; Tony Legon; Gordon Mills.

## MEMBERS' NEWS

### Peter Langmaid

Very sad to hear that Peter has suffered a serious motor-biking accident and is confined to home and physiotherapy for many weeks. We will all join in wishing him a speedy and full recovery.

"Peter has asked me to let you know that he will be out of action for some time. He had a motorcycle accident 2 weeks ago and has a badly broken leg. He is home now having had it operated on and is now like the 'Bionic Man' having had it pinned and has an external metal fixater in place. He is not very mobile. We will keep you updated.

Kind Regards - Jan the wife"

"Hello Graham,

Not sure if you received an email from my wife about my motorbike accident - anyway, needless to say I will not be able to drive my Ronart for quite some time.

Please keep sending me the news as at least I will be able to join in, in **thought if not deed!**

Regards - Peter"

### Bob Gray

Our new member from Scotland has solved the mystery of what happened to the black V12 which graced the For Sale page of the website for quite a while.

"Yes, I actually bought Chris Williams' car. For the last few weeks I have been making it go along quietly and without any fuss, like a normal V12! Had forgotten how much I enjoyed fixing cars.

I'm absolutely thrilled with the car and had been looking for one for over three years. It needs some TLC to match the technical build

spec, but I have endless patience for such things, so all should be well.

The Ronart joins a stable of two other V12s, one of the last X300 XJ12s for the wet days and an XJS HE for the ice free days only here in Scotland. My wife and I look forward to contributing to some of your events at some stage once I've proven the reliability of the Ronart. So far, so good."

We look forward to meeting Bob and his wife when they venture across the border next year - or might he encourage the Club to arrange a tour of the Highlands?

### John Ellis

Many congratulations to John on his successful passing of the SVA on his build.

He pursued the strategy (wise in many ways) of submitting his car prior to painting and other finishing. Thus all the little absurdities he had to go through would not threaten the final finish of his car.

Now he has the whole winter to put it back to standard, road-test it properly, fix and fettle, and presumably paint it?

We very much look forward to seeing it next Spring, and reading his inevitable chapter of horrors!



## CLUB CONTACTS

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### Email Addresses!

Please send Graham Hallett an email and register your address with the club; We are finding it an increasingly efficient way of keeping in touch cheaply AND receiving quick feedback on issues with members.

Club Website - [www.ronartdriversclub.com](http://www.ronartdriversclub.com)