

Humps and Pipes



Issue No.47

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Humps and Pipes

The newsletter of the Ronart Drivers' Club

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CONTENTS

From the Editor	3
Woger	4
Club Tour Reports - Somme	5
Vanwall Launch PR	8
AGM Minutes	9
Technical - The Silk Road	11
Vanwall - Racing Green	13
Technical Matters - Roger Bywater	17
Under Construction - Colin Neal	21
Weitzmann Open House Pictures Scattered	
Forthcoming Events	29
Members' News	30
Club Contacts	32

Cover Page Photo – Colin Neal's new arrival.



FROM THE EDITOR

Hopefully you will receive this issue just about in time to make arrangements to come to the Annual Lunch in January (Sunday 14th January, with AGM the previous evening), if you haven't already, that is.

The Minutes of last year's meeting are printed herein, particularly to point out that the Club resolved to subsidise the cost of the lunch this year, in order to establish whether or not cost may be an issue which prevents members from coming.

You will have noticed that the struggle to get my little business established has interfered with my ability to get regular (nay, frequent) issues of Humps & Pipes out. So we do need fresh blood to keep the Club going.

I tried a little brand promotion by doing the JEC Castle Combe trackday with my logo emblazoned on the bonnet. Had a super day; used my low-profile tyres; but these, I have worked out, reduce my ground clearance by about an inch, with the result that, for the second time I punched a hole in my sump, going up my own drive! The picture shows that it is not exactly a mountain that did the damage, but it was enough to empty the whole engine within a few minutes. That knocked me off the road for a few months.

Arthur's Vanwall has been the subject of some good press coverage; the Release and one review is reprinted in this issue.



John Ellis's car
- before & after.



Many members have had the good fortune to attend the launches and see the Vanwall at Goodwood. Peter Atherton has provided lots of superb pictures of the launch which will appear in the next issue, due at the January Lunch.

Remember that this is the best occasion to have a detailed update from Arthur on progress at the factory. This year we are hoping that his new partner/backer will be the guest speaker at the lunch.

There has been a weekend tour organised by John & Vivien, and a rather wet longer tour around the Pyrenees, led by David & Sue Small. Reports and pictures remain outstanding for the next issue.



What will be in store for us next season?



"WOGER THE WILD WONART WONDER BOY"

Today diary is a vewy vewy vewy sad day!!!

Watchel has been to the doctors, and despite twying to avoid those cosy and intimate moments, all my excuses that the garage needs tidying, and my beautiful Wonart needs a little more attention has failed. I have to scupper my plans. The summer twips are to be cancelled, I will have to swap my spanners for paintbrushes, my polishing cloth for curtains and my Haynes manual for the Readers Digest DIY year book. Watchel is pregnant.....

It's been confirmed, we are going to hear the tiny patter of tiny Wogers or Watchels.

Of course the first thing Watchels mum said was "that silly car going to have to go Woger" and its true I have got to be grown up now Woger, be a man, be responsible, be sensible..... I AM GOING HAVE TO SELL MY WONART.

Writing the ad for the Jagwar Enthusiasts Magazine was so difficult. Watchel even said she would help me write it, be the first time she has ever helped me with anything with my Wonart. I have said that I am going to vet the new owner. I am only going to sell it to someone who will appweciate the fine lines, the exquisite engineerwing and will benefit from the experience of twrue open top motorwing.

Watchel said, "of course you will dear", "give the ad to me and I will get it to the post office for the last collection". They are so hard!!!!

Well the phone has not stopped winging; I must say the photo did look good, the light was just wight. It's been gweat talking to all these people about torque and horse power. Fellow petwrol heads rule OK. I did get a little angry when a guy asked if they do Wonarts in diesel. - Plonker.

Tomorrow is the day; I have found someone who is very interested. As long as my beautiful Wonart is everything that I say it is, he will buy it. He is bringing a brown envelope with the cash and I know after a test drive he will take away my pwide and joy.

I said that buying my car came with two clauses, first he must love it and look after it as I have done; second he must carry on with the diary that I have kept with the car for years.

So as the sun starts to set I am putting on my leather jacket and goggles for the last time, I am going for a blast, to feel the wind, the grwit and the thrwob. I have half a tank of petrol and I'm going to use it all.

Now come on Woger, you Wonderful Wild Wonartier, let's see how long you can get those wheel-spin lines.

CLUB TOUR REPORTS

2 Ronarts Go To Picardy - by Barrie Cannon

John and Vivien Ellis had the good fortune while at a bed & breakfast in Picardy to learn about an Angle/French joint get-together for historic cars. The Maidstone Historic Vehicle Group and a French equivalent known as G.A.V.A.P. in the area of Peronne in Picardy visit each other on alternate years. This year it was the turn of the French and the reason was to celebrate the 90th anniversary of the Battle of the Somme in World War 1 and the prevention of French occupation by Germany.

Through a local French car collector the Ellis's had managed to get an invitation for Ronarts to attend. In the event only two other Ronartiers expressed interest: Peter Jordan and Barrie Cannon. As Wendy Jordan had to nurse her sick mother it was decided that Barrie go as Peter's passenger in the Jordans' W152.

So on Thursday 1st June Peter arrived at Barrie's at 11.00. After a cold, damp ride to Dover we met the Ellis's at the port and sailed at 2.15 to Boulogne. We drove about 85 miles South-East via Hesdin and Doullens to the Bed & Breakfast friends in the village of Marcelcave. The whole journey was fine mist or drizzle and both Ronarts were open, ours with only aeroscreens. However, we didn't really get wet as the slipstream carried the wetness over us. Trying to keep up with the Ellis's we had a narrow squeak on a wet country bend when Peter's W152 drifted and did a complete 180 ending up backwards without leaving the narrow road. I had déjà-vu after spinning mine off in 2002 on the Corsica trip. Luckily no damage this time.

We arrived at Marcelcave at 7.20pm. There was a group waiting to admire our cars and

we were given wine and delicious home-made cake. We were then taken to the local doctor who was the car-collector who had got us included on the tour – more wine and snacks. He had four classic cars including a Facel Vega F2 sports car and a big 1930 Renault convertible coupe with dickie-seat. Our B&B hosts had a 4+4 Morgan and put our cars under cover for the night. Luckily for the rest of the trip we had hot, sunny weather.

Friday 2nd June - The next morning we washed the mud from the Ronarts and after a tour around our hosts' lovely gardens with exotic gamebirds, sheep, beehives, even peacocks. They made their own wine and honey too. I wondered how they found



*Red Ronarts rampant at Peronne's Chateau/
Museum on the Somme.*

CLUB TOUR REPORTS (Cont.)

time to run a smallholding and do bed and breakfast.

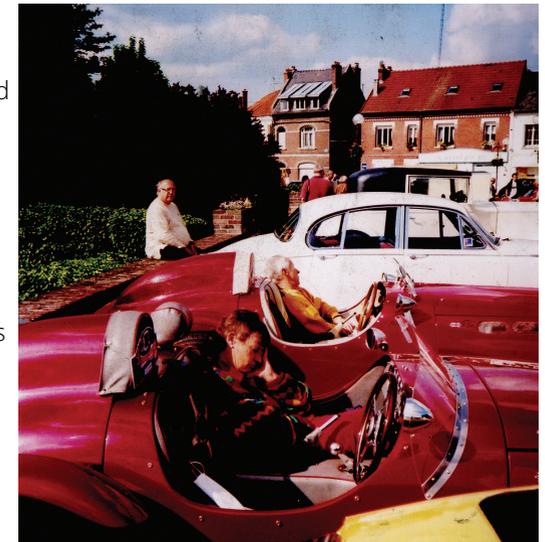
John had to do a temporary repair to a broken tag on his choke and then we left at noon to drive a short distance to Peronne where the car clubs were staying. After only half an hour we stopped for drinks followed by a lengthy 3-course lunch that went on 'til 3.30 – usual Ronart style, the cars were already getting attention outside. We arrived at Peronne late afternoon and joined various assembled cars from the two clubs in the castle car park. It was good to see as many British cars as French had made the effort especially as many were pre-War. Most notable were a 6.5 litre Bentley, a big Lagonda, a Rolls Royce, and a lovely old Humber. Amusingly there was also a 1934 Reliant van whose top speed was only 25mph (very brave of them). We registered with the tour organisers for the very reasonable price of 250 Euros ALL-IN !! and went to our hotel. In the car park we watched with disbelief and horror a completely inept French woman trying to park her car, hitting 2 others in the process and getting scarily close to John's Ronart before she abandoned it at an angle. The worst driving I'd ever seen (she did it in front of a crowd of 18 people).

We went back into town for the first Rally Banquet and there were at least 80 people. I teased the French by saying that Peter was my Dad and that he could only afford his Ronart by starving me as a kid. The story was duly passed down the table. It all ended up with an Anglo/French singing competition fuelled by copious wine.

Saturday 3rd June the cars assembled outside Peronne castle again. More English cars turned up including a big Sunbeam Tourer and a 1920's Rolls Royce. We were up at 7.15 to be there by 8.30. We then went around

a WW1 museum in the castle itself before a 50-mile round trip. We had another huge and long lunch at Longueval and visited three WW1 cemeteries, a South African one in a lovely wood, an Angle/French one at Thiepval with a massive arched monument designed by Lutyens. Peter and I then found a small Ulster Regiment one with a British-style castle tower. The evening meal was even longer – five course between 9.00 and midnight.

Sunday 4th June – Even more French cars turned up, it being a non-work day. We met at the castle and had another enjoyable jaunt around the Somme region. The countryside around the Somme is stunning. In turn it is lush, green and wooded with pretty villages, or vast open sweeping landscapes and twisting pretty lanes, and we saw many of the famous red poppies. It is hard to believe the carnage and complete devastation that was here only 90 years ago with nothing left standing and so many killed here. It is so lovely now. We visited a narrow-gauge



*As always, the drivers enjoyed themselves,
navigators were bored to tears.*

CLUB TOUR REPORTS (Cont.)

railway & museum with about 18 trains. These were used to transport munitions in WW1. We were given a pleasant ride on a diesel one – we were too early for the steam one. After this a long cavalcade of our old cars ended up at a private aircraft collection where a good picnic lunch was supplied. Once there I counted the vintage and classic cars and was surprised that car numbers had now swelled to 70 – many pre-war and maybe a third from the UK – a fantastic selection with many rare French marques you would not see in England such as Hotchkiss, Salmson, Avions-Voisin, Panhard Lavassor, Delage, etc,

The aircraft museum was a strange, tatty mix of transports, jet fighters, helicopters and even a Caravelle airliner, some in hangars, some outside. We had special permission to view as it was not open to the public. What a strange addiction – all slowly decaying. Peter and I got talking to an ex-pat later in a bar in a village called Suzanne. It turned out that he was an art dealer who had bought the local chateau. The Ellis's saw our car parked and joined us, and as this young man liked and had a few classic cars too, he invited us to see his 'place'. Wow! He'd bought a 17th century Louis XV chateau with a massive tree-lined lake behind it. It was amazing and he was only 34. He showed us around a few rooms including a very impressive marble entrance hall and staircase. The locals hinted that there may be a bit of scandal about his past – all very mysterious, but an amazing unforeseen experience – just because he saw Peter's Ronart parked. We visited other cemeteries and met others on our tour during the day. That evening the banquet only took 2 hours.

Monday 5th June. The final day. A little rain at first which luckily cleared to another hot sunny day. We visited the Australian cemeteries from where the "Red Baron" was shot down, and saw the place he came down. At one cemetery I found a live .303 bullet lying in a ploughed field. The biggest Australian cemetery was very impressive and all these WW1 cemeteries are impeccably maintained even after 90 years. The French are very grateful for their freedom. Surprisingly there were still different vintage cars turning up even on this last (working) day. We all ended up having another picnic lunch in another lovely chateau garden. The owner had some connection with the French car club. There were a few closing speeches by the heads of both clubs and then we had to leave the final party to drive to Boulogne to catch the 4.55 ferry.

The weather was great for the whole trip apart from the first journey down. The people were very friendly, the scenery marvellous, the food plentiful. We had a great time and the Ronarts behaved – Yeah!



Our two W152s outside a WW1 cemetery, Somme region, France

PRESS RELEASE - dated 22nd February 2005

VANWALL LAUNCH 'ROAD-GOING' RACING CAR

The famous marque of Vanwall returns with the unveiling of a new, road-legal, single-seat racing car at the International Historic Sports Car Show at 11.30 am on Friday 25th February 2005.

The name Vanwall first hit the headlines in the 1950's when the team won the Formula One Constructors title in 1958. Drivers included British legends such as Stirling Moss and Tony Brooks. The marque then lay dormant and was retained by the Vandervell bearing company and its various owners over the last four and a half decades.

In 2004 British entrepreneur, Arthur Wolstenholme, realised a dream when he was successful in persuading the brand's current owner, Dana Corporation, Glacier Vandervell Bearings Division to licence the name for use on a planned range of replica racing cars.

The first of these products, the Vanwall GPR V12 makes its world premier at the International Historic Sports Car Show this week. The Vanwall GPR is a high performance,



lightweight, aluminium bodied single seat racing car which is craftsman built. The unique design combines many influences from cars of the 1950's Formula One era. Powered by a 6.0 litre V12 engine and weighing less than a ton, the car has truly breathtaking performance.

Despite its Formula One looks however, the Vanwall is intended for use on the road as well as the track. The use of modern technologies such as tiny, high-intensity lamps inboard of the front wheels are just one example of how this is made possible and discreet mudguards, that from normal viewing distances appear to blend in with the tyres, ensure that the historic formula one car look is never compromised.

The car, registered and in road trim, allows the owner to drive to events such as track days, hill climbs and other motor sport activities where the car's performance can be experienced both legally and to the full.

All the cars are hand built and specifically made to the individual customer. Prices are from £78,000.

Further details of Vanwall may be found on the website www.vanwallcars.com



MINUTES OF THE SIXTH ANNUAL GENERAL MEETING

HELD AT THE ALVESTON MANOR HOTEL STRATFORD-UPON-AVON ON SATURDAY 21st JANUARY 2006, at 6.00pm.

1. Apologies for Absence

There were seventeen members present, and apologies were received from Mrs. Jane Weitzmann, Mr. Geoffrey Evans, Mrs. Carolyn McLaughlin, Mr. Barrie Cannon, Mr. Peter Langmaid, Mr. David Small, Mr. Arthur Wolstenholme and Mr. and Mrs. Michael Kanter, Mr. and Mrs. John Ellis arrived at 6.50pm.

2. Approval of Minutes of A.G.M. of 4 Dec 2004

The minutes were approved as an accurate record of the previous years meeting and duly signed by the club secretary.

3. Secretary's Annual Report

The secretary, Graham Hallett, commented that in contrast to 2004 which had been a very busy year for the club, 2005 had been a somewhat quiet year. The secretary gave a brief report of the clubs activities during the year, the highlight of which had been the summer meeting at the home of Mr & Mrs Henry Weitzmann. Thanks were also expressed to those who had organized the excellent trips to Derby and Belgium. It was hoped that a longer trip could be organised for 2006, possibly to Northern Spain or the Nurbürgring. Regarding the club magazine, the Secretary apologised for the recent sparseness, but assured the meeting that there was plenty of copy waiting to be published; and it was also noted that the print quality had recently increased. Regional meetings had continued to take place in London and the Midlands throughout the year, although Carolyn McLaughlin (Midlands Region) had announced her intention to step down from organising these and it was hoped that a successor could be found. Throughout the year the club had shown a presence at a number of local shows, includ-

ing the JEC's gathering at Polesdon Lacy, and the secretary commented how important it was to continue "flying the flag" at such events, particularly with the reduced club presence at major exhibitions. The secretary concluded despite the small group that was the mainstay of all events it had been a quiet but interesting year.

4. Accounts for the year ended Feb 2005

Due to the delayed arrival of the treasurer, the order of the meeting was changed and the accounts were presented after agenda item seven. John Ellis presented the accounts for the previous year, showing that the club continued to be in a sound financial position, with the excess of income over expenditure broadly similar to the previous year. It had been agreed at the previous Annual General Meeting that in future the membership subscriptions would be presented in the accounts on an accrued basis rather than the present cash basis, in order to present a more accurate picture of the club's finances. This had not been implemented as yet, but a provisional set of accounts to December 31st 2005 was presented which gave a more accurate picture of the club's income. The value of the exhibition equipment had been changed to reflect the net realisable value rather than the cost - a reduction of around £2,500. Benjamin Weitzmann argued that the income figures relating to the Christmas Lunch were misleading in that they were presented as a minus figure in the income column, whereas for regalia both income and expenditure were listed. It was agreed that the lunch figures would be presented in the same way for next year. The usual debate ensued as to whether the club should be holding large amounts of money, and whether the membership fee should be raised or lowered. After considerable discussion it was decided

MINUTES OF THE SIXTH ANNUAL GENERAL MEETING

that the membership fee should be left unchanged, but that next year's club luncheon and Annual General Meeting should be subsidised by the club. Peter Atherton proposed, and David Mansfield seconded that the accounts be approved by the meeting, and this was passed unanimously.

5. Membership Report

Being unable to attend the meeting, Simon Sutton had sent a report on the membership; this informed that the membership had dropped for the first time in some years. This was largely due to the lists being purged of members who had failed to renew their subscriptions in good time. The membership of Lightning owners remained steady at two, but growth was not expected in this area. Two members had already paid for the following year; therefore a membership of at least two was assured for 2006. In an attempt to recruit more members, Graham Hallett had agreed to produce a pamphlet detailing the advantages of club membership for Arthur to distribute to potential members, however it was decided that this should be put on hold until it was decided how the club would place itself in relation to the Vanwall.

6. Election of Club Secretary

Graham Hallett announced that he was prepared to stand for one more year as Secretary, but gave warning that he proposed to stand down at the next Annual General Meeting. He confirmed that he was still happy to continue as editor of the newsletter and web-master. Graham was unanimously re-elected as Secretary of the club, proposed by B Weitzmann seconded by Peter Atherton.

7. Election of Club Volunteers

The following members were elected or re-elected to office:

Membership Secretary Simon Sutton

Treasurer	John Ellis
Newsletter Editor	Graham Hallett
Tours Co-ordinator	David Small
Regalia Co-ordinator	B Weitzmann
Register Keeper	Peter Langmaid
Technical Advisor	Freddie Trodd
Web Master	Graham Hallett
Track Day Secretary	Tony Legon
Midlands Region Organiser	Peter Jordan
Club Archivist	Tony Legon
French Region Organiser	Mike Kanter
Ronart Lightning Secretary	Peter Atherton

8. Any other business

There followed a general discussion on several issues. Following a question from the floor, Graham Hallett mentioned that he still had a number of the club business cards, and would look into producing more.

There was a discussion on the future of the club newsletter, particularly in relation to the currently excellent printing quality, and how this could best be continued. The suggestion was again raised that back issues could be placed on the club website in PDF format. Graham Hallett agreed to undertake this task during the spring, with the intention of scanning articles of particular interest before those of a more dated nature.

Benjamin Weitzmann informed the meeting that he had limited time to devote to the club's activities but was happy to continue as Regalia Co-ordinator for another year, but would run the operation on a reactive basis.

There was substantial discussion on the launch of the Vanwall, and it was hoped that there could also be a W152 presence on future Vanwall exhibition stands.

With no further business, the meeting closed at 7.49pm, and many members then went on to the annual club dinner, which was preceded by a lengthy walk to the distant "Dirty Duck" public house.

TECHNICAL TOPICS

The Internet is the 21st Century's Silk Road

From ebizChronicle.com/Sarwar A. Kashmeri

Three thousand years ago a fabled trade route called the "Silk Road" linked China to Imperial Rome. Once the route was established, products from merchants who were previously known only in their own towns could be economically transported thousands of miles away.

Intermediaries used the Silk Road to connect the merchant to the ultimate buyer, and in the process they opened channels of trade that had never before existed. This ancient trade route gave rise to fabled bazaars, or markets, such as Samarkand, Bukhara, Alexandria and Damascus, where silks, gold and silver, and other luxury items traded with all the efficiencies inherent in any active marketplace.

Because the merchants' goods traveled in vast caravans, economies of scale ensured acceptable prices. The Silk Road created an ancient supply chain, the bazaars optimized prices, and the caravans with their security opened new markets and created wealth. No

one designed the Silk Road, but once in place it could be used by anyone who wished to take advantage of it.

The Internet is the Silk Road of the 21st century, and along and around it are sprouting the bazaars and marketplaces that have changed the corporate procurement process beyond recognition.

Imagine if you will, a press release from 150 BC, 50 years after the Silk Road began to be used:

"The Silk Road Supplier Network provides benefits to both buyers and suppliers. Buyers can reduce the time and money associated with setting up new supplier relationships or improving existing ones. Suppliers get the benefit of knowing their products are accessible to thousands of Silk Road customers. This accessibility increases their revenue potential and reduces their cost of doing business with those customers."

That's a direct quote from an Oracle Corporation press release (with "Silk Road" replacing "Oracle") announcing the growth of the supplier network that uses Oracle Exchange, one of the markets on the Internet.

Hundreds of suppliers offer their wares on the exchange.

The scope of these networks, most of which are about two years old, is breathtaking, as these snapshots of some of them suggests:

Trico Products developed the first windshield wiper blade in 1917 and is a worldwide leader in the development and manufacture of integrated wiper systems and electronics. It supplies products to more than 67 countries through facilities



TECHNICAL TOPICS

around the globe, including manufacturing plants, joint ventures, licensees and many sales and engineering offices. Trico Products believes the world is its marketplace.

Using the Internet and the Trico Supplier Network (TSN) — its sourcing mechanism for most of its requests for proposals — it puts its manufacturing facilities close to the customer, in many cases within miles of the final assembly point. Finland-based Nokia, one of the world's largest mobile phone manufacturers is also a leader in making environmentally-friendly, high-tech products. A large part of the environmental impact of its products' life cycles arise from the activities of its suppliers around the world. To facilitate cooperation with suppliers, Nokia has established a Supplier Network Management program. Its suppliers are required to have an up-to-date, documented environmental policy, including commitment to environmental protection, prevention of pollution, compliance with environmental legislation and continuous improvement. Suppliers must be able to provide evidence of implementation of these policies using before they can do business with Nokia. Once authorized, the business is mostly done on the same supplier network.



Then there is the Philadelphia Shipyard Supplier Network. In contrast to traditional shipyards, which have extensive procurement operations and their accompanying overhead costs, the Philadelphia Shipyard focuses on its core competency — building steel-hull ships — while leaving procurement of related products and services to other experts. More than 2,000 potential suppliers have registered on this website.

Bell Canada used Ariba technology, with design and consulting services provided by BCE Emergis, to set up Canada's largest Net Market. It links 7,000 suppliers who do over C\$4 billion (US\$2.48 billion) of business on this exchange.

Net-markets are one of the "revolutions" in business sparked by the Internet. These bazaars of the new century will be one of the key drivers of B2B e-commerce, as it grows to what some market analysts are projecting will be more than \$1 trillion by 2005.

There was only one Silk Road, and the Roman Empire gave it critical mass. When the Roman Empire disintegrated in the 5th century, the days of the Silk Road were numbered. When the Silk Road died, so did

the markets that depended on it for goods and services. Today's Silk Road, the Internet, depends on no single power to give it critical mass. It generates its own mass, and it connects every city and village in the world. And, the more bazaars that are established on it, the more secure and ubiquitous it becomes.

So, what is your company's strategy for using the 21st century's Silk Road?

RACING GREEN

Mark Hales climbs behind the wheel of the Vanwall GPR V12, a brand new sports car that recreates a 1950s legend

Every so often, a story comes along that you simply couldn't make up. Like the one about the new, fully road-legal, single-seat car that looks very much like a famous 1950s grand prix winner. More than that, it sports a badge made immortal by the marque that created it, and wears it with full approval from the trustees.



Classic style: the new Vanwall is road-legal

And it's a world-championship title-winning badge, no less, because the car you see here is officially a Vanwall and it looks like the one Stirling Moss drove in 1958. A real Formula One car for the road? Couldn't happen, could it?

Well, maybe not quite, but nearly... The story begins at a small farm industrial unit nestling among the trees on the outskirts of Peterborough, where you will find one Arthur Wolstenholme, late of the Ronart company.

Ronarts were simple, muscular sports cars built around a tube-frame chassis and Jaguar running gear, with rounded glass-fibre bodies and wheels covered by cycle wings in a

style typical of 1950s specials. They made no pretence to sophistication, always had more power than grip and were generally hot and noisy.

They were fun to drive, though, and it was a good niche; since mere survival in the low-volume car business depends on a product that is nicely made and well sorted, Ronarts were clearly both, because Wolstenholme sold more than 100 between 1988 and 2003.

Then came the desire to move up-market, which led to the ill-fated Lightning GT. Although handsome, it moved away from the principles of simplicity and affordability, lost its investors at a critical point and foundered. Some 15 buyers had their deposits returned but Ronart had to cease trading.

Undeterred and clearly still driven, as such people need to be, Wolstenholme went back to the 1950s for his next inspiration, a single-seater in the style of that decade's grand prix cars, the last hurrah of the front-engined breed.

It wouldn't be that different mechanically from the Ronarts that he knew well how to build, but might wear a body akin to the Dino Ferrari or Maserati 250F Formula One cars - a shape that to my generation of schoolboys was what a real racing car looked like. As far as Wolstenholme knew, nobody had done it before and even if the niche would be more rarefied than usual, at least his business might rise from the ashes.

But he had to find a name. Ronart was no longer free (it hardly trips off the tongue anyway) and all the real grand prix marques that have won the constructor's title since the start of the modern era in 1950 were in the hands of people unlikely to make them

RACING GREEN

available. You can't imagine McLaren or Williams allowing their names to appear on a low-volume car made in Peterborough. But after a little research, there emerged one possibility.

Back in the days when individuals drove companies, race enthusiast Tony Vandervell, boss of the bearing company that bore his name, had finally despaired of success with BRM's V16, or of beating "those bloody red cars" with customer Ferraris painted a different colour, and had commissioned his own grand prix contender. Thus, via expedience and frustration, was Vanwall born - the "Van" coming from Vandervell and "wall" from the Thinwall crankshaft bearings that his company had pioneered and had fast become an industry standard.



A legend lives on: the Vanwall's Jaguar V12 engine

The Vanwall's chassis was designed by a hungry young Colin Chapman, who had yet to enter the grand prix arena with his own Lotus outfit, and the body was drawn by up-and-coming aerodynamicist Frank Costin,

who used his special expertise to create something in the style of the time yet subtly different - more like a slimmed-down sports car.

The engine that powered it all was initially an amalgam of four Manx Norton racing motorcycle cylinders bolted to a common crankcase, but even with such unlikely ingredients assembled by relatively inexperienced hands, a trio of English drivers - Stirling Moss, Tony Brooks and Stuart Lewis-Evans - helped Vanwall to the constructor's title in 1958, just two years after the car was born.

Vandervell had lived to defeat the reds and see his dream come true, but as the years rolled by the bearing business passed first to GKN and American giant Federal Mogul, then again to Dana, another American industrial megalith. Perhaps by an accident of accountancy, the Vanwall name went with the flow; it's difficult to believe that number-crunchers would have any idea of its significance. Maybe that's just as well because, having located the custodians, Wolstenholme decided that nothing could be lost by an approach.

And to his continued amazement, Dana's people said yes. The name could be applied to a new model, the only condition being that it must be used solely for cars. "They just seemed to like what I was proposing," says Wolstenholme, almost apologetically. "And they must have thought I'd do a good job..."

Even if the purist might be less than happy about the recreation, it does at least resemble the original, something that the attachment of a BRM logo to a Rover 25 conspicuously failed to achieve a few years ago. So much, then, for the resurrection of a famous marque, but what of the new-millennium Vanwall that wears its badge?

RACING GREEN

The first thing to note is that the body is not an exact copy of the grand prix car, although you'd need a picture of the original to say exactly why. The wire wheels are smaller in diameter and the tyres wider (the original tall and skinny size is simply not available in road-legal form), while the nose is lower - the original is pointier and the air intake smaller.

The new body is narrower because the fuel tanks are no longer in the flanks, but apart from a wheelbase four inches longer, the dimensions are almost identical and the signature fairing behind the driver's head, which Costin included for aerodynamic reasons, handily incorporates modern roll-over protection.

Dedicated observers might also pick out six exhaust stubs per side instead of the original's four on the left. Under the GPR V12's bonnet is an engine three times the size and with three times the number of cylinders, in the form of a 6.0-litre Jaguar V12 from a 1991 XJRS, complete with a row of downdraught Weber carburettors. This is mated to a Jaguar E-type gearbox (four-speed, all-synchromesh) operated by a neat remote gearshift. You can specify a V8 engine or a five/six-speed 'box if you prefer.

The suspension is borrowed from an XJ6 and the whole lot is clothed by a beautiful, aluminium-alloy body, its edges rolled round a piece of wire in traditional fashion. Created by Steve MacFarlane in Essex, this adds about £15,000 to the price, but lends an essential touch of class. A carbon-fibre body is also available.

The cockpit is ample and you sit in it rather than on it, which distinguished the car in 1957. Driving is therefore a hot and noisy experience but one that is definitely exciting and different, and, once you become used to

the intimate sight of the wheels pattering up and down over bumps, not at all difficult or intimidating.

The suspension is very compliant, which allows the car to move about but keeps it comfortable and accessible, while the combination of six litres and about 360 horsepower in less than a ton is absolutely shattering - but only if you want it to be.

You can rumble along at urban speeds in first or second gear, then light up the rear wheels and bring on a V12 rasp to splinter the air simply by pressing the right-hand pedal. Or you can whisper past at tickover in top and avoid the tyre smoke but get to whatever illegal gait you might desire almost as quickly. Add to that the unprecedented attention the Vanwall creates on the motorway, in town and especially when parked, and potential owners should not be shy retiring types.

It's quite physical but easy to drive, nicely made, fast enough to be very exciting and nothing if not different. So £49,950 is either a bargain for a hand-made, aluminium-bodied, six-litre V12-powered sports car, or a lot of money for something with only one seat. Either way, would you really buy one? Maybe not, but then Wolstenholme doesn't expect to sell many. It was, he says, just something he had to do to be true to the name, and the first one had to be, well, as much like a Vanwall as possible.

The volume product, he believes, will be the forthcoming two-seat version, which in profile looks very similar but is stretched laterally to provide the extra accommodation. Two have already been sold (powered at the customer's request by Ferrari rather than Jaguar V12s - something that might have Vandervell turning in his grave) and these are already well advanced in the workshops.

RACING GREEN

So they're Ronarts in a different suit and by another name (and none the worse for that), except they are officially Vanwalls. As I left, I asked Arthur if, when he stood outside that Dana boardroom with its tennis-court-sized table lined with rows of blue-suited executives, he had ever expected them to make something so relevant to the history of British motorsport available to a little English company trying to recover from hard times.

He looked at the ground for a moment, then shook his head like a world-weary schoolteacher. "Never," he said. "And it still feels like a big responsibility to be custodian of something like this. I'm building Vanwalls. I almost can't believe it's happening."

For me, the Vanwall was a wonderfully eccentric enterprise that turned out to be much better in the metal than I had expected. As I said, some stories are easier to report than to invent. And the moral of this one? If you don't ask...

Price/availability: from £49,950, subject to specification. On sale now. Contact Vanwall Cars, tel 01773 332913, www.vanwallcars.com.

Engine/transmission: 6,000cc in-line V12 with single camshaft per bank and two valves per cylinder; approx 360bhp at 5,600rpm and 375lb ft of torque at 3,700rpm (5.3-litre V12 or V8 units also available). Four-speed manual gearbox (five- or six-speed units also available), rear-wheel drive.

Performance: top speed 160mph-plus, 0-60mph in 5.0sec, fuel consumption and CO2 emissions N/A.

We like: Appearance, unique status, performance, benign handling.

We don't like: If you can't accept the compromises of an open single-seater, don't buy one.

Alternatives: There aren't any. But for 1950s Lotus style with storming performance (and two seats), try the new Caterham CSR 200, from £28,500 (kit) and £31,000 (complete), or CSR 260 (£34,000 and £36,500)

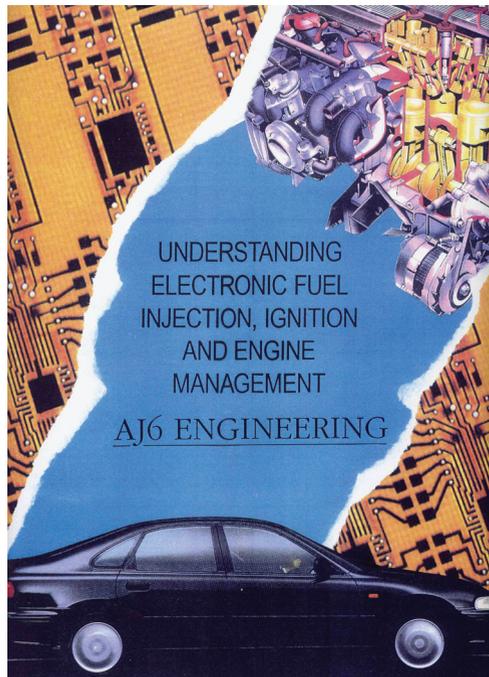


Vanwall GPR V12

TECHNICAL TOPICS

EMISSIONS - FOOD FOR THOUGHT.

Extracted from



by Roger Bywater of AJ6 Engineering

There is a question that has puzzled me for a long time about the effect of the motor car on the environment.

Consider - during the latter years of the Second World War the consumption of gasoline fuels by piston-engined aeroplanes of all sides reached a peak of about 30,000,000 gallons PER DAY. Now this was not your modern lead free green fuel, most of it was high octane heavily leaded stuff to achieve maximum performance from supercharged engines. Typically the engines of a bomber would be running at high power with enrichment to take off and climb with maximum load, then weak mixture would be used in cruising to get maximum range

running with fairly high boost at lower r.p.m. Combat emergencies would demand maximum power and rich fuelling to ward off detonation. In all operational situations therefore these engines would have created what we now consider to be harmful emissions on a vast scale.

The bomb load might have blasted open a chemical plant or oil depot. Gas and sewage leaks, oil fires, dust clouds, and all sorts of mayhem would have been inflicted on the surrounding area. On the other hand the target might have been shipping laden with fuel or any number of unpleasant substances which would have been spread indiscriminately around and under the sea.

Meanwhile the enemy would have been doing his utmost to discharge large numbers of high explosive shells from anti-aircraft guns and fighters - themselves burning more fuel in rich boosted mode both while climbing and in combat. I wonder if anyone has ever worked out how much NOx is produced by exploding bombs and shells?

On returning from a mission excess fuel was often dumped deliberately to reduce the risks of landing a machine which had suffered combat damage, or fuel might have been leaked all across Europe on the way home.

While all this was going on industry was working flat out to produce more ships, planes, tanks, ammunition, etc. from factories which had never heard of the clean air act or controlled waste disposal. There must have been precious few people giving the slightest thought to how all this desperate activity might effect the environment. To even raise the issue at that time would be to risk being branded a traitor.

The point is this - surely common sense suggests that in the years during and

EMISSIONS - FOOD FOR THOUGHT.

following the war the damage to the environment must have been far, far, greater than the motor car could ever manage. One might say that the emissions of the car are unduly concentrated in built up areas, which is true, but the same was true of industry - and bombs.

If, as has been claimed, motor car emissions are causing damage to trees, crops, and wildlife, not to mention people, then surely there must have been some time when the emissions created by war must have had an equivalent effect on a large scale. If there is no real evidence of this, perhaps the effects we are being frightened about now are actually the long term results of the war and our concern about the motor car is to some degree misplaced.

If serious problems with the European environment were not observed in the years following the war then the time-scale on which the damage happens must be so long that we cannot draw any reasonable conclusions about the effect of present day motor cars within our lifetimes, other than certain special situations such as Los Angeles.



It does not require any scientific analysis to arrive at the opinion that the problem in most towns and cities probably stems more from diesel powered trucks, buses, taxis, etc., than from motor cars.

One of the attractions of the diesel for utility purposes is its ability to cover very high mileages with minimal maintenance and low fuel costs. Without wishing to offend anybody, it has always seemed to me that most of the people who maintain diesel engines tend not to be strong on the finer points of the technology. Is a high mileage diesel likely to be a low emitter? - you only need to see one in action to know the answer. Stand behind a five year old diesel truck starting up from cold and you will have no doubt at all.

Is it reasonable to allow such vehicles to carry on without restriction whilst the comparatively innocent modern petrol-engined car is condemned to meet ever tighter regulations? Is it sensible to hound the car off our roads and force us all onto dirty, obnoxious, diesel powered buses or trains? Perhaps somebody should measure the total emissions from a typical bus and see

how it compares with the total produced by fifty modern petrol-engined cars.

These are issues which are largely ignored by those who claim to be "concerned" about such matters. Really it would take a fool to not be concerned, but rational thought and attention to facts are more likely to produce appropriate solutions than extreme scaremongering with political overtones, often motivated by the need to justify a "research budget".

EMISSIONS - FOOD FOR THOUGHT.

I am not for a moment suggesting that we should ignore how our activities affect the world around us, but I do think it is important that we fully understand what we are doing when we meddle with things. Devotion of resources and scarce raw materials to solving a problem, the origin of which has been wrongly identified, is as much a sin as the complacency which extremists accuse everybody else of.

The aim of making motor cars almost totally emission free may well be a very expensive ideal if acceptance of a less stringent requirement is an adequate response to the problem. Have we already reached that point – and can we be sure that would we know? On the other hand if it can be shown that the course being pursued is the correct one, should we not have a strict limitation of use applied to vehicles which do not conform to current standards?

It is hard to believe that the modern (i.e. up to 2 years old) motor car is a valid target for criticism as far as harmful emissions during use are concerned. Emissions from production processes might be a different matter but I doubt if they are worse than before, and does anyone really know enough to prove otherwise? Manufacture of any product creates problems - why should the internal combustion engine vehicle be picked on in preference to fridges or washing machines - or the electric car?

Indeed the electrically powered car, vaunted by some as a pollution free solution, can be hardly less guilty of pollution generated during manufacture, and there is a serious disposal problem of spent batteries or fuel cells (direct producers of electric power from replenishable chemical constituents). The electric car may become a practical reality, though it will need a pretty sensational



breakthrough in technology before performance and general convenience will approach what we have become used to. A typical family saloon such as a Vauxhall Cavalier has a top speed well over 100 m.p.h. and can cover about 350 miles at an average speed of around 50-60 m.p.h. on one tank of fuel, which can be replenished in just a few minutes. Not even the most promising electric car gets anywhere near this.

In any event, the electric car merely shifts the emission problem somewhere else - i.e. the power station - which, if clean air in our towns is the aim, may well be a valid solution. If so, the entire electricity generation and transmission system will need to be beefed up to cope with the increased demand, over and above the general rise in consumption with time. What sort of power stations are we going to have? Coal fired, oil fired, hydro-electric, nuclear, - none is without drawbacks, and it does not seem reasonable to expect that solar, wind or wave generated power would have much impact.

A further point few people seem to have considered is that electric machinery creates ozone - one of the more unpleasant ingredients in photo-chemical smog. I am not aware of any statistics on the matter but

EMISSIONS - FOOD FOR THOUGHT.



it could be that hordes of electric cars in our towns may be just as bad in this respect as the petrol engine ones they will have replaced - at vast expense.

Of course the dyed-in-the-wool "back to nature types" might say we should ride around on horses but are not the exhaust emissions of the horse somewhat offensive? - which is why, in bygone times, wealthy folk used to move out of town to their country houses during the summer months.

Finally, there are other considerations, not directly relevant to the pollution argument, but important nonetheless. Road congestion, and the need for new roads, is one area which obviously could be alleviated by having an efficient means of mass transport. Undoubtedly it would be possible to make buses and trains which are not such bad polluters as

those we have at present. The trouble is that they are becoming unhealthy for another reason - the fast rising incidence of aggravated behaviour and violent crime. How can any government or authority contemplate forcing people to use public transport if in doing so it exposes them to a serious risk of mugging, rape, assault, or worse?

Like so many things in life there are no easy solutions to these problems - all

we can hope for is that those empowered to make the decisions will arrive at the one which is least bad. If past form is any sort of guide then perhaps we should be prepared for them to get it wrong!

Roger Bywater's definitive treatise on Engine Management refers frequently to Jaguar systems, and is available from AJ6 Engineering at a cost of £50.



UNDER CONSTRUCTION

The Road to S.V.A. and Beyond - by Colin Neal

Once upon a time I was browsing amongst the publications on our local paper shop shelves, you know the sort of thing, 'The World of Newts', 'A Hundred Ways of Skinning a Cat' etc., when by pure accident I came across a magazine listing all of the kit cars that were available at that time. For some odd reason I decided to buy it, I use the word 'odd' because I had never really shown much interest in kit cars before. Once home the magazine got thrown onto the usual pile and was forgotten about. Some time later I picked it up and started to browse through it. Most of the products looked quite amateurish, some looked interesting like Cobra replicas (not those with Ford Cortina engines) and then this picture appeared. There in a rather drab black and white photograph was a frontal view of a Ronart. That was it. I decided I had to build that car.



Many years later, during which time I had taken early retirement and moved house in order to build the car, I took delivery of stage 1 and 2 kits. All of the parts were delivered on time, everything supplied went together easily and fitted like a glove, and all pigs were constantly fed and ready to fly. Sorry, I lapse into the world of make-believe now and again, all Ronart builders will know what

I mean. But then I ended up with a car that was ready for its first MOT.

I had chosen a garage that was just over 10 miles away in order to highlight any obvious problems. It was a beautiful day, I drove the car out of our yard and onto the road for the first time. The honeymoon had begun.



I was soon out onto clear country roads and speed was gradually increased as I got the feel of the car. God this is good. I forgot about the speed camera until it was too late (I don't think it flashed), and then it was along restricted roads to the garage. "I've not seen a car like that before" said the garage owner (I wish I could have a fiver for every time I was to hear that said). Apart from having to tweak the carbs, the MOT went without a hitch. I was then back on the road enjoying the drive. The car was running like a dream and somehow I missed the first turning leading to my house, oops, then I missed the second turning, oh dear. If I missed the third I would have major problems explaining to the Police (if stopped) the route I was taking home from the MOT station.b**l**ks. The drive was great and I didn't get stopped.

When I finally got close to home I heard a misfire and by the time I got back into the yard the engine cut out. After leaving the car for a while it started again so I put it into the garage to work on it the following day. I eventually established that the problem

UNDER CONSTRUCTION

was due to the H.T. failing, i.e. no spark at the plugs, when the engine reached normal operating temperature. There was only one way forward with this and that was to do some serious thinking down the pub.

The following day when I was taking some paracetamol for a headache I had woken up with, (must have been something I had eaten the night before) I recalled reading somewhere that in one instance, the electronic ignition system I was using had developed a fault due to the optical sensor breaking down when the engine got warm. I decided to change the distributor back to a points system and after this the engine seemed to run fine with no evidence of a misfire when hot. Then, with two days to go for the SVA, the alternator packed up. Deep joy. Luckily I managed to locate another so everything was ready for the big day.

The nearest SVA testing station is just over 50 miles away from where I live. I have never had any experience of driving with a trailer and since I don't know anybody with a trailer I was left with no choice but to drive the car down. "Have some faith in what you have built" I kept saying to myself. Yes. . . .well. . . The appointment was for 8am so I decided to set off at 5am to allow for any problems that may occur.

The journey started really well, at that time in the morning it was cool with a little mist about and dawn was beginning to break into a beautiful sunny day. The car was running really well until I got to just to the other side of Port Talbot when the engine cut out. It's on occasions like this when one's worst nightmares become a reality. Luckily I was on a dual carriageway and was able to freewheel onto the verge and not cause an obstruction. Then, it was up with the bonnet, out with number 1

plug and crank over the engine and.no spark. Shit, I thought, this can't be the same problem as before, can it? Then it was back to basics, all leads and connections were OK; I had a spark at the points; it can't be the coil because I had changed it when I went back to points; so it must be HT lead from coil to distributor, distributor cap or rotor arm???? By this time the engine had cooled down so I tried starting it. Off it went as if there had never been a problem so I fastened down the bonnet, jumped in and got all of 20 yards down the road before it cut out again. That's it, I thought, nothing more I can do, so it was a call to the AA.

Those who have lived in Wales will know that things can happen at a speed which at times defies belief, and so it only took two and a half hours for the AA man to arrive. "I've not seen a car like that before" he said. After that it was a look round and chat about the car, a delve under the bonnet where he reached the same conclusions as myself, car loaded onto trailer and back home we went. While waiting for the AA man I had 'phoned the SVA and booked the next vacant appointment.



The following day the car would not start at all, still due to total absence of HT. I tried a new HT lead from the coil to the distributor. . . no good, a new distributor cap. . . no good, and finally a new rotor arm. . . Bingo, the car

UNDER CONSTRUCTION

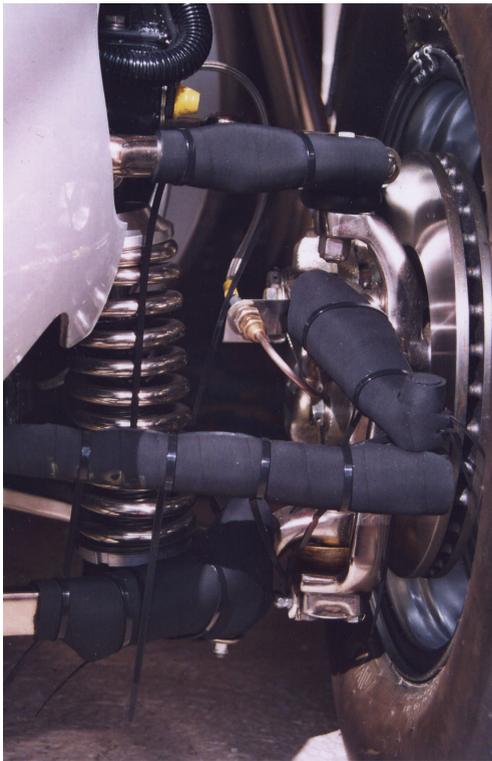
started and continued to run after it had reached normal operating temperature. I was later to find out that the rotor arm was leaking HT from the carbon brush contact side through to the distributor shaft, this being proven with a test meter.

The day for the second attempt to get to the SVA test station arrived, so it was an early start again. I drove through Port Talbot holding my breath and arrived at the test station with loads of time to spare. I must just mention that during the latter stages of build, I had 'phoned the

SVA station up on a number of occasions to sound them out on particular points and had mostly spoken to the man who was to test my car. The first time we talked he stated that very few cars pass the test first time and later I was to find out about some of his pet dislikes such as exposed front suspensions (see mass of rubber on the photograph). However, I have to say that all of the time we talked he was always helpful.

So, it was with this background together with Graham Hallett's experiences of SVA that I felt a degree of trepidation when Mr SVA man approached. "I've not seen one of these before" he said as we made our way down to the test area. He asked for the bonnet to be raised and then

spent some time looking around the car. After a while he uttered the dreaded word... "FAIL". "What on ?"; said I feeling stunned. "Tyres" said he. I must have had a blank look on my face (not unusual). He explained that they were 'H' rated (130 mph max.) and the declared top speed of the car was 150mph. Now these tyres were recommended by Arthur and I did query the H rating. Arthur stated that not only the speed rating but also the tyre loading should be taken into account and that these tyres were perfectly OK. Mr SVA man would have none of this, "FAIL" he said.



He then moved to the rear of the car and measured the height of the rear lights... "FAIL". My blank look intensified. He stated that the rear reflectors were too low. I told him that I had set them to the minimum requirement of 250mm as stated in the manual and he replied that it should be 300mm minimum... "FAIL". I could not understand how I could conjure up a figure of 250mm when 300mm was in the manual. He then proceeded to take a series of dimensions,

front to rear, on the car and then measure front and rear weights both empty and with me sitting in it. All of these figures he then fed into a computer... "FAIL". When I asked why he stated the calculations the computer had made showed that the maximum design

UNDER CONSTRUCTION

weight of the rear axle could be exceeded with the vehicle in the fully laden condition. He handed me a sheet of paper showing the calculations the computer had made. Now I was sure that in this respect my car was no different to any other, yet I had never heard of a problem like this occurring.

He then tested the exhaust emissions... "FAIL". The CO level was slightly high but this was easily corrected. He then pulled out a rather strange looking device consisting of a pedestal onto which an upright was hinged and a piece of string attached to the top of



the upright. This piece of apparatus which looked as if its design origins went back to Archimedes' days was placed onto the seat base and the piece of string was expertly raised to a perfectly horizontal position with the end of the string directed towards the outer upper eye bolt of the seat belt mounting... "FAIL". According to Mr SVA man this wonderful piece of equipment was telling him that both upper outer eyebolts were a good 5mm below the minimum height requirement. At this point my face must have been a picture.

We then moved on to the rolling road and after brake testing, the accuracy of the speedometer was checked... "FAIL". As I stood there he explained to me that at the 50 mph test, while the speedo. was showing 50mph the rolling road was indicating a speed of 51 mph... "FAIL". At this point, traces of a red mist were starting to appear before my eyes. "What is the accuracy of your test equipment?" I asked. He stated that it was completely accurate but I replied that no mechanical equipment is completely accurate. "What error tolerances are shown on your calibration certificates for this

equipment?" I asked. We stared at each other for what seemed like an eternity. The silence was complete except for the haunting moan of the wind as it weaved its way through the girders in the roof. One could almost imagine hearing the mournful toll of some distant church bell. Then he said "OK we'll test it again." This time I looked very carefully at the procedure for this test. Speedo readings

at 20,25,30,40,50,60 and 70mph are assessed and involve the tester running the car in gear on the rolling road and using the throttle to hold the speedometer steady at the speed being assessed. When the tester is satisfied that the speedo is showing the exact test speed, he triggers the rolling road to record what the actual road speed is. I would defy anyone to hold a speedo needle absolutely steady using the throttle, at best it must be drifting between plus and minus 1mph around the designated test speed but the SVA regulations are such that if you trigger the rolling road with a minus 1mph speedo

UNDER CONSTRUCTION

reading you have a pass, but if you have a plus 1mph speedo reading you have a fail, i.e., your speedo. is allowed to read fast within certain limits but not slow. However, the retest produced an amazing result, the car passed. With all of the other tests completed, Mr SVA man filled out a document detailing what the car had failed on and I drove out of the test station feeling as if I had been well and truly shafted.



When I got home I gave Arthur a ring telling him of the news. He was totally gob-smacked and we agreed to think about ways forward and contact each other again. The following is a summary of what happened.

1) Tyres

The obvious solution here was to borrow a set of tyres or wheels and tyres for the retest and I am very grateful for the offers of help I received from club members with this. However, following conversations with Mr SVA man it was finally agreed that he would accept a document from Arthur stating that with the gear ratios fitted to the gearbox and rear axle together with the wheel/tyre sizes fitted, the car would not be capable of a speed exceeding 125mph. Arthur was happy with this and he prepared the document and posted it to me.

2) Rear Reflectors

When I came to check in the manual about the height of these reflectors I found that the minimum height requirement was 250mm and not 300mm as Mr SVA man stated. I immediately telephoned him and asked him to look at the relevant page in his manual. "Oh" he said, "you were right about the height, the office manual is correct but obviously someone hasn't updated my manual in the workshop, sorry about that". In actual fact my reflectors were low due to me having set them at minimum height with an empty fuel tank. I raised them and as far as I was concerned that was job done.

3) Rear Axle Weight

When I came to study the computer readout for the theoretical axle overload condition I found I could not make head nor tail of it so I phoned up Mr SVA man and asked him to explain. It was not too long before it became apparent that he did not understand it either. "I'll put all my measurements back into the computer" he said. After a while he came back and told me that the computer had now passed the car for rear axle loading and we could now cross that one off the list when I returned for the retest. I have been trying to think of a witty comment to put here but I am afraid words have failed me.

4) CO Level

I weakened the carbs off slightly and hoped that this would be enough for the test.

5) Upper Seat Belt Outer Mounting Bolts

This was going to be the awkward one. Having looked in the manual to see exactly

UNDER CONSTRUCTION

what the requirements were I decided to make up my own checking fixture to ensure I could obtain a precise measurement. An important feature was the use of a rod with a built in spirit level which located directly off the eye and through the axis of the seat belt bolt. With a block of the dimensions stipulated in the manual positioned on the seat base I could then measure the height of the bolt accurately with a steel rule. It immediately became apparent that I was at the limit of the minimum dimension. In fact having been very sarcastic about Mr SVA man's checking system, it turned out to be closer than I would have expected. The thing was, what to do now? I had approximately 3mm of rubber packing under the seat base so this was removed straight away. I then decided to move the seat base forward a little to create a gap between the rear of the seat base and the bottom of the backrest. This gave the illusion that the seat base had been considerably lowered from its original position. In this state the outer mounting bolts were 3 to 4mm over the minimum dimension and there was no way I could increase this without major surgery to my seat bases or lower seat bases which Arthur was prepared to supply. I decided to go with what I had got on the basis that I could prove I was within specification with the checking equipment I had made. Let battle commence I thought.

The day of the retest came and I arrived on site. Mr SVA man greeted me and we went down to the test area. I handed him the letter Arthur had provided covering the maximum speed of the car, he read it and was happy. He tested the exhaust emissions and with another tweak to the

carbs, that passed. The tape rule came out and within seconds the rear reflectors had passed. Now for the crunch. "What have you done about the upper seat belt mounting bolt heights?" he asked. "Oh, I have taken a load of packing out from beneath the seat bases" I replied. "Yes I can see you have" he said and with precise positioning of his tester and deft articulation of the perfectly balanced piece of string he declared both bolts had passed. "I will go and write out your certificate" he said and walked off in the direction of the office.

I stood there with mouth agape. My super Newtonian height tester with advanced epicyclical spirit level and circumknockerated clacker valve was not going to be lifted from the boot to be used in anger. I felt cheated, this was not bloody fair, I almost felt like shouting "I want a retest". Then I remembered that Mr SVA man was going to write out my certificate and all became calm. I drove out of the test centre a very happy man and for the first time I was able to thoroughly enjoy the 50 mile journey home

The challenges of getting the car road-legal were not yet over. All of the paperwork was sent off to the DVLA at Swansea but after 5 weeks of waiting interspersed with fruitless



UNDER CONSTRUCTION

'phone calls and a call from my insurance company stating that they would withdraw insurance cover unless I provided them with a registration number within 1 week, I decided to drive down to the DVLA offices. The person I spoke with told me that the person dealing with these applications had been away ill and had only just returned. I would have to wait my turn.

I explained the issue with my insurance company and they agreed to process the paperwork while I waited. Then they stated



that because I did not have the original registration documents for the donor vehicle I would have to have a Q plate. I pointed out that the documents I had provided with this application, which included a bill of sale for all parts, together with the chassis and registration number of the donor vehicle, and a letter from Jaguar/Daimler Heritage confirming the engine and chassis numbers matched, and after some time pleading my case they agreed to give me an age related number. From recent conversations I have had on this matter it would appear that I have been very lucky not to be saddled with a Q plate. Moral for a would-be Ronart builder, make sure you get the registration document for your donor vehicle.

The following lunchtime saw tax disc and

number plates mounted on the car. It was a beautiful day so we decided to have a short drive in order to refresh my wife's memory about what she had let herself in for. It was obvious from the start that Margaret was loving every minute of it (thank God) so our drive got longer and longer through some of the beautiful scenery and country lanes that surround us.

We eventually ended up at a small town called Laugharne, a place where the poet Dylan Thomas spent a lot of his time. We parked by the castle so that we could look out at the beautiful view over the estuary. Margaret continued to enthuse about the car for a while but then we just sat there looking at the view. A gentle breeze was drifting in from the sea, the seagulls were having their usual arguments over bits of scrap food people had left lying about, and then people started to wander over asking if they could take photographs and talk about the car.

From somewhere behind me I heard someone say "I've not seen a car like that before". Ah, the joys of Ronarteeing!

Mottos

The journey of a thousand miles begins with a broken fan belt and a flat tyre.

The darkest hours come just before the dawn. So if you're going to steal your neighbour's milk and newspaper, that's the time to do it.

Never forget that you are unique, like everyone else.

Never test the depth of the water with both feet.

If you think nobody cares whether you're dead or alive, try missing a couple of mortgage payments.

If at first you don't succeed, avoid skydiving.

Have you ever lent someone £20 and never seen that person again? It was probably worth it.

There are two theories about how to win an argument with a woman. Neither one works.

SO YOU THINK YOU KNOW EVERYTHING?

A cat has 32 muscles in each ear.

A crocodile cannot stick out its tongue.

A dragonfly has a life span of 24 hours.

A goldfish has a memory span of three seconds.

A "jiffy" is an actual unit of time for 1/100th of a second.

A shark is the only fish that can blink with both eyes.

A snail can sleep for three years.

Almonds are a member of the peach family.

An ostrich's eye is bigger than its brain.

Babies are born without kneecaps. They don't appear until the child reaches 2 to 6 years of age.

Butterflies taste with their feet.

Cats have over one hundred vocal sounds.

Dogs only have about 10.

"Dreamt" is the only English word that ends in the letters "mt".

February 1865 is the only month in recorded history not to have a full moon.

In the last 4,000 years, no new animals have been domesticated.

If the population of China walked past you, in single file, the line would never end because of the rate of reproduction.

If you are an average American, in your whole life, you will spend an average of 6 months waiting at red lights.

It's impossible to sneeze with your eyes open.

Leonardo Da Vinci invented the scissors.

OFFICIAL "Euro-English"

The European Commission has announced an agreement whereby English will be the official language of the EU rather than German, which was the other possibility.

As part of the negotiations, Her Majesty's Government conceded that English spelling had some room for improvement and has accepted a 5-year phase-in plan that would become known as "Euro-English".

In the first year, "s" will replace the soft "c". Certainly, this will make sivil servants jump with joy.

The hard "c" will be dropped in favour of "k". This should klear up konfusion, and keyboards kan have one less letter.

There will be growing publik enthusiasm in the sekond year when the troublesome "ph" will be replaced with "f". This will make words like fotograf 20 percent shorter.

In the third year, publik akseptanse of the new spelling kan be expekted to reach the stage where more komplikated changes are possible. Governments will enkourage the removal of double letters which have always ben a deterrent to akurate speling.

Also, al wil agre that the horibl mes of the silent "e" in the languag is disgrasful and it should go away.

By the fourth yer peopl wil be reseptiv to steps such as replasing "th" with "z" and "w" with "v".

During ze fifz yer, ze unesesary "o" kan bed-ropd from vords kontaining "ou" and after ziz fifz yer, ve vil hav a reilsensibl riten styl. Zer vil be no mor trubl or difikultis and evrivun vil find it ezitu understand ech oza.

Ze drem of a united urop vil finali kum tru. If zis mad you smil, pleas pas on to oza pepl. Zen ve vil rul ze world!!!

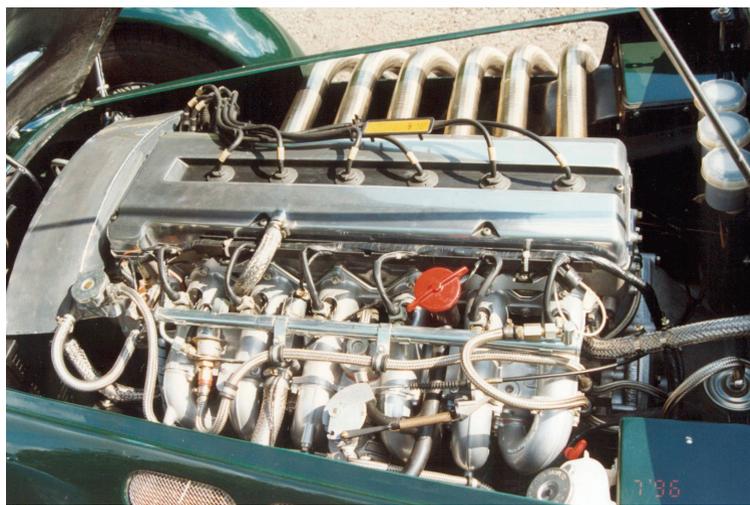
Forthcoming Events Calendar

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.

2007

January 13-14	AGM & Annual Club Luncheon
March 23-25	Historic Motorsport Show - Stoneleigh
March 8 Thursday	Southern N & N - The Sportsman at Mogador, Surrey
Apr 12 Thursday	Southern N & N - Three Horseshoes at Knockholt, Kent
May 17 Thursday	Southern N & N - The Fairmile at Esher, Surrey
June 14 Thursday	Southern N & N - The Black Horse, Chorleywood, Herts
July 12 Thursday	Southern N & N - The Bell at Outwood, Surrey
Aug 9 Thursday	Southern N & N - The Parrot at Forest Green, Surrey
Sept 13 Thursday	Southern N & N - The Castle at Outwood, Surrey
Oct 18 Thursday	Southern N & N - The Sun at Dunsfold, Surrey
KEY:	Main Event Local Event General Interest

The only AJ6-engined Ronart - a fine bit of engineering, this, by David Mansfield.



MEMBERS' NEWS

John & Vivien Ellis

"Mileage in Rupert since 1 May this year 4992. Last run out today to get it over the 5000 - before the tax expires and global warming gets us."

Graham took part in the JEC TrackDay at Castle Combe last Autumn, and John came along to fly the flag. Red is the "in" colour.



John also mentioned that he has just fixed a great insurance deal with Adrian Flux (08700-777120, Janine Canon). £200 less than last two years with KGM Policies and better cover.

Mike & Ros Kanter

During a visit to UK in November, it was great to meet up at the Sun, on the Green at Dunsfold. We didn't see the Top Gear guys this time, but what hero turned up to win the distance award but Arthur in a cool Lightning?!

Steve Trodd & Chris Bennett

Both are progressing steadily with their builds. We look forward to a couple of informative articles soon, and seeing their cars next season?

As to colour, perhaps they will set new trends?

SO YOU THINK YOU KNOW EVERYTHING?

No word in the English language rhymes with month, orange, silver, or purple.

On a Canadian two dollar bill, the flag flying over the Parliament building is an American flag.

Human eyes are always the same size from birth, but our nose and ears never stop growing.

Peanuts are one of the ingredients of dynamite.

Rubber bands last longer when refrigerated.

"Stewardesses" is the longest word typed with only the left hand and "lollipop" with your right.

The average person's left hand does 56% of the typing.

The cruise liner, QE2, moves only six inches for each gallon of diesel that it burns.

The microwave was invented after a researcher walked by a radar tube and a chocolate bar melted in his pocket.

The sentence: "The quick brown fox jumps over the lazy dog" uses every letter of the alphabet.

The winter of 1932 was so cold that Niagara Falls froze completely solid.

The words 'racecar', 'kayak' and 'level' are the same whether they are read left to right or right to left (palindromes).

There are 293 ways to make change for a dollar.

There are more chickens than people in the world.

There are only four words in the English language which end in "dous": tremendous,

SO YOU THINK YOU KNOW EVERYTHING?

horrendous, stupendous, and hazardous

There are two words in the English language that have all five vowels in order: "abstemious" and "facetious."

Your stomach has to produce a new layer of mucus every two weeks; otherwise it will digest itself.

Tigers have striped skin, not just striped fur.

TYPEWRITER is the longest word that can be made using the letters only on one row of the keyboard.

Winston Churchill was born in a ladies' room during a dance.

Women blink nearly twice as much as men.

... Now you know everything

Some ingenious Scrabble anagrams -

DORMITORY: DIRTY ROOM

PRESBYTERIAN: BEST IN PRAYER

DESPERATION: A ROPE ENDS IT

GEORGE BUSH: HE BUGS GORE

THE MORSE CODE: HERE COME DOTS

SLOT MACHINES: CASH LOST IN ME

ANIMOSITY: IS NO AMITY

MOTHER-IN-LAW: WOMAN HITLER

SNOOZE ALARMS: ALAS! NO MORE Z'S

A DECIMAL POINT: IM A DOT IN PLACE

THE EARTHQUAKES: THAT QUEER SHAKE

ELEVEN PLUS TWO: TWELVE PLUS ONE

and for the grand finale:

PRESIDENT CLINTON OF THE USA:

(With no letters left over and using each letter only once):

TO COPULATE HE FINDS INTERNS

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Peter Atherton, Lightning Co-ordinator

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The Factory - Vanwall Cars Ltd (prev. Ronart Cars), Arthur Wolstenholme

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Email Addresses! Please send Graham Hallett an email to record your address with the club.

Club Website - www.ronartdriversclub.com



David Mansfield at Castle Combe, some years ago we think.