

## *Humps and Pipes*



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**The newsletter of the Ronart Drivers' Club  
Quarter 1, 2007**

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Cover Page Photo – “Rupert” (John & Vivien Ellis) – magnificent recent build. The standard has been so high recently!



## FROM THE EDITOR

It will be "Happy New Year 2008" as you read this. I apologise again, but various pressures have dominated the past many months.

In the last Humps & Pipes you will have read the minutes of the 2006 AGM, and later on you will find the minutes of the 2007 AGM and the EGM which was held in July.

John Ellis has taken on the mantle of Club Secretary. So now the master database for mailings and the members list is under his control. Email addresses are an undeniable medium of communication these days, and we have been trying to gather members' emails. At the EGM we were asked to add emails to the membership listing which gets distributed with Humps & Pipes, so if you do not want your email address published to other members, please let me or John Ellis know forthwith.

Our membership is not growing, and in fact at least 3 cars have been sold on the Continent this past year, including Peter Langmaid's. This really is the end of an era, but Peter intends to maintain his connections with his old friends in RDC.

The Annual Dinner 2007 was truly memorable for the bombshell presentation that Arthur gave us on his plans for the Electric Lightning! We knew he planned a radical announcement, but nobody at all claimed to have foreseen this. The next H&P will feature launch details.

The **Annual Dinner 2008** has been moved to the Spring, **April 13th**, in the hope that this will encourage more members to come in their cars, or indeed just to come!

The cost of the dinner has been subsidised by the club for the last and next dinners



Wales trip - lunch-time.

but price-sensitivity has so far proved to have no effect on the Dinner attendance.

Does price affect membership? What price one or two issues of H&P per year? But is that the only benefit that members derive? Is saving £10 going to make members take more interest? [For your interest this issue has taken me all-day 28th, half-days 29/30th and all-day 31st Dec/1st Jan, plus preparatory gathering and editing of materials.]

So it is depressing when we get members dropping their subscriptions because they do not "get enough value"! I would have thought that even a member who struggles to afford and run a W152 can also manage £10-20 per annum. If they don't want to pay anything then volunteers will feel unvalued and will evaporate.

I believe this is common problem for car clubs, but we have the disadvantage of less than critical mass.



Wales trip - the Ronart line-up.

## THE RONART DIARIES - Vol 2

### Squadron-Leader "Ginger"

Squadron-leader Ginger 'The Hun Hunter' Baker reporting for duty....

Bought this splendid car off this damned fine chap who goes by the name of Roger. Fine name Roger, known a few in my day. Most of them bought it over France though.... Good chaps, nevertheless.

So I got my orders! Got to continue with this Ronart diary, splendid idea, I say!!

Got a little nest egg you know, didn't want to waste it on buying a load of old tosh. So I thought I would treat myself to a little bit of fun. Something to impress the fillies, make the blood flow, put some lead in the pencil. You know what I mean. Never too late to start enjoying yourself.

I must say, fine piece of machinery these Ronarts, British-built you know! Designed by this clever inventor chap up north somewhere. You should never underestimate these back-room boffins. Backbone of the British Empire. Barnes Wallace, Brunel, Faraday, Logie Baird, Dyson... I think this Wosten fellow will be there next. Never met him but can see him now, long hair, beard and a white coat. Loads of pencils in his top pocket. That's him... Spot on.

Let me tell you a bit about myself. Flying is my thing, spent the war years as the

youngest fighter pilot in the allied forces. Saw action all over the world, Africa, northern Europe, fought in the Battle of Britain. Even escorted the bombers over on the Dam buster's raid... Brave chaps those bomber boys.

Couldn't do it myself, too slow! Prefer my Spitfire, close, tight, responsive and very quick. Bit like my new Ronart really! Although no elevation and no fire power. Might ring that Western fellow see if I can have a couple of cannons fitted.

Need them today with all those little tykes in their Japanese food blenders. Call them cars? More like motorised juke boxes, going along like they own the place. Would never happen in my day, lucky to get the



tram!

Going out to lunch today, taking Molly Lampton into the country for a beer and a ploughman's. She only ever takes the bus these days, so this will surprise her! Mind you the word is that she has had a hip replacement. Don't know if she will be able to get in the old Ronart, still could always unscrew the leg and put it in the boot. That Bader chap did all the time.

Still must sign off now, got to get spit and polished.... Tally ho!

## CLUB TOUR REPORTS

### Foreign travels - by David Small

David Lyons is an enthusiastic W152 owner but does not have the time to use his car as much as he would like. Last summer he had to attend a function in Rome so why use EasyJet when there is a Ronart in the garage requiring exercise? The journey to Rome was fairly uneventful with two overnight stops but with bad weather threatened for the return, David decided to outrun it by driving on his own for twenty four hours all the way to Calais, a distance of over 1200 miles. Both car and driver performed well, although the Alps did result in some sponginess in the brakes which David attributes to the use of silicone fluid. As a result he has decided to revert to Dot 4, which is, after all, what is recommended by Girling.

The only other problem that David encountered was the failure of his (or rather the car's) bottom hose in searing temperatures in Rome. The local Jaguar agent had a replacement flown in from the U.K. which was fitted, all for about 120 Euros. Having had a bottom hose go on my



Here's David on tour. A typical evening meal.

own car whilst thrashing around Laon some years ago it is one of the few spares that I always carry.

In September a lively group of Ronartists with seven W152's and a Lightning joined a JEC group led by Ray Guiver on a very well organised trip to Angouleme. We sailed from Portsmouth to Bilbao, drove over the Pyrenees into France and then on to Angouleme to watch the fantastic week-end of classic racing around the streets of this ancient city. Participating cars ranged from Bugattis to 1960's Le Mans cars and the skill and courage of the drivers had to be seen to be believed.

We were surprised that most of our fellow tourers had never before seen a Ronart. However most gave us a warm welcome and expressed considerable admiration for the way in which those who were hoodless coped with the many days of rain that we unfortunately experienced. There were the inevitable breakdowns, all resolved by that wonderful Ronart camaraderie and unselfish sharing of spare parts and skills. For the second time in two years my clutch slave cylinder failed, to be followed by Robert Latham's car suffering an identical problem. I am no engineer but the difficulty seems to be that the cylinder bore is far from smooth and wears away the piston rubber causing leakage of fluid. We are currently exploring the possibility of using a stainless insert in the cylinder but it would be interesting to hear if others have had this problem and how it has been resolved.

Another minor inconvenience was the continual locking on of the rear brakes on my car. This

## CLUB TOUR REPORTS (Cont.)

was a problem which had surfaced before the trip and I had hoped that a servo swap (courtesy of Tony Legon) would cure it. Sadly it did not, and sticking brake pistons were the next suspect. Disconnecting the servo at least allowed the car to be driven, even if it reduced braking efficiency by about 80%! The theory was that the pressure of the servo was enough to operate even corroded pistons but that corrosion was preventing their returning into the brake cylinder. Stripping the braking system on return home certainly confirmed that both pistons and cylinders needed replacing. I switched to stainless pistons on my Daimler Dart about 30 years ago and have had no brake problems in almost 200,000 miles. Graham Hallett has supplied me with reconditioned calipers with beautiful new pistons which will, I hope, finally restore the system to good health.

I am endeavouring to organise accommodation for a visit to the Le Mans Classic meeting in summer 2008. The dates have not yet been fixed but if you are interested in joining a Ronart group please let me know as soon as possible.



Mr Legon the optician testing his varifocals.

## AGM

### MINUTES OF THE SEVENTH ANNUAL GENERAL MEETING OF THE RONART DRIVERS' CLUB, HELD AT WALTON HALL, ON SATURDAY 13th JANUARY 2007.

Some details are omitted from this publication:

1. Apologies for Absence
2. Approval of the Minutes of the A.G.M. 2006
3. Secretary's Annual Report

The secretary, Graham Hallett, began his report by saying that it had been a very quiet year and there was not much for him to say. The secretary gave a brief report of the club's activities during the year, which had included two good trips and several well attended 'Noggin and Natters'; sadly these had all taken place in the south, with no events in the Midlands, this being an area of concern.

The secretary was concerned that although the club was an organisation covering the country, there were limited activities taking place and he felt that a more pro-active leadership was needed if the club was to continue the success that it had enjoyed in the past. The lack of new members was also not helping in this regard.

Regarding the club magazine, the Secretary apologised for the recent sparseness, but assured the meeting that the next issue was due shortly; more copy was always needed. and it was also noted that the print quality had recently increased.

Throughout the year individual members of the club had continued to show a presence at a number of local shows, 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 with his thoughts that ultimately the club had reached a watershed, and the question was how best to go forward.

4. Accounts for the year ended February 2006

In the absence of the Treasurer, full accounts were not presented to the meeting, to the concern of some members. It was reported that the club continued to be in a sound financial

## AGM (Cont.)

position, with the excess of income over expenditure broadly similar to the previous year, and reserves that were in the region of £6,500.

Following much discussion on the future level of the membership fee, it was decided to maintain this at £20.00, but that the foreign fees should be dropped to the same as the UK fee. It was hoped that this might arrest the decline in foreign membership, and avoid the feeling that they were getting poor value from a primarily UK based club.

There was also discussion as to whether the subsidy put towards the club luncheon and Annual General Meeting should be continued; it was noted that there was no increase in attendance. It was decided that the subsidy should continue for one more year and the situation would be reviewed at the following year's AGM.

A suggestion was raised that the club should use some of the spare funds to purchase a share in Vanwall. This was a possibility that could be pursued in the future.

Peter Atherton proposed, and Tony Legon seconded that the accounts be approved by the meeting, and this was passed unanimously.

### 5. Membership Report

No report was received.

There was a request from a member that e-mail addresses should be included on the membership list, and this was approved by the meeting. Graham Hallett agreed to mention this in the next editorial, asking anyone who did not want their address published to contact him.

### 6. Election of Club Secretary

Graham Hallett announced that he felt the time was right for him to stand down as Secretary, although he confirmed that he was still happy to continue as editor of the newsletter and webmaster. There was no nomination for the post of Secretary, and Graham agreed to continue as acting secretary, until a decision could be made at an EGM to be held at one of the summer regional meetings.

### 7. Election of Club Volunteers

Mr. Weitzmann agreed to stand as Treasurer if Mr. Ellis wished to resign the post, this decision was deferred to the expected EGM.

Membership Secretary	Simon Sutton
Treasurer	John Ellis
Newsletter Editor	Graham Hallett
Tours Co-ordinator	David Small
Regalia Co-ordinator	Benjamin 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 were only a couple of items raised this year.

Mr. Atherton agreed to organise a "Noggin and Natter" in his region of Hertfordshire.

It was decided that the 2008 Club Lunch and AGM should maintain the same format, but should be held in April/May, with the opportunity to bring Ronarts. This would be held at a five star hotel in the Hertfordshire area, as the events had been held in the Midlands for the last couple of years.

With no further business, the meeting closed at 7.50pm, and many members then went on to the annual club dinner, in the Director's Suite at Walton Hall.

## CLUB TOUR REPORTS

### Ronart Pyrenees Trip - Part 1 - Tony Legon

As usual, no matter how much you get things sorted in advance, come the day there is still plenty to do! As it is me writing, there was loads still to do.

I had decided the week before that I was going to fit a new combined Oil/Water gauge as my existing gauges were a little unreliable. The gauge arrived mid week with all the fittings, so on Saturday afternoon when I had a couple of free hours I thought I'd just fit it. 3.5 hours later I'd got the water pipe fitted, which had turned out to be a different size fitting at the manifold end and had taken a lot of fiddling about to sort out.

The ferry we were catching left at 11.15 the next night so I had plenty of time on Sunday to pop into work (just a few last minute things) and then fit the oil line. My XK engine has 2 take-offs for oil - one for the warning lamp and the other for the existing electrical gauge. It now proved impossible to get either fitting apart in order to fit the adapter, for the new gauge, into the old fitting. During one of my attempts I accidentally melted the plastic pressure switch.

So by now, Sunday afternoon, I was running around the shops to find one. Eventually the car was all fixed and packed; my passenger George was collected and so it was time to go. It was only 8.15pm so plenty of time for the 1.5 hrs journey to the ferry. But I also had to drop my XJS off at Brian Ball's in Portsmouth to have a new differential fitted.

30mins into the journey and I got a call from David Small asking where I was. I replied Hindhead. He said I'd have to push it as he was about to board! It turned out

that I'd got the time wrong by 2 hours!

I charged the last bit of the journey, dropped my other car off and arrived at the ferry in time to be blocked from getting on it. So George and I watched the others leave whilst I rearranged travel plans.

I'm sure I could have made it onto the original boat if it were not for a typical 'Jobsworth' port employee! We secured a crossing, 2 hrs later, on an overnight boat to Le Havre. We were fortunate and were able to find some very comfortable dry bits of deck to sleep on! We even managed to get a bite to eat at 11.30. I'm not sure though if the food was meant for humans; I think it was meant for the ship's cat!

Our plan now was to drive through the next day, hole up overnight, then drive the last part into the Pyrenees the following morning and get to the first scheduled Hotel stop at about the same time as the rest of the group.

We docked in France around 7.30 in the morning into a glorious sunny day, and set off south. It was going to be a blast on the AutoRoutes, no holds barred, no prisoners would be taken. We would only slow down, below 100mph, for tolls, petrol and flower watering! I was still feeling a right t\*\*t for



*A deserted beach at Arcachon..*

## CLUB TOUR REPORTS (Cont.)

missing the boat; I was tired and aching from the hard surfaces we had slept on.

Those of you who know me are aware that although I can be accused of many things, driving slowly isn't one of them. Well my co-driver George doesn't agree: by his standards I'd be lucky to overtake a milk float! We set off, driver driving and passenger on police/speed trap alert. The day passed very quickly, we stopped a few times for petrol and the odd bite and as the day drew to a close we found ourselves near Bordeaux.

We decided to stop on the coast at Arcachon. This is a small natural harbour on the West Coast of France protected by Cap Ferret just a few miles due west of Bordeaux itself.

We found a hotel in the centre, almost on the beach itself and had a room with a sea view. A sea view, that is, if you leant out of the window and extended your neck three feet or so!

We had shared the driving and were remarkably chipper despite having just completed 445 miles of open-top blasting.

The next day we spent an hour or so trying to stop the oil leaking out of one of



Tony Legon & George Cruickshank

John Ellis buttoning-up Vivien



the new fittings at the engine end of the new oil gauge. Working in an underground car park with very little space and even less light was a typical start to a Ronart holiday.

Yesterday's trip had been non-stop sunshine and it looked as though today would be the same, so we went for a stroll along the waterfront and used up some more time. We didn't want to embarrass the rest of the tour group by arriving too early! The beach walk was very relaxing and pleasant.

At around midday we set off for the first official stop and for us to meet up with the others at the Alysson Hotel in Oloron-Sainte-Marie. This hotel nestles just into the Pyrenees on the French side, only a short hop of 160 miles or so which would take us just about an hour!

*To be continued - perhaps.*

## CLUB TOUR REPORTS (Cont.)

### Another Excursion - George Cruickshank (Like the last one - as wet as it can get)

Well, what sets a Ronart trip (were there any other makes there) apart from any other? I think it must be a combination of the unique styling of the vehicles, the pleasure gained from driving them, the excellent camaraderie between the owners and a general indifference to what some might term, extreme moisture.

So how did this trip compare to my previous (Nurburgring) RDC adventure?

The cars were much the same, with a number of modifications and rectifications to the vehicles noted. The people were just as hospitable and welcoming and the number of lunch and tea breaks very similar. The need to address the varying atmospheric conditions is obviously a pre-requisite, so that really only leaves the roads.

Having no opportunity to drive round a couple of the best race tracks in the world (i.e. "The Ring" itself and the blast around Spa on the way back from the "Ring") would seem a retrograde step. I for one was totally immersed in the real fun of skilfully driving up and down the slight inclines of the Pyrenees, or along the wonderful 'A' roads of France. Especially when following the great routes & skillful navigation of Vivien and Sue.

The trip to 'The village of the Martyrs' at Oradour-sur-Glane was a sombre occasion, but an experience that must be remembered.

I actually enjoyed watching the road racing around the streets of Angouleme even though my offer to drive or co-drive 2 of the race cars was politely declined by the respective owners. Some people have no

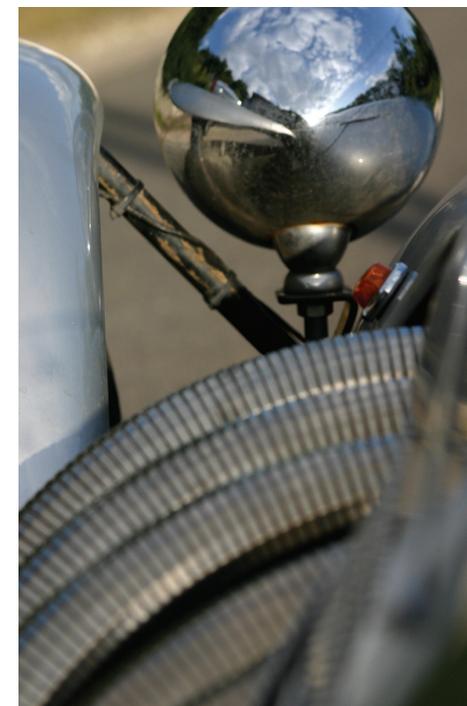
appreciation of real talent!

I think now might be a very appropriate opportunity to thank Tony for his general good humour and trust when letting me lose with his pride and joy (no, not Lesley his long-suffering wife).

A number of his comments over the days were dry & caustic to say the least, but the best one had to be. "I've heard the scenery in the Pyrenees is supposed to be very beautiful, but were going too b\*\*\*\*y fast for me to see any of it".

Naturally this was as we drove down a wet and especially twisty section! This is from one whose appreciation of time is measured in "just how late for the Ferry am I".

A great trip. Thanks to you all for making it such fun and for welcoming an outsider into your world. - George Cruickshank



## My First Vanwall Drive

I arrived at the track to find it in unfinished and in a pretty bad way.

A man wearing overalls who seemed to be in charge came over to me and asked me if I could lend a hand fixing the track. I explained who I was, that is, the chap who was to drive one of the new cars. His expression softened a little at this point but as he still needed a hand I got stuck in and followed his instructions.

It was hard work - some sections of the circuit seemed almost pre-war and it was as if that was the last time they had been driven over. There was a lot to do but I kept going, urged on by the will to race.

When we had finished they brought out my car, it was a shiny, sparkling, green Vanwall that had a long exhaust that ran down the side next to the seat and silver wheels that glistened in the sun. It looked as if it had just come out of a box it was so clean.

Before we could race we were briefed on safety. I was aching to jump in the car and "put my foot down."

The talk finished, there was a scramble as we rushed to our seats, eager to race. I made myself comfy, hit the accelerator and shot off like a bullet!

The first bend was to the right and not very sharp so I gently eased the throttle forward and came round easily, then there was a very weak bridge, I went over it quickly and ran straight into a hairpin and almost lost control. I started to spin around but by careful control I just caught the back end and was able to accelerate out of a tricky moment. Phew! I thought that I was

going to come off!

After the hairpin the track narrowed and went through a narrow chicane with flat grass sides encroaching onto the racing line, then it opened out and swooped off to the left in a big arc.

Suddenly the track underneath the car snapped to the right and then to the left and I quickly released the throttle for I knew that I was going far too fast for that type of corner. I managed to get back into a racing rhythm as another chicane came into view. I could see the radio tower and could therefore work out where the start/finish line was, so I slowed to a halt and readied myself for the off.



I lined up next to a shiny grey Mercedes and waited for the flag to drop, then we were off! We whizzed past the pit lane and the first corner, but only when we came to the bridge was I worried; it was very weak but I made it to the hairpin.

My car slipped and turned violently, I had over-cooked it. I was going way too fast. The car skidded off the track rolled over a couple of times and spun to a stop!

My father rushed over, a worried look on his face, was I alright? I'm not sure he even asked - he was more concerned about his Vanwall!

He quickly checked the car over and put the small scalextrix model back in its slot on the track! - Rhys Legon (10yrs old)

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*Mahatma Gandhi, as you know, walked barefoot most of the time, which produced an impressive set of callouses on his feet. He also ate very little which made him rather frail and, with his odd diet, he suffered from bad breath. This made him... (this is so bad, it's good)... a super calloused fragile mystic hexed by halitosis.*

## TECHNICAL TOPICS

### FACTS, MYTHS, OLD WIVES' TALES & OUTRIGHT LIES - by Roger Bywater

I cannot resist taking up the cudgel about marketing ploys that really amount to misrepresentation or even fraud. Along the way I will tackle one or two popular fallacies and clarify certain aspects of high performance engine technology which are not always fully understood. Hopefully the reader will enjoy reading it and will look at some of the wilder claims with a little more scepticism. The popular view of "it must be true or they wouldn't print it" is no more valid now than it was in the days of cure-all quack medical remedies.

Buyer beware - they just want your money.

There was a time when motoring journalists were sufficiently knowledgeable to spot extravagant claims in a flash but, sadly for the consumer, that does not often seem to be true any more. In so many walks of modern life superficial image is often more highly rewarded than substance so perhaps we should not be too surprised. Sales targets rule - but it isn't OK!

We will start with power claims because there are plenty of people in the go-faster business who seriously overstate the benefits of their products. In many cases the claims are so over-the-top that they are not even mathematically possible. You would be surprised how many supposedly illustrious people put their competence into question by quoting power and torque figures that simply cannot be true.

If you are going to cheat, the first rule must be to at least make the figures add up. It is unavoidable that some mathematics is involved but do not be put off, it is very simple really.

### POWER AND TORQUE CLAIMS - How to See Through Them.

Before considering actual figures let us think about what they really tell us. Torque is the actual turning effort generated by an engine and can be measured, whereas power is an abstract term defining the rate at which that effort is generated. The same power could be produced by a lot of torque at low r.p.m. or less torque at some higher r.p.m.

Torque and power are related mathematically and if we know one we can always work out the other. That means that if anyone quotes figures for maximum power and maximum torque it is easy to cross calculate and arrive at the power at maximum torque and the torque at maximum power. The simple equations which enable us to change these figures around are:

$$b.h.p. = (Torque (lb/ft) \times r.p.m.) / 5250$$
$$Torque (lbs/ft) = (b.h.p. \times 5250) / r.p.m.$$

It is handy to remember that the constant 5250 cancels out exactly at 5250 r.p.m. so torque (lbs/ft) and b.h.p. are equal at that speed.

Given just the peak power and peak torque figures it is therefore possible to derive the power and torque at three different



Welsh trip - a fraction of the engines at VSE

## TECHNICAL TOPICS (cont.)

speeds and form a good idea of the likely shapes of the relevant curves.

Many people have a fixation about power figures but in fact it is torque that is important - persuade an engine to produce lots of it and the power will more or less take care of itself.

### Fiddling the Figures.

Now I know mathematics can be a boring subject but you will be surprised how often claims are made that can, by simple application of the above, be shown to be "erroneous" (a term my solicitor recommends instead of some more colourful alternatives that I might prefer).

A classic that comes to mind concerned a feature in Motor magazine, just a few years ago, about a prominent and highly successful sports racing car. According to the figures quoted the engine produced substantially more torque at peak power than it did at peak torque! Sadly, the staff of the magazine, not noted for being gullible, did not have the savvy to spot the "error". The car won races, and there was nothing to prove by over-claiming the power output, but it goes to show that even where there may be no commercial advantage to be had, some people's power figures are more likely to be based on what the opposition claim or what the PR manager thinks, than what the dynamometer actually says.

One of the most blatant examples of manipulating figures took place a year or two ago when someone long suspected of "excessive optimism" added a supercharger to his supposedly high power engine conversion and promptly claimed another 100 b.h.p. Cocky as ever he then sent out

a data sheet listing full torque and power figures at 500 r.p.m. intervals for this new creation and a copy just happened to land on my desk. The torque figures seemed reasonable enough but not all of the power figures equated to the corresponding torque. Plotting out the power graphically produced a fairly normal power curve except for having a large lump at the top end. Curious, I worked out the power corresponding to the quoted torque figures and this fell nicely in line with the credible part of the curve. The interesting thing was that this new power curve showed peak power with the supercharger to be not much different from what had been claimed before without it.

The culprit was caught in the act, but sadly there was no point trying to do much about it because no magazine editor ever wants to admit that he has been taken in. So deception goes on and more suckers have their wallets lightened. Of course power figures quoted by car manufacturers have to comply with a standard test condition specified by bodies such as DIN or SAE.

I well remember how at Jaguar in 1978 the 4.2 EFI engine only just scraped through its DIN test at the target figure of 200 b.h.p. A decade or so earlier the triple carb



Wales trip - the park at VSE including redoubtable VW Golf (q.v.)

## TECHNICAL TOPICS (cont.)

E-Type engine had been quoted as producing 265 b.h.p. In fact the 4.2 EFI engine was the most powerful ever production version of the XK engine, but you won't get many E-Type enthusiasts to believe it.

The difference is that the early figures were the best that could be obtained with all ancillaries removed, a special exhaust system, cool air and every possible tweak to get the power up as high as possible (Gross power or "grossly inflated power"). The DIN (Net) figure represented what was actually produced by a standard engine as installed in the car and corrected to a standard air temperature (20°C) and pressure (760 mm Hg).

For obvious reasons those in the after-market business nearly always quote gross figures for their products. It isn't actually dishonest, but it can certainly be misleading if you do not know the difference. For any test results to be valid for comparison they must be corrected for barometric pressure and temperature, but I have known even this to be manipulated to improve the figures. The case in question concerned an

*Fresh from taking his vows, a young monk arrives at a monastery and is assigned to the task of helping the other elder monks in copying the old canons and laws of the church by hand.*

*However, after a short time with pen and script he notices, that all of the monks are copying from copies, and not from the original manuscript. So the new monk goes to the Abbot to question this, pointing out that if someone made even a small error in the first copy, it would never be picked up! In fact, that error would surely be continued in all of the subsequent copies. The head monk listens thoughtfully and finally says, "We have been copying from the copies for centuries, but you do make a good point, my son."*

engine project that was a little marginal on promised power for a client's visit, to which the solution was "it's a hot day so we need double correction!"

In similar vein I have heard that there are people who, perhaps through ignorance or more likely through marketing pressure, declare that pressure charged (supercharged or turbocharged) engines are different and the correction to 20°C should be applied to air temperature in the inlet manifold. When one considers that the air temperature concerned is probably somewhere between 60° and 100°, it might be realised that the correction factor boosts power almost as much as the supercharger. Correction should always be to the ambient temperature from which the intake supplied,

Another way to get impressive figures without actually lying is to take "cold flash" readings. When an engine is taken quickly from idle to full throttle the torque registered by the dynamometer initially reads high, then settles over a period of 10-20 seconds to the true stabilised figure.

*He goes down into the dark, dank caves underneath the monastery where the original manuscripts are held, opens the locked vault that houses the archives and hasn't been opened for hundreds upon hundreds of years.*

*Hours go by and nobody sees the old Abbot. Concerned, the young monk finally goes down to look for him and finds him, bloody and bruised, banging his head against the wall and sobbing uncontrollably, "We missed the "R" ! , we missed the "R" !"*

*The young monk asks the old Abbot, "What's wrong, father?"*

*With a choking voice, the Abbot looks up, "The word was... CELEBRATE!!!"*

## TECHNICAL TOPICS (cont.)

The first measurement is known as the cold flash figure and is normally ignored for serious testing, except by those who want to claim a little bit more. During the cold flash period little more ignition advance may be tolerated, providing the unscrupulous with another method of massaging the figures upwards.

Actually there is nothing wrong with quoting cold flash figures as long as they are all done the same way. Some of the fancier dynamometers which are available now can go from idle to peak power and plot a power curve in a matter of seconds. This is of course very convenient, and easier on the nerves, but the whole test is based on cold flash readings and will give higher figures than those from a conventional brake.

### What do performance figures really say?

In view of all the ways real figures can be manipulated at the measurement stage, or brazenly added to if they are not impressive enough, we clearly need a means of judging what is likely to be realistic. This is where the earlier equations come in handy because they can help to show whether any particular set of claimed figures is likely to be accurate or not.

In some cases we should be able to spot a fiddled power figure straight away but in other cases we can only decide whether what is claimed falls within the limits of what is realistically possible. To do that we need to have some idea of where those limits extend to.

### Torque at Peak Power.

The torque developed by an engine at peak power must always be less than that at



Wales trip - the Ronart line-up.

peak torque, usually by about 10% or so. The better an engine can sustain torque at peak power the better will its performance be. Ideally the speed difference between peak torque and peak power should be as wide as possible and the torque drop at peak power should be as small as possible. However, torque drop of even the most outstanding engine is unlikely to be less than 5% and will often be nearer to 10%. The less the torque has fallen at peak power the more sharply it must fall away just after otherwise the power would continue to rise.

The worst condition would be an engine with peak torque at a speed not much below peak power and with pronounced torque drop. Actually many racing engines are like this but, of course, their specific torque is exceptionally high over a narrow speed band. This point is worth keeping in mind when encountering extraordinary claims for torque and power - impressive on paper but probably undrivable on the road.

### Specific Torque.

I find that a good way of spotting inflated performance figures is to start by looking at the original factory engine or one of similar specification and considering the

## TECHNICAL TOPICS (cont.)

specific performance. This means working out the power per litre and torque per litre by dividing each by the displacement of the engine. Torque per litre is a little unusual but really corresponds to b.m.e.p. (brake mean effective pressure), which traditionally been the engineer's yardstick. It is easier to derive and I find it to be a more useful term but if you really want to use b.m.e.p. then multiply specific torque by 2. Specific torque provides a very useful pointer to what can be realistically expected from an engine, either when planning a development programme, or when looking at what others have done or claim to have done.

The specific torque of naturally aspirated production engines follows a general pattern according to the engine specification. Two valve engines generally produce a figure in the range 60 to 65 lbs, four valvers are rather better, going from 65 to 70 lbs. Variable valve timing or ram induction can add about another 5 lbs but without such clever tricks it takes a very exceptional engine to produce much over 70 lbs in production form. A Formula 1 racing engine makes about 90 lbs with the help of very powerful resonance and inertia effects in the inlet and exhaust systems at very high r.p.m. At the other end of the scale there are a few notables that don't even make 60 lbs (Rolls Royce V8, Jaguar V12, Chrysler Viper V10) but make up for it in the car by sheer size.

Production based racing engines using open exhausts and a host of other tweaks may produce anything from 75 to 85 lbs. A modified engine for road use has to be tractable and cannot use open exhausts so the realistic scope for specific torque improvement over standard is about 10%.

### Power Output.

What power to expect rather depends on what is being done that might affect the top end breathing. An engine can only sustain torque as long as it can breathe properly, and when it runs out of breath the power will reach a peak and fall off with increasing speed.

Basically one has to consider what effect, if any, particular modifications are likely to have. With most fuel injected engines the induction tracts limit breathing more than anything else, so unless this restriction is addressed properly, big valves and high lift cams are not likely to achieve much.

In this respect airflow meters are a significant handicap when trying to get extra power. A power deficit of about 5-10% can be attributed to this.

Two-valve engines often seem to benefit from enlarged valves and ports but four valvers are much less appreciative of this sort of modification because they are better to start with. Raising compression can improve power by about 3-4% per ratio increase but the scope for doing this without running into detonation problems is rather limited. Out and out race engines with wild cams are a bit different because extreme valve overlap ensures that the cylinders do not fill effectively at lower speeds. When the cams start to work at really high engine speeds the high inlet gas



## TECHNICAL TOPICS (cont.)

velocity promotes intense turbulence that permits high compression to be used safely. With standard engines there is not much point in increasing compression if ignition has to be retarded in order to survive, although there may be some improvement of part-throttle fuel economy.

On the other hand an engine which has restricted breathing might well benefit from increased compression at high speeds but timing at peak torque will still need to be retarded for safety.

Really there is only one thing which will get more power out of an engine and that is to get more air and fuel into it and then burn it properly. A really good induction system can make more difference than anything else other than making the engine bigger. All the other things like flowing ports, raising compression, enlarging valves, and camshaft changes, only add a few per cent here and a few more there. Even exhaust systems are difficult to improve on if the noise level is to remain tolerable. The days of swapping the original cast exhaust manifold for a fabricated bunch of bananas and seeing immediate improvement are long gone although going up on pipe diameter may sometimes help top end power.

If the induction system is well sorted these others can become much more effective, but if the manifolding is too small the end result is likely to be the narrow power band and peaky torque characteristic we mentioned as being so undesirable earlier.

### Camshaft Changes.

Of all the modifications that can be done to an injected engine, changing the camshaft for one with a "sportier" profile, is the most likely to cause disappointment.

Such a cam change will probably destroy mid-range torque with little gain at high speed because of the breathing limitations inherent with the manifolding. Furthermore, a cam change is about the best way I know of making a good injection system intractable. Carburettors automatically add fuel in response to the air passing through but injection systems are programmed to expected flow rates at any given speed and have difficulty coping with the difference caused by a cam change.

A manifold pressure sensing system will go excessively rich at lower speeds and will be weak at higher speeds so that the expected power is unlikely to materialise. In some respects an airflow sensing system will fare better because it will try to supply fuel according to air mass flow. The trouble is that the restriction of the airflow meter imposes a limit on how effective the cam might be at high speed, and in any case if the air flow is substantially more than standard it can run off the edge of the mapped area so no further fuel will be added.

This is not to say that cam changes never work on injected engines - just that a lot of other work will usually be needed to see any benefit.

If you want to change cams be prepared to spend some money on sorting out the injection system.



## TECHNICAL TOPICS (cont.)

### Summary - What to Expect.

To sum up, it is reasonable to expect a good engine conversion for road use to increase specific torque by up to about 10%. Unless a fair amount of effort is made to remove as much restriction as possible from the induction system, specific power is unlikely to rise by more than about 15%. A good induction system and exhaust might conceivably allow this to be increased to 25-30% but only the very best conversion will get near this.

Enlarging the engine's capacity is always helpful and whilst specific torque is unlikely to change much (it might actually rise slightly), specific power will generally fall a little because any flow restrictions will be magnified.

In terms of high power you might think that modern Formula 1 engines represent the ultimate with performances in the region of 750 b.h.p. at 14,000 r.p.m. Puny stuff!!!

There are some extremely specialised engines used for racing model aircraft which

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*Two Irish engineers were standing at the base of a flagpole, looking up.*

*A blonde walked by and asked what they are doing.*

*Paddy said: "We're supposed to find the height of this flagpole, but we don't have a ladder"*

*The blonde took a spanner from her purse, loosened a few bolts and laid the flagpole down. She then pulled a tape measure from her pocket, took a few measurements and announced that it was eighteen feet and six inches.*

*She then walked off.*

*Mick said: "Ain't that just like a blonde! We need the height and she gives us the length"*

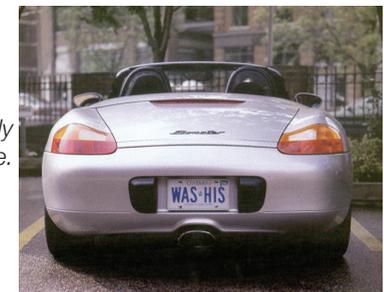
produce a staggering specific power output of around 750 b.h.p. per litre at 40,000 r.p.m. If a Formula 1 engine could provide the same level of performance it would produce over 2,500 b.h.p.!!! Even these little marvels do not fall much beyond our mathematical expectations for specific torque at about 100 lbs per litre.

### ACCELERATION TIMES AND MAXIMUM SPEED.

Simple mathematics can come to our aid again if we have reason to suspect claims for maximum speed and we know what the acceleration times are. Maximum speeds of high performance cars can be difficult to measure and many journalists simply accept whatever is claimed. They should not need to do so because top speed is actually very easy to predict. All we have to do is plot a graph of speed against time from the acceleration times. Consider the following example:

0-30	2.1 seconds
0-40	3.0
0-50	4.1
0-60	5.1
0-70	6.4
0-80	8.1
0-90	9.8
0-100	11.6
0-110	14.4
0-120	17.5

*Ugly divorce.*



## TECHNICAL TOPICS (cont.)

If the time to reach each speed increment is plotted out, a curve is formed from which it is a simpler matter to extrapolate where the maximum speed will fall with reasonable accuracy. The figures given are from a road test of a so-called supercar which was claimed to have a top speed of 200 m.p.h. featured in a supposedly quality motoring publication. It is clear from the acceleration curve that the thing was hardly going to get above 160 in reality. If the axle ratio were changed to make 200 m.p.h. feasible, even assuming sufficient power was available, the acceleration times would be far less impressive.

Don't motoring journalists ever look at the tachometer and wonder, or do they just get carried away by the hype?

### **MORE FUEL OR MORE BOOST EQUALS MORE POWER - doesn't it?**

There seem to be plenty of people who think that an engine is like a fire - the more fuel you give it the better it will go. In the case of an open fire this is to some extent true because it has a virtually unlimited air supply. Unfortunately engines are not so well blessed, the only air they have to burn is what they can draw in on the induction stroke. Only if there is not enough fuel to ensure that all the air can be burnt properly will any more power

be made from adding extra fuel. If you think that adding more fuel is a good idea then what easier way is there than fitting an adjustable pressure regulator. Most of them are actually of "rising rate" type which means that the pressure, and enrichment, increase progressively with engine load. At least part load economy won't be too badly affected. In fact, I am being perhaps a little unfair, because the rising rate regulator is really a very cost effective way of getting a bit of extra fuel into a mildly modified engine.

When you see one on an extensively modified engine it often indicates that the technology is not as high as the hype. Such an engine really needs a specially programmed ECU and if it has got that it will have no need of an adjustable pressure regulator. The ECU should have the facility to make any fuelling changes that may be required much more accurately. Think about that next time you see an expensive, supposedly high specification engine sporting an adjustable regulator!

In the same context injectors can also



## TECHNICAL TOPICS (cont.)

arouse suspicions about hyped-up claims. No manufacturer is likely to fit excessively large injectors, so if a modified engine is supposed to give substantially more power yet the injectors are the same as standard then it is can be entertaining to ask why. Raising fuel pressure is all right for a mild power increase but not for serious stuff.

### **More Boost. Perhaps?**

People seem to have a fixation about boost pressure as if it automatically means more power. Taken on its own, boost pressure is almost meaningless - it is like mentioning speed in miles without stating whether that is per hour, per second, per year, or whatever. The missing dimension is air temperature, or more correctly, delivery temperature of air as it leaves a supercharger (or turbocharger).

The more the air temperature rises as it passes through the supercharger so the higher will be the boost pressure, but the actual quantity of air may be no more and the engine will be more disposed to detonate. The act of compressing the air heats it up and the (adiabatic) efficiency of the supercharger determines how much heat is generated and how much power is consumed. A Roots blower has no internal compression and of the superchargers in common usage it is the least efficient, at about 50-60%. The centrifugal type, including the turbocharger, can be around 70-75% efficient, but the real master is the screw compressor which can exceed 80%.

The important issue to

recognise is that as the compressor efficiency rises so the air delivery temperature for a given boost pressure falls AND the power deficit from driving the supercharger is reduced. Small improvements can bring big benefits and although after-cooling can reduce the air temperature it cannot recover all of the work wasted in a less efficient compression process. I have seen some very impressive performance gains from engines supercharged to only 5 or 6 lbs. Many people imagine that would not be enough to be worthwhile but the unavoidable temperature rise with more boost offsets much of the advantage and the performance gain is nearly always disappointing. Too many factors stack up in a negative sense such as the need to drop compression ratio so the exhaust gets hotter as do the valves so making detonation more of a problem, and so it goes on. Moderate boost at reasonable temperatures with normal compression ratios and good control of ignition timing really works well but everybody seems infatuated by "more boost". Remember - mass flow is what matters - boost pressure is a red herring.



## CLUB EGM

*This item is outside the literal range of this issue. Although the next issue is prepared and will be published within the next month or so, the changes are best aired now in order to elicit opinions and responses from the membership now, rather than later.*

### **Record of EGM held at the Brynafon Hotel, Rhayader, Saturday 14th July, 2007 (Draft)**

Present: G. Hallett, A. Legon, D. Small, J. Ellis, F. Trodd, C. Logue

It was agreed:

1) A formal AGM the night before the annual lunch was becoming OTT, and onerous in terms of cost and time for some members by forcing an extra overnight and dinner. So we thought that next year (Spring, 2008) we would perhaps proceed with it at Benjamin's hotel venue, but perhaps make it the last time in this format?

2) J. Ellis will continue to act as Hon. Treasurer, and will find a local accountant to look over and verify the annual accounts. He will advise the estimated annual cost for this service prior to committing the Club. (In progress).

3) David Small will become a signatory to the Nat-West Bank account. J. Ellis to research arrangements for same with the Bank. (In progress).

4) J. Ellis will act as Club Secretary, will be point of first contact, will maintain an up to date list of members and will keep members informed of events etc.

5) G. Hallett will provide graphics suitable for Club stationery which will be printed by Glint Print of Heighington, Worcs.

6) G. Hallett will continue to edit Humps & Pipes and will send it electronically to

Glint Print for printing and binding. J. Ellis will mail it out to the membership. A Legon still has some stock of envelopes.

7) G Hallett will continue to act as webmaster and host the club website.

8) A. Legon will contact H. Weitzman for settlement of monies due to him for production and distribution of the last issue of H & P, as the active cheque book and annual accounts papers are presently in Henry's possession.

9) Some discussion took place on the continuing subject of club annual subscriptions, and the consensus was that the club could afford to drop the annual subscription to a flat £10 per annum (or initial part thereof) and drop the family membership component completely.

*A group of chess enthusiasts checked into a hotel and were standing in the lobby discussing their recent tournament victories. After about an hour, the manager came out of the office and asked them to disperse. "But why," they asked, as they moved off. "Because", he said, "I can't stand chess-nuts boasting in an open foyer."*



*We missed a write-up on the Welsh borders trip, organised by John Ellis. But it was a splendid turn-out, and a most interesting week-end.*

## Services

### **Robert Marshall has contacted us with the following interesting proposition -**

"I'm a semi-pro photographer, and did a photo shoot recently of a Ronart W152 belonging to Colin Neal in Kidwelly. I have put the images together on a presentation package, with music and engine sounds, which is very impressive. It can be played on a PC or TV/DVD. I can send you a copy (but it will have to be watermarked as I don't want pirate copies as I've put a lot of

work into it). Colin has given his approval.

I could do similar packages for other owners at a reasonable cost, or I would be willing to cut DVD's and sell them to your members. If you are interested please get in touch. Have a look at my website under portfolio/machines for some still images."

Website: [www.carregwenimages.com](http://www.carregwenimages.com)

Telephone: 01267 267993

Email: [carregwen@btoopenworld.com](mailto:carregwen@btoopenworld.com)

*These are pictures of a photographer standing on this solitary rock in the Grand Canyon. The canyon's depth is 3000 feet here. The rock on the right is next to the canyon and safe. Watching this guy on his thong sandals, with a camera and a tripod, one asks: 1. How did he climb that rock? 2. Why not take that picture from that rock to the right, which is perfectly safe? 3. How would he get back? After the sun set behind the canyon's horizon he packed his things (having only one hand available) and prepared himself for the jump. This took about 2 minutes. This is the point of no return.*



*After that, he jumped... Look carefully at the photographer. He had all his stuff on his shoulder or in his left hand. Only his right hand was available to grab the rock.*



*He landed on his right hand and right foot. The moment after I took this shot, he pushed his body against the rock, waited for a few seconds, threw his kit on the rock, climbed up and walked away.*



## News from France

### Message from Mike & Ros Kanter

Once again we will miss the RDC AGM and the Xmas Lunch, unfortunately. We would like to be with you, but we live too far south in France to make such a journey enjoyable by car, unless the sun is shining and you can treat the journey as part of a holiday, stopping on the way.

We had to do it a couple of months ago, non-stop, as our son James (17 years) was to be Godfather to a close relative's new baby. We found out that he had lost his passport the night before, so we could no longer fly (350 down the drain). The journey took 11 long winter hours to Calais alone, plus 2 hours travelling time in the UK. Thanks to members Henry and Jane Weitzmann we were at least able to break the journey and enjoy convivial company and a nice bed.

We miss so many events in the UK that we would like to attend: last year alone we had to forego two funerals (one was Mike's favourite Auntie), a good friend's wedding, and two special birthday parties. We had hoped that the answer would be to take advantage of the low-cost airline carriers, but sometimes when you want them they are not low-cost, and also we find that it is not possible to fly out and return the next day or so, because they no longer fly every day.

If we do manage to take the plane we are forced to hire a car and stay in hotels for longer than we want, with the added costs and time away. If we are open for business, it is completely out of the question, with only the two of us holding it together. We also have to consider our son, James, as all

his friends and his schooling are 1.5 hours return journey away, in the not-so-local town of Figeac.

So we pay the price for living in such a beautifully rugged, out of the way place, with no traffic jams, no paying car parks, no crime and wonderful weather in the Spring, Summer and Autumn.

However, living on the edge of the Central Massif, the largest National Park in Europe, has its penalties, like, it can be bloody cold in the winter, even if the sun is shining most days.

We still manage to use the W152 occasionally (see pictures attached) and enjoyed a splendid holiday in October touring the South of France again this year, this time along the Western part of the Mediterranean coast towards Spain.

We are planning a 2 or 3 day tour in the early Spring, with some local friends who have a magnificent Austin-Healey



*Mike & Ros Kanter's car in new livery - now FIB 187*

## News from France (cont.)

3000, to explore the steeped-in-history, Cathar region. This is close to the famous, recently-built Millau bridge - the tallest bridge in the world - higher than the Eiffel Tower. From there we hope to again join Ronart owner Jacques Grandjean and his wife Christian for a couple of days. They used to live a long way from us, in Annecy, maybe 8 hours by road where the mid-point between us was high up in the Central Massif, but it is too cold in early Spring, so we would both head south for our meeting point. Now he has moved house to the South of France, but he is still 8 hours away.

Our thanks again to Graham H for supplying drawings and parts to enable us to rebuild the W152's rear engine mounts, otherwise we could not have made the holiday in the W152 this year. Filled with enthusiasm we then did some jobs that had been waiting for some years, like fitting a neat pair of reversing lights and curing a bad engine oil leak.

We have been fortunate enough to find a first-class English mobile mechanic, who moved into the area 6 months ago. Incredibly he also can do electrics AND bodywork, so all our vehicles have received a breath of fresh air. He can tackle anything, including two stroke lawnmowers,

huge diesel engined sit-on mowers, 60-year-old tractors, modern tractors, Mini Mokes, Volvos, XJSs and Mitsubishi trucks - we have one of each and they all had problems that this chap fixed, usually by repairing the broken parts, rather than merely replacing them. Expensive you might think? What at £10/hour ?!

Now we plan to do some work on one or two of our motorcycles, that have been waiting patiently whilst we continue

to renovate the house and campsite.

We did manage to attend a RDC regional pub meeting in Surrey in November, it was wonderful to see a few old friends again and most incredibly Arthur drove all the way from Peterborough in a Lightning, for the

evening. He arrived outside and tweaked the throttle, 'funny we thought', that does not sound like any old car', and it certainly wasn't.

One last thought. Mike plans to once again attend the premier Classic Car Show in France, Retromobile. It is held in Paris, in February. He will probably be there on the Monday, having taken the 5 hour journey by train from our local station, for about 40 (train fares are of course relatively cheap in France). It's an extremely good show, with club stands, manufacturers' stands, automobilia and all you would expect for a great day out. As good as



## News from France (cont.)

anything held in the UK (and better than most).

He usually spends the previous day looking around Paris via the fixed circuit tourist buses that supply a suburb service, enabling you to alight wherever you like to check out places of interest, then jump back on one (they run every 15 mins) to go to the next place, all for a very low price. Being a Sunday the roads in central Paris are quiet, and being February there are minimum tourists around.

Of course there is a fast train service from London to Paris, if any members would like to consider the trip we could meet up and even enjoy a feast of Moules and Frites. Low cost hotels are readily available via the internet, this time of year. Last year he paid an incredible €75/night in a back street hotel in central Paris, very comfortable too. We say incredible as we just heard from a friend in Boston, USA that if she wants to visit her son in New York, she cannot get a room with clean sheets for under 300\$ per night. See you in Paris then?

Our very best wishes for a Happy and Prosperous 2007 to all the members, their families and friends. Mike & Ros



Sorry about the colour - never use Microsoft products, especially Word, for graphics !

## Lucky Escape -



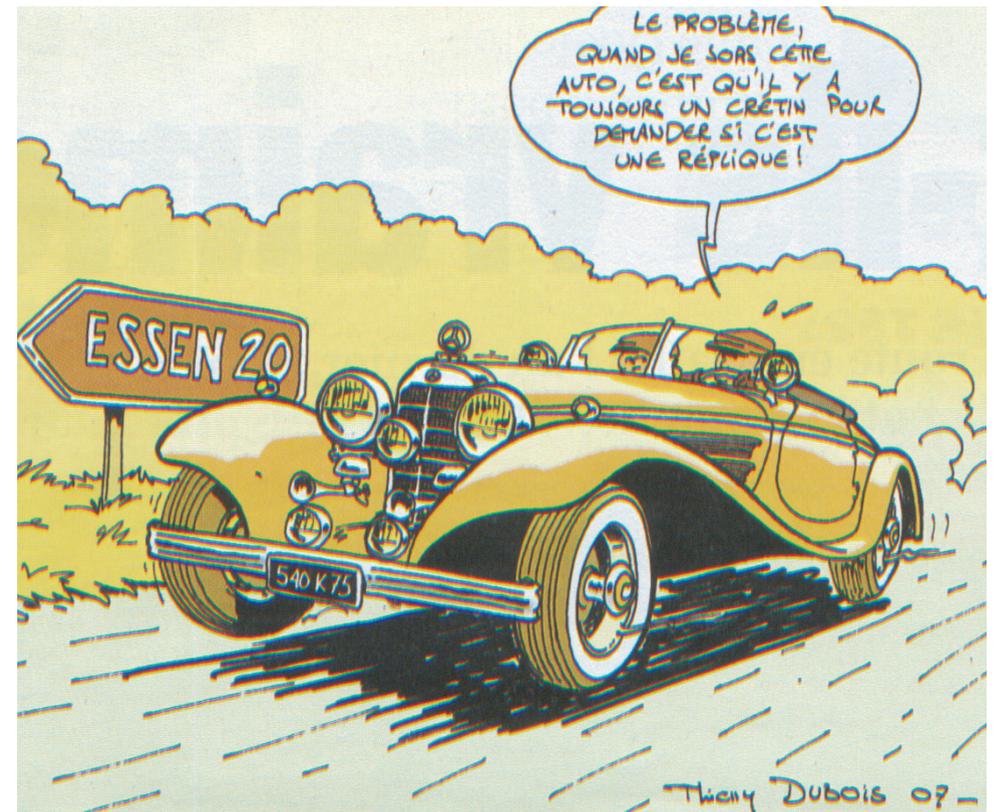
## British Constructors

### From Mike Kanter -

Since the 70s there has been a gradual decline in the number of British-owned car manufacturers. It seems even the sturdiest have fallen victim to American, German, even Malaysian competitors. The tragic tale is plotted thus: Aston Martin have been bought up by Ford, as have Jaguar and Land Rover; Lotus, after a short spell of ownership by General Motors, through Bugatti, is now owned by Proton; TVR was snapped up by a TVR owner Peter Wheeler who loved his car so much he bought the company and then sold it to the son of a Russian oligarch Nikolai Smolenski; Rolls Royce and Mini now belong to the BMW Group; Triumph, Morris and Austin joined

in for the downhill slalom that was British Leyland, which included MG Rover, and we all know about that sad loss (although some may not agree); AC was bought by a Maltese company after having gone into receivership; and Bentley, having been cheekily bought by Rolls Royce posing as a financial company after the depression in 1931, are now part of Volkswagen.

So who's left? Well there are still some out there, and what is striking is that the remaining few are all sportscar manufacturers: Ascari, Marcos, Riley, Noble and Morgan. OK, so they're hardly the massive international large volume brands that were, but they're a very well respected rare breed. BUT STILL NO REFERENCE TO RONART



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## 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
Oct 25	JEC Trackday at Mallory Park

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KEY:                      Main Event   Local Event   General Interest

### JEC trackday at Mallory Park -

Tony Legon, Freddie Trodd and David Small are participating in the JEC Track Day on October 25th and would be glad to have the company of anyone who wishes to join them.

They are staying the nights of the 24th and 25th at the nearby Royal Arms Inn (contact Tony on 01737-246201, 077678-392934, or email [tony.legon@btinternet.com](mailto:tony.legon@btinternet.com) for details and inclusion in his block booking).

How about a Midlands Region end-of-season N&N at the Royal Arms on the evening of the 25th, whether or not you plan to attend the Track Day? Please let Tony know if you're coming and he will reserve dinner places.

*This event went very well, and it was good to meet new member, David Moreton, and his family.*

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# CLUB CONTACTS

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

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