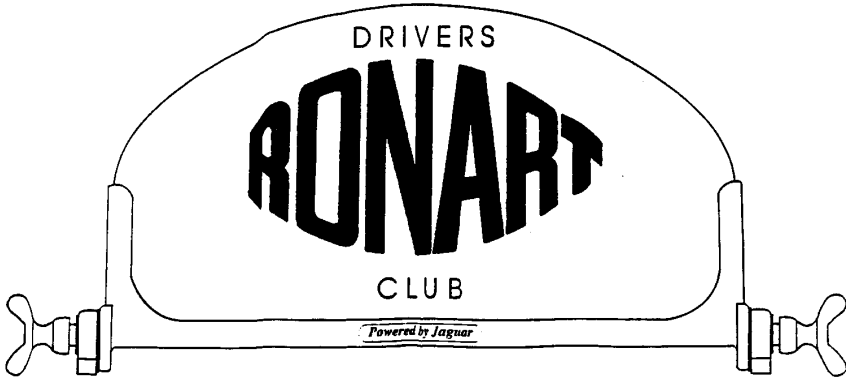


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Issue No. 29

The Ronart Driver

April - June 2000

# THE RONART DRIVER

QUARTERLY NEWSLETTER OF THE RONART DRIVERS' CLUB

ISSUE 29      April - June 2000

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*Cover Page: So this is what driving a W152 is all about! Eds. green one waiting for the ice to melt at Mallory Park race circuit in March*

## FROM THE EDITOR

### **The 'Grand Sealed Bid Auction'**

The bonnet badge off the prototype Lightning shown at the 1999 Motor Show at the NEC last year has been successfully bid for by W152 owner Freddie Trodd of Ripley. This was after a re-bid as most incredibly 2 owners both bid the same top price originally. You lucky fellow Freddie!

### **E mail addresses!**

I see more and more of us old timers going on the web now so please do drop me a line with your address. It makes for much easier communications, you never know we may even see the newsletter going out in electronic form one of these days, which would reduce our operating costs significantly. Please email to the address below.

### **Events**

There are stacks of great events again this year so do take a gander at the Forthcoming Events list in this issue. But for now here are some highlights of recent does and of some to come.

**Track day** – The JEC had invited those interested to Mallory Park, Leicestershire on 17<sup>th</sup> February. I travelled the day before in perfect weather only to find 2 of snow had fallen during the night, on waking up the next morning. W152 owner David Small (see photo page 14) and I stayed in jolly good farmhouse accommodation and were joined at the track by Paul Chownes-Dove with his ex Tony Croft Hill climbing W152. Some 70 Jaguars and Jaguar based cars turned up for a great day, which did finally start around midday when the black ice was melted by the brilliant sunshine. I

think there was a little help from the salt distributed around the track by officials as well. We all received tuition on driving the circuit, when to overtake and not etc. Amazingly this was from a previous Ronart owner, John Arnold. The conclusion I drew from the day was to not use my beloved Ronart for serious racing. Yep! I have done track days before but this was more like serious practising as many of the attendees were race drivers preparing for this season. Despite directions from the Chief Marshal type fellow I found many of them overtaking me (how dare they?) on both the inside and outside of the bends which meant I had to have eyes in the back of my head. I was wisely advised during the day by a couple of experienced drivers to buy any old Jag, strip it out and use it for racing rather than end up bending my 'baby'.

**The London Classic Motor Show** – another great show which saw Ronart owners Brian & Trish Preston, David & Sue Small, Tony Legon and David Lyons turn up at Alexandra Palace on the club stand. There were some interesting second hand cars for sale, both sports and saloons, prices were all over the place with only sensibly priced cars selling. But to give you an example, the first to go was a nice red 1972 Mercedes SL 3.5 V8 2+2 sports featuring red leather, hard & soft tops and air con all for £7995. An immaculate A35 went for just £2900, I doubt you could even do the paint job for that amount! There was the usual autojumble and loads of club stands. We did come across a guy doing enamel plaques and have asked him to quote for designing a 12" oval one for the club – watch this space. Once again we ran the stand in conjunction with the Scorpion Owners club which worked very well, and a special thanks to Tony L who helped man the stand all day Sunday and take it all down afterwards. Our new flagpole complete with the club flag adorned our stand and we made use of the recently purchased 'green ground armour'.

**Spanish Trip** - by the time you receive this the lucky few will either be on the trip or have just arrived back, so we'll swank about our adventures in the next newsletter.

**RDC Annual Summer Meet** – OK! You have all received the invite which went out late May, all we need is for some gallant lads and lassies to turn up at the Coys International Historic Festival on 22/23 July. Don't forget to call me if you contemplating staying overnight on our pitch, this is really important.

**The London Kit & Specialist Car Show 15 & 16<sup>th</sup> July** – a quick ring round some local members revealed that I should acknowledge an attendance from the club (at least eight Ronarts). So give me call if you are interested and I will send you details, it's at Kempton Park Exhibition Centre, Stained Road East, Sunbury-upon-Thames, Middx. We are focussing on the Sunday.

**JEC London to Brighton drive out** – I called Graham Searle, GM of the Jaguar Enthusiasts Club to find out why it should cost members around £60 for the

privilege of driving to Brighton – was I shocked to hear where the money goes. Not that it is the fault of the club. Any trip over 12 cars has now to be registered with the RAC, cost £3/car. The route has to be checked out in great detail and someone has to pay for that. Then they have to pay for hire of the ground at the starting point, then for hire of the front at Brighton so everybody can prance around in front of their cars. Finally there is VAT on the whole lot, thanks goodness we are not into all that. Of course on their events you have Gala dinners thrown in as well at some great cost and that's not my scene, not into hobnobbing with the G & T brigade as my wife calls it. Maybe when Ronart Cars sells trillions of Lightnings we will be into all this.

**Noggin & Natter evening 29 June** – at great expense to his telephone Graham Hallett has called around a few members in the London area and found about 10-15 members who like the idea of meeting up. So if you've a mind we'll see you at the The Sun Inn, Dunsfold, which he tells me is about 7 miles SE of Guildford in Surrey. Superb idea Graham, maybe we will even see some W152s showing up!

### **Kit Car Magazine**

You may recall that the club received a letter from Chris Smith, MD about joining his 'Great British Kit Car Club'. The bottom line is that for £50/year the general feeling from the few members who commented was forget it.

### **Newsletter 'Stuff'**

Very little response I'm afraid from last quarter's request, but I'm still desperate for material folks.

### **That bloody taxman!**

You may recall receiving some advice from us moons ago, about using a classic car for company business and the tax benefits of doing this. Well that loophole is about to be plugged as rates are set to double over the next 2 years, thanks to Gordon Brown. Call your accountant if this applies to you.

Happy Ronarting,

**Mike.**

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## **ENCLOSURES**

The items below are mailed with this newsletter for your delight and information :

- Footman James Leaflet
- Club Membership List

## CLUB CALENDAR OF FORTHCOMING EVENTS

Don't forget to let us have any suggested events and we will add them to the calendar. If you're planning to go to an event and are willing to organise a few other Ronarts into turning up, do call Benjamin Weitzmann or Mike Kanter for the loan of the club display logo or flag pole. We are always looking for help to man the exhibits so please give us a call if you would like to help or put your Ronart on show. The events in bold include Ronarts involvement, that we know about; we do rely on our members to let us know if they plan attendance so that we can publish it, particularly with the race meetings.

<u>DATE</u>	<u>EVENTS</u>	<u>DETAILS</u>
<b>Sat-Tue 10-20Jun</b>	<b>RDC Spain 2000 Trip</b>	<b>Portsmouth to Bilbao for UK members return; 7 glorious days touring N Spain Call Mike Kanter T: 01962 736460</b>
Sun 11Jun	JCC Race Meeting	'Powered by Jaguar' Sports Car Challenge. Pembrey, Bridge End, S Wales
Sat/Sun 17/18 Jun	National Kit Car Festival	Newark Showground, Notts T: 01256320721
Sat/Sun 8/9Jul	AMOC Race Meeting	'Powered by Jaguar' Sports Car Challenge. Anglesey
Fri-Sun 15-17Jun	Festival of Speed	Goodwood, Chichester, W Sussex A great meet! T: 01243 755055
<b>Thu 29Jun 832686</b>	<b>Noggin &amp; Natter Evening</b>	<b>Sun Inn, Dunsfold, Guildford, Surrey 7 miles from Guildford. T: 01737 and speak to Graham Hallett</b>
Sat/Sun 15/16Jul	East of England Kit Car Show	Towerlands, Braintree, Essex T: 01273 495596
<b>Sat/Sun Staines 15/16Jul</b>	<b>The London Kit &amp; Specialist Car Show</b>	<b>Kempton Park Exhibition Centre, Road East, Sunbury-upon-Thames, Middx. T: Mike Kanter 01962 735377. RDC invited, several members going!</b>
Fri-Sun 28-30Jul	St Helens Millennium Show – Veteran & Classic Car Show (29 & 30 <sup>th</sup> )	Sherdley Park, St Helens, Merseyside T: 01744 455326
Sun 2Jul	Lulworth Classic	Lulworth Castle, E Lulworth, Wareham Dorset. No longer supported by RDC - Ed

Fri-Sun 7-9Jul	Classic Car Weekend	South Downs Holiday Village, Bracklesham, Nr Chichester, Sussex. T: 01243 673683 £79/person inc accommadation.
<b>Fri-Sun 21-23Jul</b>	<b>Coys Int Historic Festival RDC Summer Meet</b>	<b>Silverstone Race Circuit, Silverstone, Northamptonshire. Call Mike Kanter for Details T: 01962 735377 A fabulous weekend</b>
Thu 27Jul	Which Kit? Track Day	Abingdon Airfield, Abingdon, Oxon £80 Book early as sells out. T:01737 225857
Sun 30Jul	AMOC Race Meeting	'Powered by Jaguar' Sports Car Challenge. Cadwell Park, Linc.
Sun 6 Aug	Summer Rendezvous	Hickstead Showground, Hickstead, Sussex, Limelight Exhibitions in conjunction with Which Kit. Contact T: 01737 225857
Sun 2Sep	JCC Race Meeting	'Powered by Jaguar' Sports Car Challenge. Oulton Park, Cheshire.
Fri-Sun 15-17Sep	Revival Meeting	Goodwood, Chichester, W Sussex A great meet! T: 01243 7055055
Sat/Sun 16/17Sep	Nat Kit & Performance Car Show	Donington Park, Castle Donington, Derby T: 01737 225857 A great event! Includes track days - £110
Fri 29Sep	Which kit? Track Day	Abingdon Airfield, Abingdon, Oxfordshire Book early, as sells out. T:01737 225857
<b>Wed-Sun 18-29Oct</b>	<b>The Motor Show</b>	<b>NEC Birmingham T: 020 171 235 7000 RC exhibiting</b>
Sat/Sun 7/8Oct	JCC Race Meeting	'Powered by Jaguar' Sports Car Challenge. Croft, Darlington, Durham.
<b>Sat/Sun 4/5Nov</b>	<b>Int Classic Motor Show</b>	<b>NEC Birmingham T0121767 4848 RDC exhibiting?</b>
Sat/Sun 18/19Nov	Great Western Kit & Sports Cars Show	Westpoint, Exeter T01233 713878
<b>Sun 3Dec</b>	<b>RDC Xmas Lunch</b>	<b>TBA</b>

### **SPEEDOMETER ACCURACY**

BY HENRY WEITZMANN

More likely than not, your speedometer will not be accurate. This has come about as a result of using different combinations of tyre profiles and differentials to that found on the donor vehicles. It is also worth noting that the instrument was probably not 100% reliable even when new. The following details will enable you to verify the degree of inaccuracy.

It is assumed that you have a rev counter that:-

- a) Works
b) Is accurate.

The Basic Formula to calculate the relationship between Road and engine speed is:-

MPH Per 1000 revs (In top gear) = RPM / AXLE RATIO x 60 / T

T = 5280 / (TYRE ROLLING CIRCUMFERENCE)

I hope all this is clear so far !!

In simple terms, T = the number of revolutions your tyre makes for each mile the vehicle travels

To make life easy I will give you an example as to how the calculation applies to my vehicle. I currently use Avon 215/70 Tyres, and for each mile of travel they revolve 768 times (This figure was provided by Avon's technical department so is definitely correct.) The current axle ratio is 3.07

Therefore,

MPH (In top gear) = (1,000 / 3.07) x (60 / 768) = 25.45 MPH per 1,000 revs.

So at 70 MPH my car is pulling 2,750 revs (70 divided by 25.45)

What effect does overdrive have, and how do you alter the formula ?

Easy, Just multiply the axle ratio by 0.778 (the Overdrive ratio as stated in Jaguars workshop manual.)

Therefore,

$$\text{MPH (In Overdrive)} = \frac{1000}{0.778 \times 3.07} \times \frac{60}{768} = 32.70 \text{ MPH per 1,000 revs.}$$

So at 70 MPH in overdrive my car is pulling 2,140 revs (70 divided by 32.70)

To make life even easier, set out below are two “at a glance” tables.

**TABLE A - CALCULATION FOR AVON 215.70 R15**

<u>AXLE RATIO</u>	<u>3.07</u>	<u>3.31</u>	<u>3.54</u>	<u>3.77</u>
MPH PER 1000 RPM IN O/D	32.71	30.34	28.37	26.64
REVS AT 60 MPH	1,834	1,978	2,115	2,253
70 MPH	2,140	2,307	2,468	2,628
80 MPH	2,446	2,637	2,820	3,003
90 MPH	2,752	2,967	3,173	3,379

**TABLE B - CALCULATION FOR AVON 205 R15**

<u>AXLE RATIO</u>	<u>3.07</u>	<u>3.31</u>	<u>3.54</u>	<u>3.77</u>
MPH PER 1000 RPM IN O/D	33.49	31.07	29.05	27.28
REVS AT 60 MPH	1,791	1,931	2,066	2,200
70 MPH	2,090	2,253	2,410	2,566
80 MPH	2,388	2,575	2,754	2,933
90 MPH	2,687	2,897	3,098	3,300

In the next issue I will continue the article, advising how and where to get your instrument re-calibrated.

## **NEWS FROM RONART CARS**



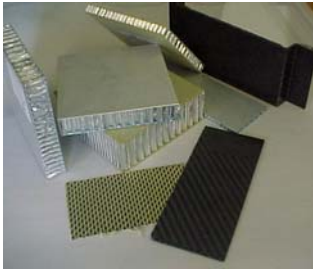
## BY ARTHUR WOLSTENHOLME

I am writing to keep you informed of progress on the Lightning Sports Car and what is happening at Ronart Cars since the London Motor Show. I have included a number of topics for your interest and information. Since we launched the Lightning we have had many orders and enquiries from all over the country, and the response has exceeded our expectations and has been brilliant in helping us move forward into production. Work on the Lightning has been progressing well and we have been very satisfied with the work so far carried out on the production version.

Changes have been mainly to the exterior rear tail section, some front aerodynamic work, incorporating fog lamps and additional cooling, and also the body material and process. We believe these will be of significant interest and value to the product and owners. This has meant, however, that we have required an extra three months from our original schedule.

### Carbon Fibre Technology

In particular, we have taken the decision to now use high technology carbon fibre composites and alloy honeycomb composite structures. These materials have been so successful in the Formula One cars with the strength and impact resisting qualities of this material being widely publicised, and drivers walking away from high speed crashes. Carbon fibre composite has been chosen for the Lightning car, which offers many superlative advantages over conventional bodywork of Metal or Glass Fibre. The down side of this is the high manufacturing and associated material costs, but Ronart believe that this material is the ultimate in car manufacture. (The material used by F1 Grand Prix cars, McLaren F1 and the XJ220 Sports Cars).



The retail cost of the Lightning has been kept low deliberately and, by including carbon fibre bodywork, the car offers excellent unparalleled value for money in today's lower car prices. This will also have a beneficial effect on the second hand car prices in the years to come. Investment in this new hi-technology is essential. A special curing oven (two other similar ovens have been installed at Lola and BAR recently) is now being installed at Ronart Cars, which has internal dimensions of five metres deep by three metres wide and two metres tall. This will accommodate a full sized Lightning!!!. This oven is electronically controlled and can reach temperatures in excess of 200 degrees centigrade with very accurate process control.

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## **International Motor Show (19-29 October 2000)**

The International Motor Show in October this year is at the National Exhibition Centre, Birmingham. We have an excellent stand position (in Hall 6 - Stand 6420) located near to Ferrari, Lotus, Maserati etc. The stand size is well over 45 x 40 feet square so we will have room to be able to show our cars off to the best advantage. Already, we have been planning our stand design and look forward to an exciting display and stand layout.

## **Lightning Size!!!**

The size of the vehicle is 186.5" long by 75" wide and 49" total height. In context though, the length for example is only 1.5" longer than a standard family Ford Granada saloon. The width is no wider than a Range Rover and the height is also at reasonable proportion and is the same as the latest Ferrari for example. The overall dimensions give the car superb perspective.

## **Door Handles**

The door handle design has been changed on the Lightning from the ones seen at the Motor Show. Why??? We needed a design that was reliable and whilst the alloy push buttons look modern and different (and to some possibly gimmicky) we did not want to have a potential unreliable design. For example, problems have occurred with this sort of arrangement on a competitor's product when the car is subject to weather conditions of below freezing. We have designed the new door handle to blend with the door contours. This looks aerodynamic, modern and functional and yet retains the reliability. But why have a door handle at all? Well the ability to control the door opening by handle was found to be the easiest and most comfortable way in which to open the door. Remote locking is also a main feature of the Lightning design. Snazzy designs look great until they go wrong and you cannot get into your car!

## **Number Plates**

The question of where does the numberplate fit must be very much on the mind of some sports car owners. Some of the better known cars (ie, XK8) simply stick number plates on with brackets obscuring either the air intake or the pleasing lines of the nose. Whilst no number plate looks nice on company brochures, it is hardly practical driving the car on the road just stuck on or without number plates! The lightning has space for the number plate designed into the lower nose area which forms part of the bodywork.

## **Doors and their shape**

Look at the shut lines of sports cars and you will find that in the majority of cases the front will be a vertical straight line. Why is this you might ask when the bodywork has virtually all curves everywhere. For example AC Ace. The hinging of doors, maintaining equal shut lines and having sufficient opening to get in and out, is not easy to design. Others like TVR make a feature out of a



big gash at the door pillar. The Lightning, through excellent design and a styling feature of a teardrop allows for pleasing curved contours of the door yet meeting gap and door opening requirements. The undercut side curvature of the bodywork also gave a few problems, but the end result is certainly very pleasing and effective and worth the extra design effort.

### **Head fairings**

The W152 Sports Racing car Ronart designed some 17 years ago featured the head fairing as part of the design feature of the car. This is very effective as a safety feature in the event of an accident. The design of the Lightning effectively revolves around these head fairings, which actually dictate the size of the car. A driver who is over six feet tall needs to be comfortably seated in the car.

To improve the flowing design and visual impact of the head fairings, a contoured line of glass flows from the windscreen, along the door window and on to the head fairing quarter following around the back boot lid. The contour line is very visually pleasing as it meets and merges with the door top and rear shoulder line over the wheel before dropping to the rear. Head fairings, as well as a design feature allow for an excellent safety cell which integrates a steel roll over bar additional to the extremely strong alloy honeycomb composites employed in the safety cell. Safety has been a priority when designing the style of the Lightning.

### **Hard top**

The hard top to the Lightning is made out of carbon fibre composite with an aluminium core. This results in a very lightweight but strong and rigid roof structure that can be taken off and fitted in seconds. This one-piece top can then be stored in the spacious boot which, even when stored, allows for a large amount of luggage space.

### **Summary**

The excellent launch at the London Motor Show has enabled Ronart to invest in new machinery, new technology and to complete the production Lightning sports car during the current year. Development is continuing to create a superb automobile and one whose design, engineering and quality will be recognised as superlative. The use of an excellent power unit and Ronart engineering, combined with the new hi-tech carbon fibre, sets new standards in sports car design.

I hope you find the above information interesting and we look forward to inviting you to drive the Lightning when, I am sure, you will be impressed with the build quality and standard we have achieved.

If you have any questions please do not hesitate to contact me at Ronart Cars.

Arthur Wolstenholme, Managing Director - Ronart Cars Limited

Westwood Farm, Bretton Gate, Peterborough, Cambridgeshire PE3 9UW

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# **THE CLUB WEBSITE**

**BY GRAHAM HALLETT**

Well, love it or hate it, it's up there on the WWW. I hope all our members will have had a look. I think it has character, which is pretty important in any website, and in a way we are lucky that we do not have to prove anything in terms of millions of hits, or millions of \$\$\$s of e-commerce trading. We are a minority club, and few people apart from enthusiasts will stumble across us, but they may well be pleasantly surprised by our little club's profile, as well as our idiosyncratic British sports car, the Ronart W152. Anyway, I thought I would outline a few of the considerations involved in designing our site, and some of the improvements we might make as time goes by.

## **Graphics**

Our website has a lot of graphics. You may have noticed that most of the textual headings are actually rather flashy colour graphics. These can easily be batch-replaced as and when we decide that we want to change the visual style of those headings, but we do pay a price for those stylised colour texts: each one is very much larger than the equivalent plain text, which means that each page takes longer to download to your browser than on might ideally wish. And those rollovers (images which change colour or other characteristics as you mouse over them) actually involve 2 or even 3 graphics.

This issue is just a balancing act – style vs speed. Also, at present each page takes a while to load because they are long pages with lots of graphics and lots of photos. I feel that for our sort of site it is the photos which make the interest and appeal, but I have in mind to change the structure so that those photos are not displayed in a “gallery” but more in a slideshow format whereby several photos rotate in one place. This should mean that each page will not need so much scrolling and the pages will download faster. Actually that is an illusion because they cannot download faster but since only the first photo will have to display initially the viewer will have the impression that the whole page is there even though the subsequent frames in the slideshow will still be coming along behind.

## **Frames**

We use frames as the layout for our site – the navigation area on the left and the main display in the middle. There is a lot of controversy about the use of frames (amongst web designers anyway!) and they do have some technical drawbacks but their main benefit I feel is a consistent appearance wherever you may be in the website – you can always hit one of those buttons on the left – they are always there. I have done several sites which are all on my own little website [www.halletts.org.uk](http://www.halletts.org.uk) and I must say that I have not used frames on the more recent ones.

## **Browsers & screen resolutions**

Website design is certainly more of an art than a science. If you design an A4 colour brochure there are many production complexities but in the end you know exactly what the recipient of that brochure will see and feel. When you design a web page you have a vast permutation of different things all of which will alter the way your page will appear –

- Screen size – 15”, 17” 19” and others

- Screen resolution – 640x480, 800x600, 1024x768 and many others
- Platform – PC, Mac and others
- Browser – Netscape, MS Internet Explorer, versions 3, 4, 5 and earlier (there are dozens of released versions of IE and they all have major differences in their support of technologies such as JavaScript, Flash, media etc.)

If you work out the permutations you will realise that one can never test one's work thoroughly. I do all my design and graphics work on Apple Macintosh, but I have a modern PC alongside so I can preview my work on Netscape 4 & 5 and IE4 & IE5 on both platforms. You would be amazed by the number of variations that in the end I have to average out and compromise.

### **Freeserve**

We spent money to obtain our domain name ronartdriversclub.com but we felt that it was worth using a free service for the hosting of our site. I also moved my own website from Demon, where it was costing me £140p.a, to Freeserve, but I had always been sceptical about free lunches and I am now confirmed in that opinion. After a few months of usage the snags have crept out of the woodwork. If you want or need to know the technical details just contact me and I'll give you bell, book and candle, but the main disappointment is the response speed.

When I cancelled my Demon subscription I had to give 2 months notice and so during that period my identical website was hosted on both ISPs. I began to feel that Freeserve was slower than I remembered and so I tested and timed. I found a pronounced difference, especially at peak times, early evening UK-time when sometimes the connection times-out at Freeserve making you (and me) think that our website is no longer there. So, as ever, you get what you pay for, and if millions of browsers are flooding through Freeserve and paying nothing then how can they hope to keep their infrastructure in line with demand?

### **Multimedia**

By this we mean audio and video clips, either embedded in the web page or just posted there and available for download. The cool thing to do is to embed automatic multimedia files but audio file sizes are large, and video files are huge, and so this all means delay in preparing the page for viewing. File downloads are less immediate but can also happen in the background while the viewer goes on browsing. The choice of whether to download is up to the person browsing the site.

A couple of sites that are worth a look are [www.ferrari.it](http://www.ferrari.it), which is pretty cool, and [www.harley-davidson.com](http://www.harley-davidson.com) that has quite a lot of audio/video. Capturing, editing and then compressing clips to an acceptable size is quite an art. I am sure we will not be able to achieve the standard of those Harley-Davidson clips, but I think it will be rewarding to build in some multimedia in due course. Tony Legon, who has the advantage of living only a mile away from me, will be privileged to take me out with my recording equipment to collect some Ronart-on-the-move sounds, but anyone else is

very welcome to pop down and take me out for a run so that we can get comparative sounds of straight-six, V12, injection, or carbs. At least that's my rationale for getting as many rides as I can, since my car will not be built for this season.

I am lucky enough to have a DV camera and all the DV editing software I need, but time is the scarce resource and video editing is incredibly time-consuming. Sooner or later though we will be able to embed some action clips, assuming I can get someone to drive me around to get them! It looks as though I am going to be building a new Ronart Cars website for Arthur shortly, and the style of this will be rather different – hopefully with a cool multimedia intro rather like the [www.sceptrecars.com](http://www.sceptrecars.com) introduction, and with a technical spec sheet style like the products section of the [www.tvr-eng.co.uk](http://www.tvr-eng.co.uk) site.

When this project is completed I hope to return my attention to the [www.ronartdriversclub.com](http://www.ronartdriversclub.com) site.

However in the meantime, we really could do with some more input from our membership

- Photos – especially action and under-construction shots
- Interesting links – to other websites with some relevance
- Events – either recording the past or announcing the future

Any constructive comments are welcome. Even if it is not practical for me to rethink the whole design, every week I see or hear about techniques which might improve our site in the future.

Graham Hallett

01737 832686

[ghh@mail.com](mailto:ghh@mail.com)

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*C  
lu*

*b member David Small at the Mallory Park race circuit in March*

## **THE RONART REGISTER**

**BY PETER LANGMAID**

Since my last report, slow progress continues to be made in updating and correcting the master listing of member's cars. Mike



Titterton recently sent in further details of his Mk.II Ronart (Mike had previously sent in a registration form during the build) and so the details of chassis number 068 continue to improve. Many thanks Mike, and I look forward to seeing the photographs. Dr. Clive Studd also sent in his register form along with a photograph of his fairly unique Mk.II which

features a windscreen, hood, side screens – and an automatic gearbox. Note: this factory built car is now for sale – see ‘for sale’

Several cars have now been identified from material held in my personal collection:

*“Ronarts I have photographed and video’d at various shows 1988 to 1999”....*

For example David Dodds’ car which features an external handbrake, customised cycle wings, modified side lights etc. has been added to the register along with several photographs and a detailed description of the modifications. (see last issue for photo).

So why is the register important?

If Ronart W152s were ordinary run-of-the-mill cars, then compiling a register would perhaps be a waste of time. However as we are all aware, Ronarts are quite unique and have now become classics in their own right. With the demise of the Jaguar powered W152s, the Mk.I and Mk.II cars can only appreciate in value, and given that less than 100 were produced, means that they already have a scarcity value. The register can provide independent details of cars offered for sale, it will in some cases, have details of any modifications carried out or incorporated into the build. It could also be used to provide independent information in the event of an insurance claim or query over a car's identity. The following photographs are a



good example of how cars can change over the years:

This burgundy Ronart with a leather 'champagne' interior was sold in 1989, and turned up later with a boot, silver bodywork, a royal blue 'cloth' interior, and a bonnet that opened 'crocodile' fashion! In addition, the engine now sported a half-race cam and triple SU carbs! Since then it has had a further change of owner and now resides in the Scarborough region, and I am advised, has basically remained the same since.

Another example is the car below, the photograph being the original entry in the register...



It has a windscreen – not a Ronart item, but a genuine 'split screen' unit from a Jaguar XK120 – and a hood. And it is finished in Old English White. This car changed ownership in 1997, the new owner driving the car to one of the Christmas lunches and it looking quite different. Having driven the car for a while, the new owner decided to remove the windscreen: the result was a car that handled so much better! All down to the weight and design of that XK windscreen.

New member David Lyons sent in his registration form and it turns out that he is the new owner of the above car. Now resplendent in Silver, it also has aero screens (but he still has that XK120 screen!)



Not the best photo David! (but better than nothing)

A not so new club member David Lougher, one of the original gang of enthusiasts who threw caution to the wind and paid deposits on their Ronarts way back in 1985/6, was another club member who sent in a register form. As a result the details





'guessed' for chassis number 5 are now confirmed – though we now have other tantalising details such as '*side luggage carriers fitted*'. This car is also reported to have 5 wheels...

No photograph was supplied, so the register keeper has inserted a rough drawing of what it might look like in the file – the result looks something like a squashed camel!

And taking a step backwards, the following cars attended the 1988 Ronart Christmas lunch meeting at Ansty Hall.

FFC 275C	Silver	Mk.II S6		
MXT 341	Green	Mk.II S6		
WIB 7057 Langmaid	Burgundy	Mk.I V12	chassis 22	P.
ATO 189T	Burgundy	Mk.I S6	chassis 38	S. Sutton
VON 946S	Light Blue	Mk.I S6		
SO 1201	Black	Mk.I V12	chassis 41	C. Williams
VFM 13K	Red	Mk.II S6	(auto gearbox)	
HCT 705	Silver	Mk.II S6		

From these eight cars, we know the chassis and owner details of only of three cars, leaving five club member's cars possibly not on the register (it could be that some cars have had registration numbers changed). Therefore by a process of deduction we now have an idea who the owners are - but not who owns which car! Overall, a slow but steady progress is being made but I have a desire for more! There are still 'old regulars' who have not sent in their forms – we now who you are!

So let me have the photos (of your car of course), plus the details of the build, the modifications and other miscellaneous items (such as number of bruised knuckles, bashed fingers, dead-man pinches, oil-in-the-eye incidents, profanities uttered, curses against Arthur and all things Ronart shouted late at night, head scratchings, trial fittings, refitting the right way round, shorting out the wiring or blowing fuses, the attempts at getting the engine to run and so on).

Ah, the joys of building a Ronart....

That's it for this edition of the register, more updates and news due out in July 2000 so please let me have something to report!

## **RONART DRIVERS CLUB MEMBERS NEWS**

Since Peter Langmaid is now doing an excellent job of reporting separately on members Ronarts in the 'Register' we have changed the title of this section to 'Members News' where we will endeavour to:

- 👉 **Introduce new members.**
- 😊 **Provide some gossip on members' activities.**
- ✍ **Act as the club membership list.**

**The latter is to provide a central point of contact for all members to form a mutual help group; it is re-issued whenever there is a change.**

### **NEW MEMBERS**

**SCOTT SYKES  
JOHN ELLIS  
PETER JORDAN**

**Scott** has bought Barrie Pawsey's green S6 W152, chassis number 14, and comes from Swindon. This car has not been seen at the meetings for some years since Barrie decided to concentrate on renovating his Alvis, which we understand is now finished. We look forward to meeting Scott this summer hopefully, if the rain ever stops. His car features a one off 3-2 exhaust, which Barrie had specially made, possibly the first ever produced before Ronart Cars decided to standardise on this design. Scott actually took delivery in Sep'99; he is also the owner of a Marcos, a Shadow II, an Alpha and a Ferret armoured car (so don't tangle with him!).

**John**, comes from near Kidderminster in Worcestershire and ordered a S6 kit in Sep'99, maybe the last kit to be delivered! He is expecting it in the autumn of this year and thinks it will probably end up silver. He also has a Stag with an original V8

engine.

**Peter's** from Crick in Northamptonshire, he took delivery of his Ronart Cars built red S6 in time for Christmas last year.

A hearty welcome to you all, we hope to meet you at this year's events.

## MEMBERS NEWS

**Wolfgang Duell**, one of our two members in Germany wrote to say that he hopes to be at a meeting this year and to meet members. Good to hear from you Wolfgang and thanks for renewing your membership. The overalls will be on their way to you. The club is now purchasing these direct from the supplier rather than through Ronart Cars, which allows Arthur to concentrate on the Lightning development.

**Aubrey Pear** has decided to sell his chassis number 50 W152 due to ill health, it's a blue 4.2ltr which he pains takingly built himself, all the parts were refurbished he tells us including the engine. The three SUs are brand new and he had a set of unfitted wide wire rear wheels. £18K will pass it to the next owner. Tel: 01949 861313 (Nottingham).

**David Small** wrote to the club to have us fill out his 'Report for Insurance Valuation' form, this is a first and as such is another service the club can perform.

**Graham Hallett**, our esteemed web master is arranging a 'Noggin and Natter' evening some where South of London on 29 June, do give him a call if you can make it, contact details are shown below. We are expecting several Ronarts to turn up with or without their owners as they are feed up being left in the garage.

**Chris Smith**, it is with great regret that we have to announce that Chris passed away recently before he was able to complete his S6 kit, the club sent a card to Dad and Ronart owner Bill Smith, expressing our deepest sympathy.

**Carl Rasey** wrote to say that he has successfully piped his indicator wires via the front mudguard stay. He says it's very easy to do if the stay is un-bolted. After the operation he resealed the end of the tube where it had been drilled, with a small amount of dum dum putty (or similar). The whole job ends up looking quite neat. So I guess the cars finally on the road Carl! He also reports following a Group 4 Security Prison Transport van with 'Gary Glitter on Tour' written on the dirt on the back. Finally, he considering fitting 18/20" wheels to the car (all round?) with high profile tyres as this seems to be reminiscent of the cars of the 40/50s, can anybody share any experiences with Carl? – presumably about the fitting of larger wheels!

**Clive Studd** is selling his W152 S6 that was finished in '99, as his wife can no

longer easily take to the car due to two hip operations. It has done less than 2000 miles, has a hood, sidescreens, heater and an auto gearbox. The asking price is £22K. T: 01886 812236 (Worcestershire).

**Simon Sutton**, our membership secretary reports that membership has fallen slightly this year although the total fees collected are about the same. Of course W152 production is now extremely limited and the kit is no longer available which probably accounts for the falling membership, we expect to seriously reverse this situation once production of the Lightning commences and YES Lightning owners will be welcomed into the club.

### **CLUB CONTACTS**

#### **Simon Sutton/Membership Secretary**

*Simon can be reached on 01773 856901; write to Orchard Cottage, Allen Lane, Fritchley, Derbyshire or email: [simon@suttcottage.freeserve.co.uk](mailto:simon@suttcottage.freeserve.co.uk)*

#### **Henry Weitzmann/Agony Uncle and Club Treasurer**

Don't hesitate to annoy Henry with your technical problems. He may not know the answer but he assures us 'he knows a man who does'. Henry is also distributing *the newsletter*. Call Henry on 01923 779966; write to Chalk Dell House, Batchworth Hill, London Road, Rickmansworth, Herts, WD3 1JP or email: [henry@sunagor.com](mailto:henry@sunagor.com)

#### **Benjamin Weitzmann/Regalia and Exhibitions**

The eldest son of Henry is doing a great job selling the regalia and managing the booking of the shows the club exhibits at, as well as producing and printing the newsletter. He also mans the stands but we do need help so please call Ben if you feel inclined. Call Benjamin on 01923 779966; write to Chalk Dell House, Batchworth Hill, London Road, Rickmansworth, Herts, WD3 1JP or email: [benjamin@sunagor.com](mailto:benjamin@sunagor.com)

#### **Mike Kanter/ Founder, Secretary and Editor**

*Mike can be reached on 01962 735377, don't hesitate to leave a message 'cos he overseas most weekdays. Alternatively try his mobile; send a fax, letter or even an email. For the contact details please see the end of the editorial.*

#### **Peter Langmaid/Ronart Register**

Peter continues to build the master register (complete with photos) of all the Ronarts built so if you have not entered your details do call Peter.

*Peter Langmaid. 5 Morford Close, Ruislip, Middlesex HA4 8SW, U.K  
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