

Issue No. 31



The Ronart Driver

October - December 2000

THE RONART DRIVER

QUARTERLY NEWSLETTER OF THE RONART DRIVERS' CLUB

ISSUE 31 October - December 2000

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Cover Page: Lightning strikes again at this years' International Motor Show at the NEC Birmingham

FROM THE EDITOR

Hands up those of you who noticed this quarter's newsletter is late! Hands up those of you who have employed the Electricity board to plumb in 3 phase to the garden and had it connected to the house as well, BUT by mistake! Hands up those who know what this (415 volts) will do to your house electrics – right! It blows the lot up, despite fuses, light bulbs burst, VCR don't anymore and computers fail to ever want to see the light of day again. Result lack of facilities/time to produce newsletter. That is what our poor old Henry W has had to put up with.

Events

International Motor Show at the NEC Birmingham, October 2000 – saw Ronart Cars most ambitious stand yet, it was HUGE with no less than 4 cars on it. Two Lightnings and two W152s. The Lightnings were pearl white and purple in colour and the W152s red and green. If anybody would like a copy of the Press release, do give me call.

Xmas Lunch – held in Cambridge on December 3rd many viewed this as the best ever, as if to prove this we had 72 attendees, by far the most we have every achieved. The thought of Xmas shopping in the ancient town drew many members to staying overnight on the Saturday with the result that 22 of us could be seen trooping around Cambridge looking for a place that could seat us. We had a great meal in a Chinese except that Mrs K ate something BAD and was confined to bed for the whole of Sunday, missed the lunch and meeting old friends. The guest speaker Peter Weber,

the lead investor in Ronart Cars entertained us well whilst Arthur W re-enforced his support for the W152. The Lightning, we were told, has been shortened by a critical 4" and should be on the road for journalists during May, the rumour is that there are some 50 cars ordered and over 100 folks waiting to test drive one. Everything was on the up at the lunch. We took £257 on the raffle (up from £31 at the first lunch in 1995!) and about £700 on regalia (most of this was the new RDC plaque). I would like to thank club member and hotelier Nick Sonley, on behalf of the club, for all his behind the scene help with the lunch, which helped to make it a great success. It was super to see Ulrich, Rudi and Jerone attend, and all the way from Hausach, Germany. Lastly without the usual excellent organisational skills of Benjamin Weitzmann, the whole thing would have been impossible. Oh yes and to the five brave men that came in their W152s, well done that man.

AGM. The first ever-annual general meeting of the club was held the evening before the Xmas lunch. Several members wrote to say they couldn't make it, which was appreciated. There was even an agenda, with the following results.

- Most of the club contacts were re-elected, as there were no other volunteers! However there were 2 changes; David Mansfield takes on the role of club techi from Henry Weitzmann who only knows about 3 wheelers now, and Graham Hallett adds the role of Club Public Relations Co-ordinator to that of Web Master 'cos they are quite related really. I have taken on the role of Events Co-ordinator officially as I always seem to be involved, but it is still up to individuals who would like certain type of events to organise them, I will just help to co-ordinate them, whatever that means.

- There was a lot of discussion about the future interest that Ronart Cars will take towards the W152, hopefully this was addressed by Arthur during the lunch to the satisfaction of members. One of the key points that concerns members is the timely availability of major spares, like body work. We are assured ALL the moulds are intact; then there was the issue of payment. We learnt that some enquirers had been asked to pay 100% up front, which concerned them. The reason for this is that Ronart Cars have been bitten badly in the past by major parts being ordered, then never taken and they are still lying around the works 18 months later.

- We discussed various ideas for events in 2001, including a techi type visit to a 'works' and the Silverstone Historic Meeting. I seem to remember David M may take a look at the 'works' visit. The Historic Meeting will now be on the August Bank Holiday and Coys will no longer be involved, Brooks will be the official auctioneer. There is a rumour that, wait for it; Ford will be the title sponsor.

Laon Trip (1st/2nd June-4th June 2001) – David Small had such a great time on the RDC Spanish trip that he enlightens us all in this newsletter about the weekend's adventure on offer in 2001. What a pity that it is the same weekend as the 1st London Brighton Kit Car run as that looks to be an unforgettable day, from the look of the itinerary.

Sunny Sunday Outing – fed up with car shows being the only offer in town, one bright spark of a RDC charming lady requests that we should organise a

spring/summer get together at a 'neutral venue'. So being that I always do what I am told I keeps my eyes open and discovers Studeley Castle in the Cotswolds. We have decided on Sunday the 17th June 2001, as there is medieval jousting on as well that day so it's off we jolly well go. You can expect to receive a mailer on this and a brochure on the fine place in the New Year together with your membership renewal notice. Some members may want to stay over night to make the trip even more enjoyable.

The London Classic Motor Show (17 & 18th March 2001) –at Alexandra Palace will see our usual club presence so please do call Benjamin W if you can help out at the stand.

Noggin & Natter evening (12th April, 21st June, 6th September and 25th October 2001) – you will recall the great success of the first Graham Hallett organised meet up for members in the London, well here's next year's round at The Sun Inn, Dunsfold.

JEC Racing & Track Days - The various race classes have been covered in past newsletters so I won't bore you with that anymore. Just to say that the 'Powered by Jaguar' Challenge Series is once again underway in 2001, sponsored by Proteus Sports Cars (Oh! that it could have been Ronart). Some 23 entrants are reported including a couple of Ronarts possibly (who are you? don't be shy). The first venue looks like Brands Hatch with the MGCC on 23 March. Who's up for going? The Series offers Ronart drivers various practise track days, which have been enjoyed by some members this year. But there are of course many smaller organisations that make days available and they are usually grateful for other small clubs to join them because the cost of hiring a circuit is so high. Two other organisations that make days available are the Kit Car Mag and Which Kit, if you are interested you will find their days listed in the Clubs Calendar of Events, but be quick as they tend to book up fast, the cost is typically around £80.

The RDC New Club Plaque

Shown for the first time ever at the Xmas Lunch and hungrily consumed by 11 members we have just 9 left. They are made of steel, doom shaped, green, enamelled, carry the club logo and measure 18" across by 15" high". For just £47.50 you could have one of these sitting over your mantle piece, call Benjamin W to lay claim to one.

E-mail addresses!

OK you shy surfers this is almost the last time we ask, please send me an email and register your address with the club; click on mkanter@msgroup.com. We are finding it an increasing way of keeping in touch cheaply AND receiving quick feedback on issues with members.

Club watches!

We have a few left as we over ordered having seen a higher than expected initial demand – 24 were ordered as a result of the mail shot. The very first order came from Kiichi Haruyama in Japan. As promised the first 10 members to respond received a £5 discount. The supplier is also to produce some extras, by way of an apology for messing around with the order, we will also have a couple of ladies versions available. This should please those who enquired at the lunch, but I cannot remember whom. Please call Benjamin W to order.

Newsletter ‘Stuff’

My thanks to Peter Langmaid, David Small and Graham Hallett once again for providing articles which should keep us going for an issue or two, but more are needed for the future folks.

Happy New Year,

Mike.

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ENCLOSURES

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

- Holden “Vintage and Classic” Catalogue
- Club Membership List
- Lightning Postcard - Enquiry form

FORTHCOMING EVENTS

Don't forget to let us have any suggested events and we will add them to the calendar as usual. If you're planning to go to a Car Show etc. 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 Ronart 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. It's always a good idea to double check dates 'cos of misprints.

DATE	EVENTS	DETAILS
Sat/Sun 10/11Mar	Car Craft	Bingley Hall, Stafford Details: 01737 225857
Sun 11Mar	Classic Car Restoration Show	Harrogate, N Yorks Details: 01484 660662
Sat/Sun 17/18 Mar	London Classic Motor Show	Alexandra Palace, Wood Green. RDC exhibiting. Help needed please. Call Benjamin Weitzmann to book it.
Sun 25Mar	JEC Racing with the MGCC Powered by Jag Challenge	Brands Hatch, Kent Maybe 2 Ronarts entered?
Sat/Sun 7/8Apr	European Kit Car Show	Kent County Show Ground, Nr Maidstone: T: 01233 713878
Thu 12 Apr	RDC Noggin & Natter London region	Sun Inn, Dunsfold, Surrey Details: Graham Hallett
Mon 16Apr	JEC Racing with the JCC Powered by Jag Challenge	Snetterton Maybe 2 Ronarts entered?
Wed 18Apr	Track Day Kit Car Mag	Kemble, Gloucestershire Details: 01883 624964
Thu/Fri 21/27Apr	Rally - Liege-Corse Six Day Reliability Trial	Open to hand built specialist cars Details: T: 01386 861400
Sat/Sun 28/29Apr	Sports Car Show	NEC Birmingham Details: T: 0121 7804133
Fri-Mon ½-4Jun	Laon Trip classic weekend	Dover to Laon in France, Loads of Ronarts going-call David Small T: 01483 203588
Sat/Sun 6/7May	Kit Car Show	Stoneleigh, Warwickshire Details: T: 01775 712100
Sat/Sun 12/13May	Spring Autojumble	Beaulieu, Hants. Not to be missed Details: 01590 612345
Wed 16May	Track Day Kit Car Mag	Elvington, N Yorks Details: 01883 624964
Sat 26May	Track Day Kit Car Mag	Elvington, N Yorks Details: 01883 624964
Sat 26May	Pageant of Motoring	Enfield, Middx Details: 020 8367 1898
Sun/Mon 27/28May	Great Yorkshire Kit Car Show	Harrogate, N Yorks Details: 01272 495596
Fri/Mon	Laon, France Weekend	Contact David Small

1/4Jun

Sat Track Day
2Jun JEC/Austin Healy Club

Sun London-Brighton Run
3Jun 1st Kit Cars,
12th Classic & Sport Cars

Sat/Sun JEC Racing with the AMOC
9/10Jun Powered by Jag Challenge

Sun British Sports Car Day
10Jun

Sat/Sun Kit Car Show
16/17Jun

Sat/Sun Le Mans 24hr Race
16/17Jun

Sun RDC Ladies Day
17 Jun Heart of the Cotswold'

Thu RDC Noggin & Natter
21 Jun London region

Fri/Sat/Sun Festival of Speed
6/7/8Jul W

Sat/Sun JEC Racing with the JCC
14/15Jul Powered by Jag Challenge

Sat/Sun East of England Kit Car
14/15Jul Show

Sun 10th Lancashire Classic
22Jul

Wed Track Day
25Jul Kit Car Mag

Fri Track Day
27Jul Which Kit

Sat/Sun Car Rally & Family Fun Day
28/29Jul

Sat/Sun Woodvale Int Rally
3/4Aug,

trains

Sun JEC Racing with the JCC

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The Ronart Driver

T: 01483 203588

Castle Combe
Details: 01453 842399

Organised by Greenwood's
supported by
Kit Car Mag. T: 01296 631181

Donington, T: 01484 660622
Maybe 2 Ronarts entered?

Brooklands, Surrey
Details: 01932 857381

Newark Nottingham
Details: 0526 320721

France - where else?
Details: 01304 755055

Sudeley Castle & Gardens
Winchcombe, Cheltenham
Medieval jousting etc
T: Mike Kanter for details

Sun Inn, Dunsfold, Surrey
Details: Graham Hallett

Goodwood Race Circuit,
Sussex Info: 01243 755055

Anglesey
Maybe 2 Ronarts entered?

Towerlands, Braintree, Essex
T: 01273 495596

Hogton Tower
T: 01484 660622

Kemble, Gloucestershire
Details: 01883 624964

Kemble, Gloucestershire
Details: 01737 225857

Crypt School, Gloucester
Big event!

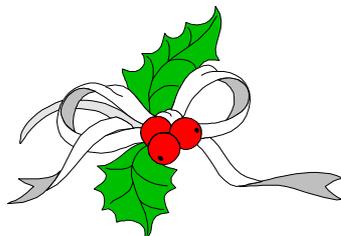
RAF Woodvale, Southport
Lancs.All manner of vehicles,
model Planes, boats,

T: 01704 876283!

Cadwell Park, possible change

October - December 2000

5Aug	Powered by Jag Challenge	Maybe 2 Ronarts entered?
Sun 5Aug	Summer Rendezvous	Hickstead Showground, Sussex T: 01737 225857
Sat/Sun 11/12Aug	West of England, Kit Car Show, Kit Car Mag	Three Counties Showground Malvern Details: 01273 495596
Sun 19Aug	JEC Racing with the JCC Powered by Jag Challenge	Snetterton, possible date change Maybe 2 Ronarts entered?
Wed 29Aug	Track Day Kit Car Mag	Kemble, Gloucestershire Details: 01883 624964
Sat/Sun 1/2Sep	National Kit & Performance Car Show	Donington RDC invited T: 01375 225857 Highly recommended
Thu 6 Sep	RDC Noggin & Natter London region	Sun Inn, Dunsfold, Surrey Details: Graham Hallett T: 01737 832686
Wed 9Sep	Bath to Bournemouth Classic and Sports Car Run	T: 01296 631181
Wed 12Sep	Track Day Kit Car Mag	Kemble, Gloucestershire Details: 01883 624964
Fri/Sat/Sun 14/15/16Sep	Revival Meeting	Goodwood
Sat 22Sep	JEC Racing with the JCC Powered by Jag Challenge	Oulton Park Maybe 2 Ronarts entered?
Sat 29Sep	Track Day Which Kit?	Wroughton, Wiltshire Details: 01737 225857
Wed 10Oct	Track Day Kit Car Mag	Elvington, N Yorks Details: 01883 624964
Thu 25 Oct	RDC Noggin & Natter London region	Sun Inn, Dunsfold, Surrey Details: Graham Hallett



THINGS YOU WISH YOUR MOTHER HAD TOLD YOU!

Nelson S350!

Seen in a recent Kit Car Magazine for sale and what a dead ringer for a Ronart W152 from the front anyhow. I called the owner and it's still available. Apparently a boat builder called Brice Nelson built 9 of these in the mid 80's.



Powered by the good old Rover V8 engine, it uses the suspension, brakes, back axle from the XJ6 etc. The owner David Lister has run it for 10 years although it was parked up recently for 5 years and he is now asking £5.5K from his pad in Windsor, Berks. He says it drives very well indeed. Call 01628 664131 if you are interested, I wish I had

more space, could be fun.

Trail it!

Fed up with driving to other side of the world (across the UK's motorway system) in a vehicle not built for it, I tried trailing my Ronart, only to knock the springs out of my camper van with the combined weight of the trailer and the Ronart. Then one day a RAC man suggests a £300 A Frame. It's really a vehicle recovery unit; it bolts together and can be fitted up in minutes. It can be kept in the boot of an average car and the weight is only 35Kg. Take a look at the photo opposite and you'll see the idea. For more info call Intertrade on T: 0161 652 3063, call me to check the legal situation.



Breakers!

Once again it's time to those jobs you've been putting off now that the delightful British winter is here. For cheap Jaguar parts try:

K & S Motor Spares T: 01302 330000 or Northfield Garage T: 0121 475 4844

Engine management!

Choke control, fuel injection, ignition control, fuel pumps etc try:

Lynx Motors T: 01949 836362

CIRCUIT HISTORIQUE DE LAON

by David Small

On the first weekend in June each year a classic car gathering is held in the ancient city of Laon, to the northeast of Paris. It attracts several hundred cars, with the majority coming from the U.K. However, being France, this is a classic car show with a difference! On the Sunday the town is closed to normal traffic, the streets are lined with enthusiasts and the cars do "demonstration runs" around a two-mile circuit of the town, travelling as fast as their drivers dare. It is all fairly chaotic but great fun.

My wife Sue and I have been to Laon a few times in our Dart but last year we took the Ronart. It was hugely popular with the crowd, probably attracting more interest than any other car there. We will be returning in 2001 (June 1st/2nd. to 4th.) and we hope that some more Ronarts will join us. A package deal for the weekend is organised by Continental Car Tours (price is about £120 per person) departing from Dover on the Friday or Saturday morning and returning on the Monday evening. There is sometimes the chance of a track session on the Monday morning at the nearby Folembrey circuit for which a small supplement is payable.

If you are interested in coming or would like to know more please call me, David Small, on 01483-203588.

OK guys, many of you asked for a continental trip (again) next year. How many would like to stay longer? Please contact David, we have started to organise the trip as initial reaction to the mailer was good. Jacques Grandjean will drive over from Annecy, France and Ulrich Klausman from Germany maybe; will Wolfgang Doell come from Germany as well? These and many other questions remain unanswered - Ed.

SPAIN 2000

Continued from the last issue

by David Small

Day five... The next morning we moved on to our final Parador at Santa Domingo, in the Rioja region, where we were to stay for five nights. This was another fantastic building, dating from the 12th.Century in the centre of yet another beautiful old town. We were relieved to be given a roped off area in the underground garage to park the cars, where we found Graham Frost's immaculate W152 awaiting us together with the NG of John Lancaster. Sadly they were able to spend only a day with us before having to drive south to Barcelona. Mike's car had been without brake lights for a day due to the failure of the stop light switch. This was repaired with super glue and David Lyons' gearbox oil was checked, and found to be O.K., by the local Ford dealer, who rebuilt Morgans in his spare time. An informal competition developed to see which car could leave the most oil on the hitherto immaculately painted floor of the hotel garage. There was an undisputed winner, but we won't cause embarrassment by naming him!

And so on... Our days spent at Santa Domingo were immensely enjoyable. We met in

the morning to decide on a plan for the day ahead. People were free to go their own way if they preferred, but the majority spent the time driving on some superb, often mountainous, roads, swimming in mountain lakes, exploring beautiful and ancient towns and creating a sensation wherever the cars went. Spontaneous applause from pavement cafes as we passed by was not uncommon. On one occasion, at San Vicente, the area in front of the Town Hall was unchained so that the cars could be displayed there as the town's honoured guests. On the final Saturday David Lyons' car lost all brakes on his way back from visiting a mountaintop monastery. Neither David nor Carl will forget the journey back down the mountain



San Vicente "RDC Car Park"

using only handbrake and gears. Back at the hotel Jacques was soon under the bonnet where he found a fractured pipe from the master cylinder. EuropAssistance produced an excellent local garage owner who turned out on Saturday evening and promised to have a replacement pipe made up by 1.00am next morning. He was true to his word, fitted the pipe and bled the brakes but could get no pressure at the pedal. Coincidentally, the master cylinder had also failed, but what vehicle had it come off? Mike was soon speaking to Arthur by phone and then to the man who had built the car ten years ago, but the source of the part remained a mystery. Carl persuaded the mechanic to allow David to drive the car to his garage where the offending part could be more easily dealt with. Within a couple of hours David and Carl were back, with the front brakes now working. These would provide enough stopping power to at least drive the car home next day.



Reception Hall, at the Parador.

Off home... We were sad to say goodbye to Jacques and Christiane, true enthusiasts who had been great company. All too soon it was our turn to load the cars up for our journey back to Bilbao and the ferry home. Many thanks to Mike and to Claire for organising such a fantastic trip for us. Quite how Mike's car survived a thousand grueling miles in Spain only to break down outside Portsmouth and have to be trailered home is one of life's mysteries.

Ed. Note: The problem turned out to be a blocked fuel filter between the tank and

the pump; the car had fits of misfiring ever since it was built but the problem occurred only infrequently and always seem to go away when plugs were attended to. The reality was that the blockage temporarily disappeared when the car was halted for a while, as the foreign bits would gradually disperse on standing. The filter had even been cleaned the day before departure. It turned out that the wrong type of filter had been fitted and the least amount of foreign matter would cause a problem, this particular type of filter was designed to go after the pump where the high pressure would keep any foreign matter on the move. When the correct filter was fitted (cost £2.50) the running was immediately improved.

INSURANCE MATTERS

Part Two

by Peter Langmaid

The policy. Then a month or 6 weeks later you get the policy from the insurer. It will be presented in a nice little folder, complete with 'free windscreen' replacement stickers and so on. This is when you need to sit down and read the policy and the schedule that should come with it. Insurers issue a single all embracing policy, then amend it to fit your particular cover. So even if you see a cover in the policy, do not assume it will apply to you. So armed with the schedule, mark on the policy all those section which are excluded from your cover. Then read the small print carefully. You will find some strange clauses that are confusing to say the least. One Ronart insurance policy has a clause which excludes 'visiting business premises'. In theory every time this owner drives their car to the shops or to buy petrol, the car is in theory not insured, except for third party risks only. The owner of this policy tried but subsequently gave up trying to get some sense from the insurer on this clause. Other areas to check carefully are those concerned with the value of your car, also the terms and conditions concerning damage or total loss. Check to see if they are what you were expecting because as mentioned previously, this can be a very grey area.

All Ronarts in the UK have either the Jaguar XK straight 6 or V12 engines, but as we all know, Ronart Cars are no longer supplying Ronarts with this power plant installed. So would your insurance cover the cost of finding and fitting a suitable Jaguar unit? Another scenario is that you wake up one morning to find the garage empty, the car gone in the night. As far as you are concerned, you have suffered a total loss and rightly expect to receive (eventually) recompense to the value of the car as stated when you filled in the proposal form. Beware, this is where the problems start. Every policy has fine print, and every policy is amended each year. So when did you last check out yours? My own policy now requires a certificate proving an immobiliser has been fitted... I do not have one fitted, let alone have a certificate. It also states all precautions must be taken to stop persons entering the car when left unattended - how do you do that with a Ronart? My car has an ignition lock, a steering lock, a fuel pump isolator and a battery isolator, all design to stop the car from being stolen. But if it is stolen, my claim would not be valid because of the lack of an 'immobiliser'

certificate. Tricky to say the least. You can try to get specific security measures agreed between yourself and the insurer, and for the various wording that doesn't apply to Ronarts to be removed from you policy, but don't hold out much hope. I've tried in the past and got nowhere. My own rule when dealing with either brokers agents or the insurers is that I have taken out the insurance in good faith, and in the spirit of the main clauses such as fire or theft. If the car is stolen I expect to be paid the value stated on the proposal form or as otherwise agreed. No depreciation, hidden clauses or loopholes. In other words, I expect them to be adhere to the spirit of the policy, not to look for ways not to admit liability.

Estimates, repairs & settlements - finally, insurers sometimes operate a 'knock-for-knock' scheme for comprehensive policy holders. This means that in the event of a collision with another car, your insurer pays for your car, the other car's insurers pays for theirs. If the fault was clearly not yours (such as someone hit you from behind) then do not agree to this as it can be a problem if you ever transfer your insurance to another company in the future, this could be deemed as a claim by you. You should also be aware that you do not have to accept repairs to your car from another person's insurance company. You simply have to present them with at least two estimates for the cost of the repair of your car or its write-off value, plus any other claim such as cabs, overnight accommodation, vehicle recovery etc. and request they settle the total amount within a certain time limit.

To get a speedy settlement, add a note that interest will be added if the total sum is not settled with a reasonable period, say 28 days. Having been clunked from behind three times now, I can assure you the above works very well. But whatever you do, you must advise your insurer of any accident that might result in a claim either by you or against you. Sometimes the broker or agent will get involved, other times they will not be interested. Either way, it is better to safe than sorry.

Good Luck! You may well need it

SMITHS TACHOMETERS AND LUMENITION **Found on the Web by Graham Hallett & Edited by Mike Kanter**

'Most British vehicles that were fitted with a tachometer as standard were fitted with a Smiths Instruments device. These units come in three general types depending upon their triggering method.' Do read on.....!

First Type The first is mechanical, usually driven from the distributor shaft and has no electrical interface. Common in sports cars of the 50's and 60's.

Later Types Before 1974 (approx.) the electronic tachometer were current impulse triggered. This means that the tachometer sense wire is connected in series with the ignition coil, usually between the ignition switch and coil/ballast positive as in Fig 1 on the next page. Sometimes the power for the tachometer was shared internally with the

ignition switch end of the sense wire giving only three terminals. Smiths unit of this type can be identified by the letters RVI on the face of the tachometer.

Designed in the days of contact breakers, they give

inconsistent results when used with electronic ignitions. Many installations will work but some will produce erratic or no movement of the indicating needle. Some suggestions for rewiring the ignition circuit to eliminate the problem have been tried with limited success.

Even Later Types Later electronic tachometers are voltage pulse triggered and the single sense wire is connected directly to coil negative as in Fig 2. Smith units have the designation RVC printed on the face.

RVI Wiring

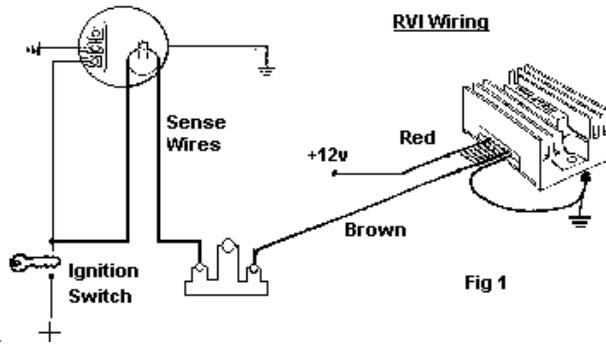


Fig 1

As far as we are aware there are no problems using this type of tachometer with our Optronic ignition. It is important that owners can tell the difference between the two types of tachometer as incorrect wiring of the unit can cause damage to the electronic ignition module. If used, the tachometer sensing wire(s) must be connected as appropriate for that particular design

RVC Wiring

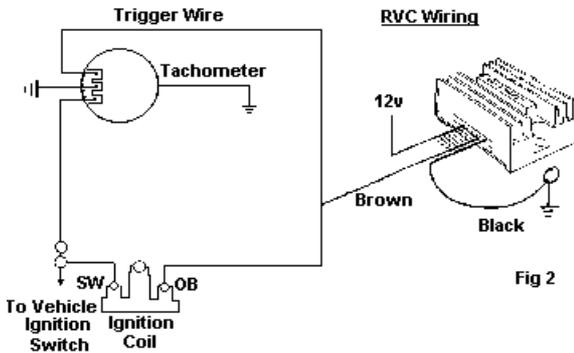


Fig 2

of tachometer. As mentioned above some owners have tried alternative wiring for the sense wires with RVI tachometers with limited success. Our recommended solution if you wish to retain the benefits of electronic ignition is to replace the RVI tachometer with a later RVC model if available or aftermarket equivalent or have the existing RVI tachometer converted to the later internal electronic.

In both cases a minor wiring change must be made to the vehicles normal ignition circuit. The company in England that we usually recommend to carry out conversion is:

**SPEEDY Cables, The Mews, St Paul Street Islington, London, N1 7BU
UNITED KINGDOM Phone 020 7226 9228 Fax 020 7704 9542**

NOTE: All of the above refers to negative earth vehicles.

THE W152 REGISTER

by Peter Langmaid (keeper of the scrolls)

The register continues to make slow progress though this report alas, has no new cars to report.

HOWEVER

The recent meet at the London Kit car show revealed some interesting information on chassis numbers or at least in the ‘sequencing’ of cars. To recap: right from the very beginning the chassis numbers have not quite matched the sequence of orders for the cars except for the prototype (chassis 001) and the first production/customer car (chassis 002). Back in the days of the first production run of W152 chassis, the first 6 to 8 customers were advised chassis numbers when they paid either their deposit or for the complete kits (£4,500). However apart from chassis number 2 (and possibly 3) all the chassis thereafter were jumbled up, swapped around etc. For this reason the club had to drop the ‘car number’ item on the register and instead, simply refer to the chassis numbers when identifying the cars.

Mike Kanter as many of you will know, bought the first ‘production’ car (chassis 002) shortly after it was completed by Patrick Smith. He then purchased the first of the Mkll car produced – chassis number **RON9703054** a year or so after it was completed by Craig Winstanley. A few weeks later he sold his MkI to a Japanese buyer.

But when I was chatting to Tony Legon about registration numbers and chassis numbers, Tony mentioned that he had the first of the Mkll chassis produced by Ronart Cars Ltd, so I had to let him know that this was not the case. Needless to say, my news was a bit of a surprise to Tony – and to Mike. Having checked the register details, I can confirm that Tony does in fact have the second Ronart produced chassis - **RON9703055**. The reason for this particular confusion was possible due to the manufacturer promising the customers still waiting for their cars that they would each have the first of the Mkll chassis to be made. Actually this is no so far from the truth, because whilst Mike has the first Mkll chassis that was used for a kit build, Tony has the first Mkll factory built car.

RONART V JAGUAR CHASSIS NUMBERS

As Mike Kanter mentioned in the last newsletter, there is at least one Ronart that has a potentially incorrect (or illegal?) chassis number in the log book; from my own researches, there could be at least two more in the same situation.

All Ronart W152 cars must be registered with a Ronart chassis number starting with the letters SPY or RON: any other number indicates a non-Ronart chassis and as such constitutes a potential problem for the owner.

The rules are simple – Ronart Cars Ltd produce chassis and replacement bodies for mostly Jaguar XJ6 /12 cars, and all Ronarts are rebuilt/rebodied Jaguars, being registered as ‘Ronart W152’ cars. If your car has a Jaguar chassis number, then it

is not deemed to be a Ronart W152. I know this from first hand experience as my car (No. 22) had been registered back in 1989 with the Jaguar chassis number. When it was checked by the vehicle inspectorate, they advised me that the car could not display both the Ronart and Jaguar chassis plates. If I wanted to keep the Jaguar chassis number, then the car would be issued with a 'Q' plate, if the car retained the Ronart chassis number, then it would retain the original donor number. Needless to say, the Jaguar chassis plate was removed in about 10 seconds flat!

However I did have to prove to the inspectorate that my car had a Ronart Cars Ltd chassis plate; having removed the nose cone they were able to verify the details of the chassis plate on the front cross member. They did comment that the plate was perhaps in an awkward place, and suggested that I have another produced and welded to the chassis or bulkhead in a more accessible place.

(Have you all ordered your Ronart Chassis Plate? –see club regalia for details - Ed.).

So you will all now know where your chassis number should be located except that several chassis were shipped from the factory without a chassis plate attached. The owner of these should have been advised of the chassis number by Ronarts Cars – if you were not, then you will need to contact Arthur Wolstenholme for this information.

BEWARE

For those that think this is perhaps of little concern to them. In the case of an accident or loss of the vehicle, you could find that your insurance is invalid, or in certain circumstances, you could have the car impounded by the authorities due to you being unable to prove the origin of the car.

Note: Jaguar Cars Ltd have already advised Ronart Cars Ltd that they will not allow any Jaguar emblems, logos, mascots etc. to be placed on new Ronart W152s and would deem any such action as a 'passing off' (implying that the Ronart is in fact a Jaguar) and would take action against Ronarts Cars Ltd and the owner of the vehicle concerned. As a result Ronart wrote to all owner at that time advising them of Jaguar Car's uncompromising position. So a Ronart with a Jaguar chassis plate? Bye bye car?

ON A BRIGHTER NOTE

The next issue of the register will detail the various modifications carried out over the life of the Mk I cars, and will cover all areas of the car from chassis through to electrics etc.

Also for your amusement I hope to include some of the variations tried and tested by Ronart Cars over the years.

Finally, there are still registrations details I am missing, so don't delay, do it today and let me have those details and photographs!

MEMBERS NEWS

👉 **Introducing new members.**

😊 **Providing some gossip on members' activities.**

👉 **The club membership list is provided as 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

ALICK PARKER

CARL MARSCH

Alick comes from Doune in Scotland; he has purchased Dr David Marshall's green W152, which must have been a long drive home as David lived in Broadstairs, Kent. This car is a Mk1, chassis No.024 by all accounts, which was finished around 1991. Dentist Tony Wooton built it and sold to David via Ronart Cars in 1993 we believe. The colour seems to have remained the same, as does the S6 4.2L engine with twin SUs. Even the registration number WOI 545 has stayed unchanged. Alick is no new owner of a Ronart because our records show that back in 1993 he owned the Ian Chapman built silver W152-S6 that Brian Preston now has up for sale, despite changing the reg. no. we know it the very same car, so there!

You see it does benefit us all for the club to keep records - Ed

A hearty welcome to you again, we hope to meet you at one of next year's events.

Carl hangs out in California, loves Brit cars, found us on our web site and joined us on the Spanish trip last year. He is looking for an unfinished W152 kit project but does not want the old Jag engine 'cos he will source his power unit out there. Rumour has it he will be meeting us again at Laon on the year's overseas trip. Great to hear from you again Carl, how's your French?

MEMBERS NEWS

Peter Jordan wrote to say how much he and Wendy had enjoyed the Xmas lunch weekend having taken full advantage and stayed 2 nights at the hotel in Cambridge. He is awaiting delivery of his Red S6 from Ronart Cars any day. Shear coincidence - I discovered that Peter owns an old AJS motorcycle like myself, but he is a lot more active and went on the club trip to New Zealand last year and had a fantastic time. Thank you also for sending in the article on racing mirrors Peter, it will have to be included in the next newsletter 'cos this one is a bit full.

Nick Sonley, owner of the Chris Shuldham-Shaw built 'Red Lady' that is now called Doris, has a lot to be thanked for. It is thanks to Nick in many ways that the Xmas lunch venue was such a success as he suggested it (he is a Director of the group) and made sure everything was as it should be. A special thanks from my wife Ros as well Nick, the hotel really took care of her in her hours of food poisoning need (not down to the hotel I hasten to add) and we know you had a hand

in that.

David Small is as if you didn't know, organising next year's trip to Laon in France and it is much appreciated. Interest is running high and he tells me details have been requested by no less than 15 members so far.

Simon Sutton & John Ellis wrote to say how what a good venue the Xmas lunch was. John is expecting a new watch for Xmas and is hoping his other half saw our recent mailer on the subject!

Brian Preston is calling it a day and wants to sell his silver W152. He 's provided us with a load of photos that were handed out at the Xmas lunch, unfortunately he could not make it at the last minute. He and Trish are planning big changes in their life – lucky, lucky people. The beast can be seen on the web site for those interested.

Graham Hallett has been receiving some communication on the club web site; one chap has a V12 engine going real cheap if any body is interested. It is out of the car and comes complete with auto box; he just wants it out of the way, they do make good coffee tables I am told! T: Paul on 01666 840381.

Arthur Wolstenholme wrote and said 'what a good Xmas lunch'. He is going to have Ros (his nice admin lady, who also came to the lunch) look through some old records and put together info which may be useful to the club regarding the cars.

Chris Shuldham-Shaw wrote to advise us of his email address and a change of bricks and mortar address, he's moved just around the corner by the sound of it. Also he mentioned a Lightning article in Kit Car we need to look into and his disappointment that RDL will no longer be producing the Jag based W152. His letter will be printed in the next issue.

Peter Langmaid wrote on the subject of leaded petrol in the last newsletter, it is becoming seriously available again and he provided us with a complete list of garages throughout the UK that are stocking it. However it is very long and we have run out of space in this newsletter once again, so please call Peter or Mike K if you would like a copy.

Hugh Shearer who joined the club earlier this year in an attempt to buy a used W152 called to say that he had found the love of his life, a Healy Silverstone (not dissimilar). These are really quite rare and his 'find' had been with the previous owner for 40 years, it had apparently raced against Mike Hawthorne. Hopefully Hugh will join us on the Laon run in it.

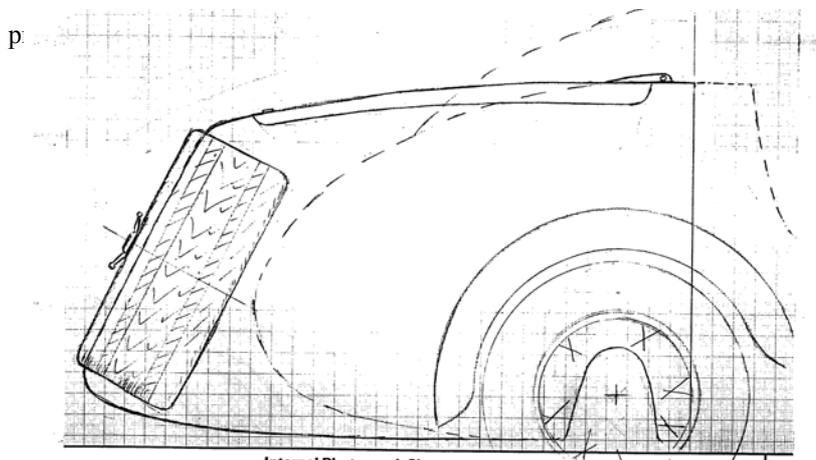
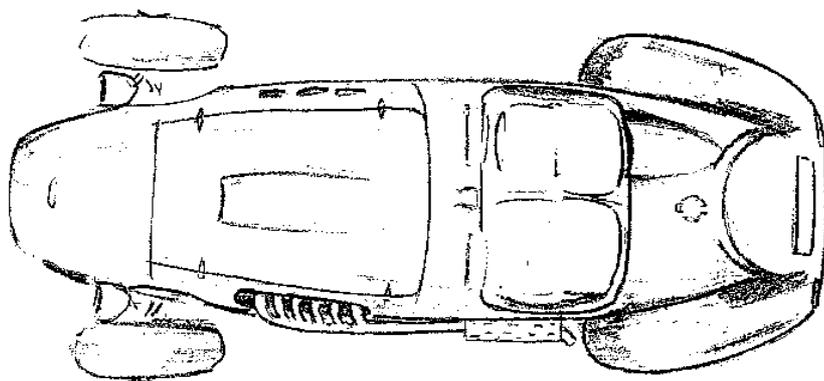
Kenji Matsubara of the Navi Engineering Company, Yokohama, Japan emailed Mike K for parts for the 'red one' he is working on for a Mr Suzuki. NOW I know exactly who purchased my previous car from me, I was dealing through intermediaries at the time of the sale. He has recommended that Mr S joins the club but it is still to happen.

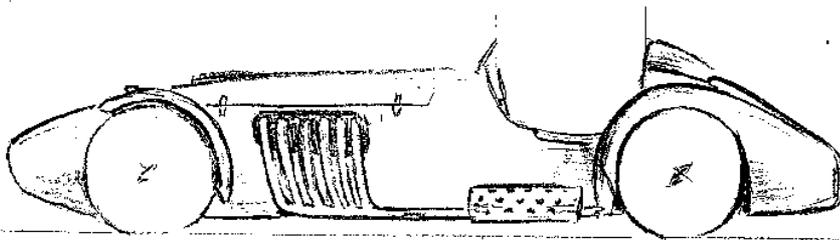
Allan McManus who came from near Kettering to the best of my recollection, but I don't think many members ever meet him, passed away recently. We were

subsequently contacted by his brother Mike, who is now in the throws of joining the club and wants to sell Allan's early (chassis no. 6) blue Mk1. Our sympathies go out to Alan's family.

Jerry Hunter wishes to sell his First Stage MkII Kit and Jaguar parts: Ronart Chassis, Shock Absorbers, Steering Rack. 4.2L Engine, manual gearbox, triple carbs. Injection kit option. Needs final stage kit. Price £6K/offers Tel : 01283 704108 / 07790 588047

Geoff Evans sent us some sketches that he and his brother John had come up with back in 1991 when he took delivery of his W152. He wanted to find extra space for luggage and a spare wheel. They did not pursue the project but offer them here for others who might be interested. The inspiration was from the Allard J2 (*great looking machine – Ed*) that Geoff owned and therefore fully in keeping with the cars of the period projected by the W152. He manages to spend 3 months away from the British winter so we never see Geoff at the Xmas lunch, but he has now





CLUB CONTACTS

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Mike Kanter, Founder, Secretary, Editor and Events Co-ordinator

Mike can be reached on +(44) (0) 1962 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. Full contact details at the end of the editorial.

Peter Langmaid, Ronart Register

Tel: +(44) (0) 208 8685708; email: peter.langmaid@pearsonstv.com

Graham Hallett, Web Master & Public Relations Co-ordinator

Graham (our hi-tech propeller head) has done the fantastic job of building and maintaining the club's web site, if you have not already done so, take a look.

email: ghh@mail.com or T: +(44) (0) 1737 832686

Club Website - www.ronartdriversclub.com

David Mansfield, Agony Uncle

At last Henry has managed to off load this activity, so now for your AJ6 technical problems call David, as for the rest he may not know the answer but he assures us 'he knows a man who does'. T: +(44) (0) 1763 852115; email: david.mansfield@reuters.com

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