



**Issue No. 32**

**The Ronart Driver**

**January - March 2001**

# *THE RONART DRIVER*

**QUARTERLY NEWSLETTER OF THE RONART DRIVERS' CLUB**

**ISSUE 32      January - March 2001**

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*Cover Page: Spain 2000, we stop high up in the hills of Northern Spain*

## **FROM THE EDITOR**

Welcome to Ronarting in 2001. Can't ya just feel the time is coming to get back in to the scene again! All you chaps who have taken your beast apart had better hurry up 'cos before you know it will be time to drive again. OK I know there a few hard men out there who never stop through the winter.

My main job this winter was to change the outlet diameter on the header tank connection to the water pump, for some strange reason it did not match the diameter on the water pump. This meant trying to find a right angle hose with different correct diameters on each end, which proved impossible. The alternative was to 'shim' the pump end with another bit of hose, which is quite ridiculous. This is what had been done and as you might expect it actually blew off one day under pressure which is how I found out about the problem – thanks a lot Mr. Builder. A great way to blow your head gasket if you don't watch the water temperature. The real point of this story was the two challenges I faced. I had to find somebody who could do very neat aluminium welding AND not spoil my highly polished tank. Then there was the issue of needing just 2 inches (Oh err 5cm) of the appropriate diameter ali tube. After asking around I found a small company that made precision aluminium window frames just down the road and the supervisor often did such jobs for the dirt track guys. He did a great job for just 2 quid. However he could not supply the material and the supplier he recommended wanted to only sell me a 10ft length (Oh err 3M). A quick call to Arthur W and he sent me just what I needed BUT then I discovered Metal Supermarkets, who have no minimum charge and fast delivery. They claim to be the largest 'micro' distributor of metal in the world. I am going to include a brochure with a next newsletter, but if you need something in the meantime call 020 8838 6200.

**Laon Trip** (1st/2nd June-4<sup>th</sup> June 2001) – David Small reports a great response to this year's trip, some 12 W152s in all will make their way to France. Plus we will meet up over there with our French member Jacques Grandjean and his lovely wife Christian. All the way from California we may be joined in Laon by new member Carl Marsch and his wife Lucy, who we have yet to meet, Carl joined us for the Spanish trip last year and is still trying to figure how to legally own a W152 in California. That's David opposite in the photo from last year's trip to Spain.



### **Studeley Castle in the Cotswolds**

(Sunday 17 June 2001) – we have heard back from 7 members so far, who are going to make the day. Just

to clarify it's a meet for Ronarters but the location is a family type venue rather than a car show or race day. Please bring your Ronarts as the stewards of the Castle are looking for a good display from us. In return they are going to put the owner of the first to arrive, up on a horse to join in the medieval jousting. If you are thinking of making a weekend of it and are looking for somewhere to stay member Roger Threlfall offers excellent B&B not too far away, take a look under Members News.

**The London Classic Motor Show** (17 & 18<sup>th</sup> March 2001) –at Alexandra Palace will see our usual club presence and this year we have really excelled ourselves and have no less than 8 members helping out so please do come along and support us.

**London Noggin & Natter Evening** don't forget to diary the first of this year's events on 12th April at The Sun Inn, Dunsfold, Surrey.

**International Classic Motor Show, NEC** (17 & 18<sup>th</sup> Nov) we've applied for a stand and been given the nod that this year we will be allotted a place. We will need some local cars for our display so do give Benjamin a call if you can help

### **The RDC New Club Plaque**

*After this message from your sponsor I promise to not mention it again!* It were shown for the first time ever at the Christmas Lunch and hungrily consumed by 11 enthusiastic members, we have just 9 left. They are made of steel, doom shaped, green and white, 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.

### **Club watches!**

*After this message from your sponsor I promise to not mention these again either!* We have a few left as we ordered some extras having seen a higher than expected initial demand, we also have a couple of ladies versions available. Please call Benjamin W to order.

### **Newsletter 'Stuff'**

This has too be the most boring newsletter to date, as a penalty for not sending in enough material you have the dubious pleasure of reading the financial results of the club in the issue.

### **E-mail addresses!**

Please send me an email and register your address with the club; click on [mkanter@msgroup.com](mailto:mkanter@msgroup.com). We are finding it an increasing way of keeping in touch cheaply AND receiving quick feedback on issues with members.

Happy New Year! *Mike*

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ALRESFORD, Hampshire, SO24 9SP, UK.**

**Tel: +(44) (0) 1962 735377**

**Fax: +(44) (0) 1962 736461**

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**Mobile: +(44) (0) 385 326898**

### **ENCLOSURES**

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

- Regalia Brochure and Order Form

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### **OBITUARY**

#### **ELIZABETH (MARGARET) EAGLE**

It is with much sadness that I have to tell you all that Rona Wolstenholme's mother and long time supporter of Ronart Cars Ltd. passed away recently. She was also an active member of the club coming to many events with Rona and Arthur. I have known her since my first W152 over 12 years ago and remember in those days when Arthur was trying to establish Ronart Cars, how she would help out at every venue he attended. Typically Elizabeth and Rona could be seen on the floor polishing the bodies and blackening the tyres, Arthur nowhere to be seen, when on other stands the men were doing all the hard work. Then there was the time after doing both the May NEC Classic and the Stoneleigh Kit Car Show on the same weekend, which would need them splitting up, that catastrophe hit. They stayed at a local hotel, Arthur makes an extra journey to retrieve Rona's camera left at a hotel, it's dark and wet; Rona is driving the Cortina with the trailer and the car breaks down. This is before mobile phones and Elizabeth sets off down dark country lanes to find a farm house and call for AA rescue, only to be greeted by a farmer who thinks she is the mad axeman.

She was a dear lady and will be much missed. The club has sent flowers to Rona - *Ed*.

### **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. Always double check dates 'cos of misprints.

DATE	EVENT	DETAILS
Sat/Sun Stafford 10/11Mar	Car Craft	Bingley Hall,  Details: 01737 225857
Sun 11Mar	Classic Car Restoration Show	Harrogate, N Yorks Details: 01484 660662
<b>Sat/Sun 17/18 Mar</b>	<b>London Classic Car Show</b>	<b>Alexandra Palace. RDC exhibiting. Call Ben W for info</b>
<b>Sun 25Mar entered?</b>	<b>JEC Racing with the MGCC Powered by Jag Challenge</b>	<b>Brands Hatch, Kent Maybe 2 Ronarts</b>
<b>Sat 31Mar</b>	<b>Track Day</b>	Goodwood Race Circuit, W Sussex 2 Ronarts attending. Call: Mike K
Sat/Sun 7/8Apr	European Kit Car Show	Kent County Show Ground, Detling, Nr Maidstone: T: 01233 713878
<b>Thu 12 Apr</b>	<b>RDC Noggin &amp; Natter London region</b>	<b>Sun Inn, Dunsfold, Surrey Details: Graham Hallett T: 01737 832686</b>
<b>Mon 16Apr entered?</b>	<b>JEC Racing with the JCC Powered by Jag Challenge</b>	<b>Snetterton Maybe 2 Ronarts</b>
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: T: 01386 861400

Sat/Sun 28/29Apr	Sports Car Show	NEC Birmingham T: 0121 7804133
Sat/Sun 6/7May	Bedfordshire Classic Motor Show	Old Walden Park, Suttleworth, Beds T: 01296 631181
Sat/Sun 6/7May	Kit Car Show	Stoneleigh, Warwickshire Details: T: 01775 712100
<b>Mon 7th May</b>	<b>Auto &amp; Aero Jumble Classic cars &amp; planes</b>	<b>Popham Airfield, Nr Basingstoke, Hants Call Mike Kanter</b>
<b>Sat/Sun 12/13 May</b>	<b>Spring Autojumble</b>	<b>Beaulieu, Hants. Not to be missed. T: 01590 612345</b>
<b>Sun 13May</b>	<b>Festival of Transport</b>	<b>Memorial Park, Basingstoke Call: Mike Kanter</b>
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 27May Over 1000 01296 631181	A Day in the Park with the Automobile	Breamore House, Fordingbridge, Hants classics. T:
Sun/Mon 27/28May	Great Yorkshire Kit Car Show	Harrogate, N Yorks Details: 01272 495596
Sat/Sun 27/28 May	Classic Motor Show	Penshurst Place, Nr Tonbridge, Kent over 1000 classics. T: 01296 631181
<b>Fri-Mon France, weekend. Ronarts going-call David Small T: 01483 203588</b>	<b>Laon Trip 1-4 June Loads of</b>	<b>Dover to Laon in classic</b>
Sat 2Jun	Track Day JEC/Austin Healy Club	Castle Combe Details: 01453 842399
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<b>Sat/Sun 9/10Jun</b>	<b>JEC Racing with the AMOC Powered by Jag Challenge</b>	<b>Donington, T: 01484 660622 Maybe 2 Ronarts entered?</b>
Sun 10Jun	British Sports Car Day	Brooklands, Surrey Details: 01932 857381
Sat/Sun 16/17Jun 320721	Kit Car Show	Newark Nottingham Details: 0526
Sat/Sun 16/17Jun 755055	Le Mans 24hr Race	France - where else? Details: 01304
<b>Sun Gardens 17 Jun</b>	<b>RDC Ladies Day ' Heart of the Cotswold'</b>	<b>Sudeley Castle &amp; Winchcombe, Cheltenham Medieval jousting etc T: Mike Kanter for details</b>
<b>Thu 21 Jun</b>	<b>RDC Noggin &amp; Natter London region,</b>	<b>Sun Inn, Dunsfold, Surrey Details: Graham Hallett T: 01737 832686</b>
<b>Fri/Sat/Sun Circuit, W Info: 01243 755055</b>	<b>Festival of Speed 6/8 July</b>	<b>Goodwood Race Sussex</b>
<b>Sat/Sun 14/15Jul entered?</b>	<b>JEC Racing with the JCC Powered by Jag Challenge</b>	<b>Anglesey Maybe 2 Ronarts</b>
Sat/Sun 14/15Jul	East of England Kit Car Show	Towerlands, Braintree, Essex T: 01273 495596
Sun 22Jul	10 <sup>th</sup> Lancashire Classic	Hogton Tower T: 01484 660622
Sun 22Jul	A Day in the Park with the Automobile	Basildon Park, Nr Reading T: 01296 631181
Wed 25Jul	Track Day Kit Car Mag	Kemble, Gloucestershire Details: 01883 624964
Fri 27Jul	Track Day Which Kit	Kemble, Gloucestershire Details: 01737 225857
Sat/Sun	Car Rally & Family Fun Day	Crypt School, Gloucester
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28/29Jul		Big event!
Sat/Sun 3/4Aug,	Woodvale Int Rally	RAF Woodvale, Southport Lancs. All sorts of vehicles, model planes, boats, & T: 01704 876283
trains		
<b>Sun change 5Aug entered?</b>	<b>JEC Racing with the JCC Powered by Jag Challenge</b>	<b>Cadwell Park, possible date Maybe 2 Ronarts</b>
Sun 5Aug,	Summer Rendezvous	Hickstead Showground Hickstead Sussex T: 01737 225857
Sat/Sun 11/12Aug	West of England, Kit Car Show, Kit Car Mag	Three Counties Showground Malvern Details: 01273 5596
Sat/Sun 26/27Aug,	The Classic Motor Show	Knebworth Park, Stevenage Herts Over 2500 classics. T: 01296 631181
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
<b>Thu 6 Sep</b>	<b>RDC Noggin &amp; Natter London region</b>	<b>Sun Inn, Dunsfold, Surrey Details: Graham Hallett T: 01737 832686</b>
Wed 9 Sep	Bath to Bournemouth Classic and Sports Car Run	T: 01296 631181
Wed 12Sep	Track Day Kit Car Mag	Kemble, Gloucestershire Details: 01883 624964
<b>Fri/Sat/Sun 14/16Sep</b>	<b>Revival Meeting</b>	<b>Goodwood, W Sussex Call Mike Kanter</b>
<b>Sat 22Sep entered?</b>	<b>JEC Racing with the JCC Powered by Jag Challenge</b>	<b>Oulton Park Maybe 2 Ronarts</b>
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**  
**T: 01737**

**832686**

Sat/Sun                    Great Western Kit and  
17/18Nov                   Sports Car Show

Westpoint, Exeter, Devon  
Details: 01233 713878

**Sat/Sun**  
**17/18Nov**                   **Int Classic Motor Show**  
**7804133**                    **Sports Car Show**

**NEC Birmingham**  
**Details: 0121**

## **INSURANCE MATTERS**

**by Mike Kanter**

Following on from the previous 2 articles by Peter Langmaid, here are firms that advertise special schemes for kit and specialist cars. Don't rely on a non specialist broker because they just don't get it! Well that is my experience, I remember going to my 'usual broker' who told me "well, I think you will have to have it checked by an engineer and we will need a written report, even then they estimated a fantastically high premium. Go for several quotes because even our club recommended broker has hiked his prices some time ago as the insurance company he use to use dropped doing Kit Cars and his alternative was quite a lot more. How much should you be paying? Well as we all know it depends on your circumstances but if you are around £200 - £250 a year you're about right for a limited mileage comprehensive policy.

AW Marlow & Co  
T: 01283 740440

Secure Direct  
T: 0870 741 4727

Sureterm Direct  
T: 0700 20 20 230

Graham Sykes Insurance  
T: 0870 444 6325

Osborne & Sons (Club Broker)  
T 020 8388 6000

Footman James (JEC Broker)  
T: 0121 561 6250  
(RDC Club Broker c/w 10% discount)

Adrian Flux - T: 01553 764841  
(Perhaps the grand daddy of them all,  
but went through a period of delusions  
of grandeur)

Hill House Hammond  
T: 01733 310899

*Please let me know your broker recommendations so that other owners can benefit. Don't forget that in the event of a write off the insurance value will be hard to pin down so do make sure you have a third party evaluation certificate in place before the event. Try Ronart Cars or the club. - Ed*

## Stop Press :

*Lightning Update : Our spy at the factory tells us the guys there are working 60-70 hours a week in anticipation of the SVA test booked for 23rd April 2001 - Ed.*

### CLUB CORRESPONDENCE

*A New Feature In Which We Share With You Some Of The Material That Has Come In And Out Of The Club Since The Last Newsletter*

## I

From: easytrack@enetdesigners.com 12 January 2001 15:42  
To: mkanter@emsgroup.com  
Subject: 2001 UK Track day Calendar online.

Hi,

Well, it's been a while arriving, but the first phase of the easytrack 2001 events calendar is ready to be previewed. You can now find the first issue of our UK Track day calendar up on our website ([www.easytrack.co.uk](http://www.easytrack.co.uk)). Just follow the link from the front page. There are more to come, but this gives you a clear idea of what we'll be offering in the way of UK circuits.

The calendar for safe-environment airfield days will be launched later this month, as with extra European trips and the new website that will offer an easy booking system. You'll be able to book places on events, purchase helmets and track day & personal accident cover, choose yourself an instructor, explore all the news in the track day and motoring world with [www.circuitdriver.com](http://www.circuitdriver.com) (have you checked this site yet? If not do so!) and a whole lot more.

We'll also be offering the facility to search and book other approved organiser days, making [www.easytrack.co.uk](http://www.easytrack.co.uk) a true internet portal for the track day driver.

The site has details of how to reserve places at any of the days, so we look forward to seeing you on track sometime in 2001!

Thanks and safe motoring, all easytrack days are run in accordance with, and beyond

the safety rules of the Association of Track Day Organisers, of which easytrack is an active Member.

Carmen, Claire, Lisa, Tony, Richard, Graham, Mark and Marcus. Team Easytrack.

*The internet makes spreading this kind of news very easy and efficient, do take a look if you are on-line - Ed*

## II

“Hazeldene, Brighton Road, Lower Kingswood, Tadworth, Surrey KT20 6SB”

Graham Searle Esq.  
Jaguar Enthusiasts' Club  
The Old Library  
113A Gloucester Road North  
Filton, Bristol  
BS34 7PU

8th February, 2001

Dear Mr Searle,

I am sorry that Replica & Specials Magazine has not survived as an independent entity. I have enjoyed the few issues. However, as a member of that minority group of non-kosher Jaguar enthusiasts, I am pleased that you are going to incorporate material for replicas and specials into the main magazine.

If we Ronarts get as hearty a welcome as we have enjoyed from the JEC Racing boys I think we will be very happy with this development.

Yours sincerely

Graham Hallett  
Webmaster, Ronart Drivers' Club  
[www.ronartdriversclub.com](http://www.ronartdriversclub.com)

*It seems that the circulation of the JEC Replica and Specials Magazine dwindled to about 130 world-wide and articles were difficult to come up with. Part of the reason no doubt was that some of the more active marquees already had their own*

### III

“Hazeldene, Brighton Road, Lower Kingswood, Tadworth, Surrey KT20 6SB”

The Editor  
Kit-Car Magazine  
PO Box 2517  
Henfield  
BN5 9NL

8th February, 2001

Dear Sir,

I belatedly saw an autumn issue of Kit-Car in which you showed several cars which appeared at the Motor Show, including the new Ronart Lightning.

Your writer was not complimentary, but more importantly was incorrect in saying that the Lightning is Jag-based. The traditional W152 was, of course, based on Jaguar XK or V12 donors, but that was when it was sold as kit subject to SVA. The last orders for kits were taken by the factory in 2000, and in future all Ronarts will be factory-built as new cars. Jaguar apparently will not sell new engines to other manufacturers, but Ford will, and so for the foreseeable future Ronarts will have to be Ford V8-powered.

We enthusiasts for the retro W152 were afraid that we would be the last of the line, but fortunately there will be a Mark 3. The Lightning is a very different car, and aimed more at the typical TVR or XK8 owner, but I must say that I think it is a bit unfair of your writer to slate the Lightning before he has had a chance to drive it and see it on the road.

We are sorry in a way to see kit car manufacturers move upwards and away from their origins (as TVR did), but we still hope to welcome many future Ronart owners to our Club because a Ronart will always be the choice of an individualist.

Yours faithfully

Graham Hallett

[www.ronartdriversclub.com](http://www.ronartdriversclub.com)

*Well done Graham! Now that we have the role of Club PR active our profile should improve, this should have several spin offs, but that's another story - Ed*



Chris when he was the proud owner of 'The Red lady'

## **MEMBER'S LETTER**

From Chris Shuldham-Shaw,  
27 September 2000

*Dear Mike,*

Thank you for sending the recent copy of the RDC Magazine, reading it really did stimulate pangs of nostalgia and regret. Yes. I still miss the mighty Red Lady and am only pleased that she is still being well looked after and developed by Nick Sonley.

Looking back through my copies of the RDC magazine, it is nice to feel that my "Snippets" were found to be acceptable fodder for inclusion. And the articles seem to go on coming from an increasingly large number of owners and on an increasingly broad list of subjects. In particular, it is good to see so many enthusiastic Ronarters turning up for meetings and shows. Also there seems to be a bit of a trend starting for new owners to be inserting some pretty incredible motors in their steeds. 6.7 litres did I read? Sacree vache! It was hard enough to keep my rear wheels on the road with a normal 4.2, so goodness knows how that chap is coping. The 152's road holding was never its strongest point so he must be almost permanently sideways on.

With some experience of other clubs now, I am also very keenly aware of the fact that the RDC would not be possible without the continuing and untiring efforts of a

very small band of enthusiasts not least the editor, treasurer (et fils), who have been doing an amazing job for so many years now. Appreciating the difficulties being experienced by the Royale Club officers to establish a lively organisation and well stocked magazine, all credit to all those who are doing so much for Ronart!

After numerous setbacks and various teething problems, all of which are par for the course with car building, my Sabre is now pretty well complete and undergoing road trials. No quick trips to France with only 500 miles on the clock this time. With so many electronics and electrics on a Granada Ghia based car I am constantly aware of the extent to which progress is dependent on goodness knows how many dozens of crimped joints, fuses and personalised circuits added over the place. So mileage is being built up very slowly to gain confidence in the car and myself. What a difference between the Red Lady with little more than a thumping great engine, three vast carbs and a few lights. Well I suppose there was more to it than that but you know what I mean. Actually the Sabre is a fine car with very elegant looks and a surprisingly refined ride. However, our son describes it as the perfect tourer for a couple of boring old farts like us, and I suppose he is right to the extent that *it does not* have that huge, head turning, orgasmic emotion of the Ronart something I still miss. I'm referring to the car, Mike!

I am afraid I have rather lost touch with Arthur and on the last occasion that I gave him a call he sounded uncharacteristically rushed and tense. No doubt the development of a fullblown manufactured car which will be bought at high cost by hard nosed buyers expecting a top quality product with full warranty cover is proving a bit more problematic than a relatively simple kit to be assembled by a group of mechanically minded and remarkably forgiving enthusiasts.

As on the previous three occasions, we are seriously considering coming to the Christmas Dinner, but Cambridge is a 5.5 hour journey from Devon and despite the comforts of the "Blue Lady" it is not a trip to be taken lightly. We may try and combine it with a visit to our friends in Ely and when we see them in a week's time we will sound them out.

Nick Sonley continues to keep in touch and has recently sent me photos of the smart new interior that he has installed in the Red Lady or "Doris" as she now is. I was rash enough to make a comment on the lines of, "What kind of a name is that for such a wonderful beast" only to be told rather smartly that his recently deceased Mum was called Doris and the car has been named after her. That'll teach me!

Please give my regards to Henry and I hope that at some time or another we may meet up again and be able to swap a few automotive tales.

P.S. Reading the Spanish trip story and others before it, I found myself wondering whether all those owners wives actually enjoy being air blasted, boiled, frozen and

soaked at regular Intervals or whether they are simply being stoically loyal to their damned carmad husbands?

I was also amused to read the gravel incident in the story. It reminded me of when Ursula and I entered a new section of 'gravillions' at about 65 mph some where in France. Two huge fountains of chippings poured up from the front wheels and proceeded to dump themselves all over the car and us. Quite alarming really and apart from paint chips we were finding small stones in the oddest of places for weeks afterwards even in our pockets. Ah! Them's were the days!

## INTERVIEW TIME

by Mike Kanter

This is a new planned series in which I chat to an owner or ex owner and hopefully something of interest comes out of it.

Introducing: **John Arnold**

John used to be an owner/builder in the early Mk1 days, I came across him again at the Mallory Park JEC practice session in February 2000. He was the man that briefed us on what we were allowed to do on the track and what we were not allowed to do. Clearly he was an expert although at that moment in time I had no idea why I needed all this advice. We arranged to talk later but with all the fun of the day, that went by the way.

Some months later I noticed that he was listed in the results sheet from some of the JEC racing events so I called the organizers who fortunately I knew, and they gave me his telephone number.

“So tell me about those Ronarts that you built John”, I says.

My first car was chassis number 007 I seem to recall, he started. I took it to Miami and then drove to San Francisco in 5 weeks. On the way I had arranged to show it at various Motor Shows. It won Car of the Show at Kissimmee in Florida. I could not obtain the price I wanted for the car in California and eventually sold it to a contact in Miami, the end customer was in South America I believe.

Four months later I received a call from Miami for another car for the same customer. I had messed around selling old cars to folks in the USA, so I had a few contacts out there. Just who the customer was, who knows? It was to be kept a secret. This time I built a V12, it was shipped to Marsten Airfield in Kent, then left in a Dakota, to go to America via Germany. No record of the chassis number was kept.

I had planned to make a business out of Ronarts but I found it difficult dealing with the company, you see I had to be able to meet time scales and Ronart Cars was not scaled up for this. Racing them was on the cards but Spyder did not like the idea of modifying the chassis. However I did later help finish off a couple of W152s for Ronart Cars.

*So there, if you hear your phone ring members, it could be seeking another hair-raising tale. John's comments have been highly edited - Ed.*

### **CLUB ACCOUNTS**

**For the years ended February 1998 and 1998**

*Adopted at the 2000 Annual General Meeting*



<b><u>RONART DRIVERS CLUB</u></b>					
<b><u>INCOME AND EXPENDITURE ACCOUNT (DRAFT)</u></b>					
<b><u>YEARS ENDED 28TH FEBRUARY 1998 AND 1999</u></b>					
			<b><u>1998</u></b>		<b><u>1999</u></b>
<b>INCOME</b>					
Membership Fees			1528		1160
Raffle			48		137
Regalia			301		268
Bank Interest			3		29
			<u>1880</u>		<u>1594</u>
<b>EXPENDITURE</b>					
Postage, Stationery & Photocopying			324		558
Sundry			17		-4
Display Equipment			245		717
Regalia			187		289
Exhibition Costs			178		220
			<u>951</u>		<u>1780</u>
Excess of income over expenditure			<u>929</u>		<u>-186</u>
<b>ASSETS HELD</b>					
Cash at Bank			1643		1451
Stock of Regalia			280		195
Exhibition Equipment @ cost			967		1684

Note:- The club still continues to be subsidised by Mike Kanter and Henry Weitzmann

## **RONART REGISTER**

**by Peter Langmaid**

*Belated Festive Greetings from the Register to one and all  
as yet another year bids us all farewell!*

## Looking back!

On the 'Millenium Year' I am pleased to say that overall the register is making slow but steady progress with quite a few of the older queries having been sorted out. However 2001 so far has seen little advancement but it is hoped that Ronart Cars Ltd. will be helping to fill in the gaps.

I did receive several photographs from Graham Hallet on chassis 63, and also from David Small on chassis number 80.

By the way, chassis number 84 is the highest known to date – however a W152 V12 is presently under construction by Ronart cars Ltd, and the lucky owner will be advising the chassis number as soon as delivery is made in the Spring. NB: Full details of this car will be in the next register report – well worth waiting for!

David Lyons rang to have a chat about Ronarts in general and also to advise of the new registration number for chassis number 31, for which many thanks. David has also provided some more photos of his car to webmaster Graham, and these can soon be seen on the club website.

## Modifications!

Herewith the list of W152 modifications known to me since the very first set of 12 chassis were produced. The first change came very early on when the 'rose-jointed' steering links reverted back to the original Jaguar track rod end, and the rose-joint on the anti-roll bar was replaced with an oilon clamp. These changes were made officially from chassis number 11 onwards though I understand some of the lower chassis owners did in fact receive the revised parts.

### Part 1 - Rear Drive and Suspension

*Chassis number 12 onwards:*

- Rear turret aperture increased to allow the upper threaded shaft of the shock absorber to pass through (early builders had to drill this out themselves).
- Rear shock absorber lower wishbone fixing changed to ¾" from ½", making the bushes (item 0039) redundant
- Differential mounting bushes changed to a stiffer item to reduce diff movement under full power loads (the originals had holes in them).
- Rear spring rating increased to 320lbs/sq inch.
- Strengthening flanges added to rear turrets.
- Rear wing stays chassis mounting points strengthened.

*Chassis number 027 onwards:*

- improvement in the alignment of the differential carriers with the bottom plate.\*
- Introduction of a full differential cage assembly front and rear – lugs added to differential carriers.

\*Note: I recently had to replace my front diff carrier, it was noted that the holes did not align on the replacement, whereas the item supplied with the original (chassis 022) were a perfect fit.

*Chassis number 032 onwards:*

- chassis modified to allow greater diff cage clearance at the top (a scallop inserted under the top section)

*Chassis number 036 onwards:*

- top diff plate to rear bracket fixing changed from single 6” bolt to two 1” x 3/8<sup>th</sup> UNF bushed fit.
- grease nipples inserted into radius arms as standard.

*Chassis number 043 onwards:*

- lower shock absorber bushes – hardness increased
- rear differential plate hole and rear cage bracket bush size changed from 7/16<sup>th</sup> to 3/8<sup>th</sup>

*Chassis number 048 onwards:*

- top differential bracket now in two pieces to ease assembly. The original Jaguar conical mounting bolts used to secure plate to top of differential casing.
- front differential carrier modified to increase strength – the return flange thickness increased. This was due to failure of the part on two customer’s cars

The next register report will I hope include further details of more cars being added to the register, and I will continue with the list of modifications to the Series 1 cars.

Disclaimer : The views expressed within this publication are not necessarily those of the club, of the club officers, or of the editor. Furthermore, the club cannot and will not be held in any way responsible for any circumstances arising from views expressed therein, be they direct or indirect.

## MEMBERS NEWS

### NEW MEMBERS

**MIKE MCMANUS**

**BARRIE CANNON**

**Mike** comes from Northumberland but that has nothing to do with it because the

W152-S6 in question is in Northamptonshire. It belonged to his brother Allan, who passed away recently; we offered our sympathies in the last newsletter. The car is now a none runner and has stood for a while, this is all reflected in the price that Mike is looking for, which is I believe is around £7K. It's a Mk1 chassis number 6 and Ed. has some photos which can be sent by e-mail if required. Call Mike on 01661 842748.

**Barrie** has a brand new Mercedes silver W152 S6 with triple SUs; hot from Ronart Cars last June. He comes from Romford in Essex. The car features a side mounted spare wheel, a passenger headrest AND wait for it, a rear bumper. For the statistically minded Barrie is club member number 70 and has chassis number 84. Of course there is another unusual W152 in Romford, that of David Dodd, him of the outside handbrake. Barrie was soon out and about in his car and tells me it has already won prizes at some car shows. He is keen to meet other members so do take a look at the calendar of events Barrie; maybe you can make the Noggin & Natter evenings? Now you must send us a pic for publication of that rear bumper Barrie.

### **OLD MEMBERS**

**Carl Marsch** who hangs out near L.A, California, is looking for a low cost W152 to ship over to USA, one into which he can put a US V8. Having found one on our website (see Mike McManus) he now finds out about the Californian import restrictions. Like the rest of Europe, the "car" is regarded as a commodity product and is surrounded by bureaucracy and regulations; our world no longer caters for individuals. Carl will be meeting us again at Laon on this year's overseas trip. By the way if anybody would like to buy his villa in Tuscany, Italy, it's up for sale at around \$250K.

**Arthur Wolstenholme** has hinted that there is a remote possibility that the Jaguar based W152 could be made available again but we are not allowed to spread rumours to this effect

**Jerry Hunter** wishes to sell his First Stage MkII Kit and Jaguar parts: Ronart chassis, shock absorbers, and steering rack. 4.2L engine, manual gearbox, triple carbs. Injection kit option. Needs final stage kit. Price £6K/offers Tel : 01283 704108/07790 588047

**Roger Threlfall** wrote to say that he plans to come on the Ladies Day in July and mentioned that he can offer excellent BB facilities reasonably near the Castle at Cove House, Ashton Keynes, Wiltshire T: 01285 861226. It's the southern half of a manor house in a tranquil village right next to a motor way (only kidding about the motor way!). It sounds really nice but be quick as they cater for 4 people only.

**Graham Frost** wrote to enquire how many ladies would be available at Ladies Day and could he have a leaflet.

**Mike Titterton** wrote kindly to say that the Classic Car Weekly prints an up to date list of garages that stock leaded petrol, every week, with an email address to help

keep in touch. Thanks Mike, that's another job I do have to figure out now.

**Brian Preston** is calling it a day with the UK and is moving to the Island of Ibiza in Spain in May. His silver W152 is still up for sale and he's provided us with the photo on the right. The beast can be seen on the web site.



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