

Issue No. 33

Humps and Pipes

April - June 2001

HUMPS AND PIPES

QUARTERLY NEWSLETTER OF THE RONART DRIVERS' CLUB

ISSUE 33 April - June 2001

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Cover Page: Laon 2001 - Only Evian is good enough for Ronarts

FROM THE EDITOR

Apologies for the latest of the newsletter once again, this times excuse is that I have been waiting for a major Lighting update, which I am pleased to say has been worth hanging on for. Check out Arthur's revelations in these pages.

Humps and Pipes – for quite some time I have thought 'what a boring title our newsletter has; there you are you see, you can't even remember what its called. Thought of "The Ronart Boys" but Henry W says that is too reminiscent of "The Bentley Boys". So I put the issue to my wife Ros who comes up with a string of ideas, and wow !! Humps and Pipes.

Tracking along – if you haven't experienced the fun of driving off road, on private tarmac, you couldn't do better than consider doing one of these track events that are held up and down the country. But do remember they age your car so give it a good check over before taking it along. For instance if you have a bit of an oil leak, rest assured after your bursts around the track it will be a lot worse. Any road up Tony (I've got a silver one) Legon has been known to enjoy such days out and I am indebted to him for helping me acquire some bolt on exhaust bits to reduce my noise output to meet the regs at Goodwood. The price HE had to pay was to say "yes" to my suggestion that he becomes a reference source for others who may need advice on using their car on the track, so any questions? Try Tony whose contact details will forever be shown on the back of the newsletters.

Car Care – Auto Glym have been promising me the enclosed brochure for months and finally it has arrived, it is full of very useful tips so do take the time to read it.

Laon Trip (1st/2nd June-4th June 2001) – bearing in mind that this was an overseas trip this had to be the best supported event ever really, a staggering 13 members came along, 12 were in their Ronarts, one in a Stag and a friend in a beautiful prepared 1972 MG Magnet. We will be serialising (read ‘boring’ for those that did not come) the write up on the trip in the next two newsletters, once the report is finished. But we have loads of pics so take a look further into the newsletter. Yep we did have breakdowns but that’s what these kind of events naturally include when you are Jag based, is it not? The camaraderie in fixing them had to be seen to be believed. For those of you that did not make it I seriously recommend the Laon Circuit Historique for next year, the organising company ‘Continental Tours’ run it every year, some 400 classics turn up from all over Europe, although it has to be said they are mainly from France and the UK. My guess was that the largest single mark attendance was, ya you guessed it, the Ronart W152 although there were a lot of MGs around.

Ladies Day, Studeley Castle in the heart of the Cotswolds (Sun 17 June 2001) – let’s do it again next year were the echoes I have coming back from the club visit. What a great venue, unbelievable value at about £5 entry fee when you think of the medieval jousting thrown in. Despite the over cast weather W152s (note the use of the model number: getting into practice as we can soon expect to see Lightnings turning up at our meetings) belonging to; Gren Campbell (& Clare, Amber, Brian & Claire’s mum in their gold Rolls Royce), Scott Sykes (& Mandy), David Small (& Sue), Tony Legon (& Lesley, Rhys, Rachel, Paul and Claire) plus Mike Kanter (& Ros, James, Ben, Bruce) in his camper van. This was because he needed to give it a run for the first time this year before leaving for France in a couple of weeks time (and just as well as it broke down with ignition problems; would you believe a new coil had it running again? How often does a coil go on you?). David, Tony and Mike stayed in a wonderful pub (what food!) the night before so we had 13 for dinner). We highly recommend the Hollow Bottom Inn at Guiting Power, if you want a delightful weekend in this most pretty village. They even let the young boys in our party camp free of charge in the field at the back of the pub.

The London Classic Motor Show (17 & 18th March 2001) –at Alexandra Palace, saw our usual club stand which was well supported by members manning it. There was David Mansfield, Ben and Henry Weitzmann, David Lyons, Graham Hallett, Tony Legon, myself and it would have been poor old David Small as well but his W152 broke down on the way. What was particularly interesting was the number of genuine visitors to our stand who wanted to become Ronart owners one way or another. The result was that 2 of the members W152s, that were up for sale, were actual sold as a result of this. Members David Dodd and Roger Goswell popped over to spend time chatting as well. Bargain of the day was a 1971 Rover P5B in concourse form for £9K9; when you think what little you can buy for that kind of money in a new car, it’s a joke.

London Noggin & Natter Evenings - the first of this year’s events on 12th April at The Sun Inn, Dunsfold, Surrey was a great success. The second on 21st June was even better as it was a fine evening. Don’t miss Graham’s write up in this newsletter.

International Classic Motor Show, NEC (17/18 Nov) - we’ve applied for a stand and been given the nod that this year we’ve been allotted a place. We need

two/three local cars for our display and help manning the stand so PLEASE give myself or Ben a call.

Silverstone Historic Festival (24/26 Aug) - David Small has volunteered to organise a club presence at this grand event that was the Coy's Historic Festival for the last few years. The organisers have agreed to us having a club pitch, so if you are planning to go do give David a call on 01483 203588. Camping will be permitted overnight on the pitch as long as taken down first thing in the morning. A brochure has been included with this newsletter.

Donington Kit & Performance Show (1/2 Sep) – labelled our Summer Event, not too many of you returned slips saying you were thinking of attending. A combination of memories of the exceedingly wet weekend we had to endure there the year before last, together with the sheer distance for those in the South, has no doubt taken its toll. I'm not keen on dragging up the van 150 miles with all the club stuff for such a possible low attendance, so I have asked David Small to call those who did return slips to advise them of the Silverstone met which is the weekend before. Bearing all this in mind the event is still in the calendar and I will attend, as my memories of this event are excellent. Nobody indicated that they were planning to camp over the weekend, so do call me if you are now considering this.

Christmas Luncheon (2nd Dec) **and AGM** (1st Dec) Its been booked at the Royal Cambridge Hotel, the same as last year. A notice has been prepared and will be sent separately. This year we will even be booking a restaurant the evening before so that those that attend the AGM and want to nosh afterwards can get-together. We will try not to repeat last year's activity when 22 hungry Ronarters could be seen mooching around town looking for a place that could take us all in and feed us.

2002 Continental trips?

- One of our German members (Wolfgang Doell) suggests we go to *Nurburgring* next August when we can take our cars on the 16 mile amazing circuit during their fabulous 3 day motoring speed festival (known as the 'old timer grandprix'). I have found out that Continental Car Tours (the guys that did the Laon trip this year) actually offer this as a standard package. If we are to do this we need a volunteer this side of the channel to organise us in conjunction with say Continental Car Tours and Wolfgang – *any volunteer please?*
- Then there is our French member (Jacques Grandjean) brilliant suggestion that we go to *Corsica*. The idea would be to put the cars on the train down to Nice to maximise the time down there, then take the ferry over to Corsica where he knows a wonderful area in to which we could plumb ourselves. David Mansfield is keen to organise this one so you might give him a call on T: 01763 852115.

Summer's here at last ! *Mike*

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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 organisers of these events have been in touch with the club.

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
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
Fri/Sat/Sun 27-28Jul	St Helens Vintage & Classic Car Show	Sherdley Park, St Helens, Merseyside Plus 'everything' for the family
Sat/Sun 28/29Jul	Car Rally & Family Fun Day	Crypt School, Gloucester Big event!
Sat/Sun 3/4Aug vehicles, & trains	Woodvale Int Rally	RAF Woodvale, Southport, Lancs. All types of model planes, boats, T: 01704 876283
Sun 5Aug	JEC Racing with the JCC Powered by Jag Challenge	Cadwell Park, possible date change 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 01273 95596
Sun 19Aug	JEC Racing with the JCC Challenge	Snetterton, possible date change Powered by Jag Maybe 2 Ronarts entered?
Sat/Sun 26/27Aug	The Classic Motor Show	Knebworth Park, Stevenage, Herts Over 2500 classics.

Sat/Sun 26/27Aug	The Silverstone Historic	Silverstone, Nothamptonshire. Call David Small 01483 203588
Wed 29Aug	Track Day Kit Car Mag	Kemble, Gloucestershire Details: 01883 624964
Sat/Sun 1/2Sep	National Kit & Performance Car Show	Donington RDC attending, call Mike K or the organisers on T: 01375 225857 Recommended
Thu 6 Sep	RDC Noggin & Natter London region	Sun Inn, Dunsfold, Surrey Details: Graham Hallett T: 01737 832686
Sun 9Sep	Bath to Bournemouth Classic and Sports Car Run	T: 01296 631181
Wed 9Sep Baldock & good day out	Car Heaven Vintage, veteran & classics	Church Farm, Steeple Morden Off A505 between Royston A
Wed 12Sep	Track Day Kit Car Mag	Kemble, Gloucestershire Details: 01883 624964
Fri 14Sep	Track day	Donington Park, Easytrack T: 01235 751109
Fri/Sat/Sun 14/15/16Sep	Revival Meeting	Goodwood, W Sussex Call Mike Kanter
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 T: 01737 832686
Sat/Sun 17/18Nov	Great Western Kit and Sports Car Show	Westpoint, Exeter, Devon Details: 01233 713878
Sat/Sun 17/18Nov	Int. Classic Motor Show Sports Car Show	NEC Birmingham Details: 0121 7804133

		Ronarts needed
Sun 21Nov	Joint Jag Clubs Spares Day	NAC, Stoneliagh Warwickshire
Sun 25Nov	Autojumble	Hooton Park, Ellesmere Port Details: 01484 660622
Sat 1 Dec	Club AGM	Royal Cambridge Hotel, 6.00pm See below.
Sun 2Dec	RDC Christmas Luncheon Royal Cambridge Hotel, Cambridge. The 'Lightning' will attend. Guest speakers: Arthur Wolstenholme and ? Details: Benjamin Weitzmann / Mike Kanter.	

NOGGIN & NATTER EVENING

by **Graham Hallett,**

So far we have not been blessed by weather for the Southern Area N&N gatherings at the Sun in Dunsfold, but this time (12 April) we did not get soaked - it was just a bit chilly and damp. Nevertheless we gathered 7 interesting cars including 5 W152s (David Lyons, Frederick Trodd, Chris Bellhouse, Tony Legon and yours truly).

We must be getting old, because there were some grumbles about Dunsfold being in the middle of nowhere and miles from the M25/M3 !?! No eulogies to the joys of storming the Surrey lanes. The prize for the longest journey must, I think belong to the Chris'es Bellhouse (Mr & Mrs) who arrived from Maidstone, in crash helmets as usual, in their superfast TWR V12 W152.

It was very good to see both Mike and Ros Kanter who gave up a candlelit supper for a dubious paella (for your future reference, generally the snacks are pretty good at the Sun). They arrived in the comfort of their lovely new AJ6-engined convertible XJS as the W152 dashboard wiring was undergoing some work.

David Small was reduced to his faithful Daimler Dart owing to ongoing tragic problems with his W152 engine. Hopefully all that will be over and done with in time for the Laon trip. I have to report that, fortunately during my gearbox change when the engine was out, I also had serious head gasket problems. I had noticed seepage down both sides of the block so I had asked my man Brian Ball (fast becoming a Ronart expert, having had my car for about 8 weeks, and subsequently doing the same job on new member Roger Goswell's ex-Clive Studd car in about 2 weeks!) to change the head gasket. What he found was a very cheap gasket, a poorly faced block and head, and leaks from every head stud, outwards fortunately. He also identified the common feature of cheap, stretched head studs, all of which were replaced by new original Jaguar components at considerable cost - but surely

not worth a compromise. Not only did we see David's Daimler, but also we were delighted to meet Hugh Shearer and two companions in a very rare blown Healey-Silverstone. Hugh is actually a member because he nearly bought a W152 but at the crucial moment he had the opportunity to buy this car which he had hankered after since the 60's. We certainly hope we will have Hugh's company again at Dunsfold, whether he maintains his membership or not - it's a free country after all. Or is it? Under European law it is now illegal (£1000 fine) to sport Union Jack badges such as many of us wear on our bonnet sides, because they are overtly nationalistic! I wonder if the police will miraculously find time to enforce this one?

Finally a word about Tony Legon who always arrives last, but also stays to the bitter end and gets home first. We are lucky (perhaps?) in being the two closest W152s in the world. Despite being in the throes of moving house, I showed Tony a flapping rear wing and he abandoned packing cases, got out his welding kit and we removed my rear-end, and repaired one of my brackets. I was very grateful, and if his wife Leslie was at all put out by the wasted time, it certainly did not show.

Anyway, during their move my garage had the privilege of housing 2 W152s plus all my V12 engines and gearboxes. The Legons have now moved, from one mile north of me to one mile south. So M25 Junction 8 is a Ronart landmark.

Next Dunsfold N&N was to be Thursday evening, 21st June with drinks etc outside - weather permitting!

Another fine gathering of Southern Ronarts took place in the wilds of Surrey on a fine and balmy evening this time. I am often asked why Dunsfold? Well, it's not because it's on my doorstep because that would be no fun. (It's about 15 miles from me.) We do like a little blast through the lanes on the way back while there is little traffic - don't we?

The prize for the longest journey this time went to David Mansfield and son, who came all the way from Royston. There were 6 other W152s - Freddie Trodd, David Lyons, Tony Legon, and mine, plus two welcome new additions - Roger Goswell's silver Mark 2, and Carl Rasey whose newly completed green Mark 1 was notable on slim 185x15 matching coloured wires. It's amazing how different they all sound and great to see them all together.

Our founder Mike Kanter arrived straight from work, immaculate, in his XJS Convertible and so did Henry and Jane W. Finally we were also joined by Chris and Ailsa Logue in their lovely MG Magnette. We met them on the Laon trip, and Chris is now quite an experienced Ronart driver following a perfect track day at Goodwood sharing the driving of my red W152. Chris lapped at 1'50" (78mph ave.) and I managed 1'55" (74mph) both consistently. Anyway we all had a congenial chat, a few drinks and a bite of supper on the green, and the consensus was that a good time was had by all.

Next Dunsfold meet is Thursday 6th September, but if you cannot survive that long, one or two Ronarts may be at the local JEC at the Fairmile, Cobham, Surrey on July

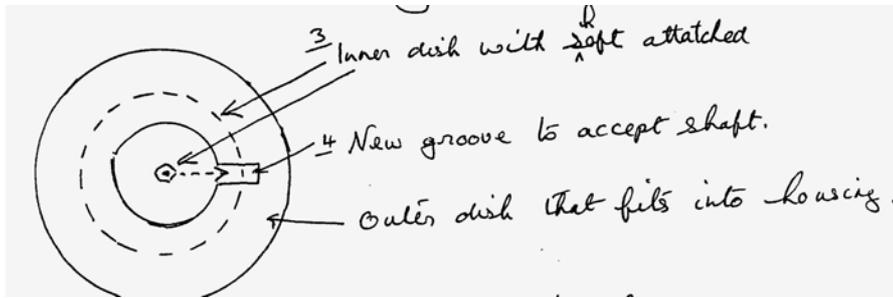
19th and August 16th evenings, and at Polesden Lacy on Sunday afternoon 2nd September. See you there?

RACING MIRRORS

by Peter Jordan

I went to the Silverstone Coys 50 years of Formula 1 meeting at the end of July 2000. Being a new member of the club, it was nice to meet fellow owners for the first time.

One or two mentioned how their racing mirrors on the near side never gave a proper view, because they could not be turned in enough. I had the same problem, so when I got home set out to solve it.



4. Cut groove out to accept the width of the shaft, about $\frac{1}{4}$ inch at a time and test for depth.

5. Drill a small hole through this part of the body, just above the bottom of the spring. Place a split pin through. This keeps the spring in place when it is tilted into the new groove.

6. Assemble and adjust, you should now be able to see down the near side from the drivers position.





LIGHTNING TIMES

by Arthur Wolstenholme, Managing Director Ronart Cars Ltd

Hello to all, Mike asked me to write a few lines about what is happening at the factory so I have written about this years activity so far and also have written some technical details on the Lightning. It was very nice to see all those who attended the Christmas Lunch, seeing many of you again after some years.

During that excellent Christmas Lunch last year I mentioned that we had just started to change some of the design following the Lightning as seen at the Motor Show. We critically self-examined the car and were not however satisfied with the design.

Since the Motor Show we have made the car smaller by taking off four inches from the wheelbase. This radically altered the whole aesthetics of design and a complete radical redesign of the whole of the body had to be carried out. In some cases changing curvature of panels quite radically. The car became shorter, lower, thinner and to the eye, a much different car. We still retained the concept however of the original design as shown in 1999.

These two pictures of the Lightning were taken prior to testing in June.

These changes, although at a time where we needed to progress, were however necessary. When the changes had been completed all who saw the car were fully in agreement with the result and we are now extremely pleased with the final



design. All these changes were carried out during a six week period taking in the Christmas and New Year holidays. I think we almost had a McDonalds Christmas dinner !!!!

By January the production moulds had started to be manufactured and in late Feb/March we started to build the first body in carbon fibre. April and May saw the car being assembled and painted and starting to look really well. At the end of May the car was under test and June has seen the car undergo extensive setting up of the suspension and steering and testing to give the car the optimum in road-holding characteristics. During the month of July we shall be driving and demonstrating the car and I have invited Mike to carry out an independent assessment and test report for the RDC. Building work on site has been going on recently in creating the production line and paint shop ready for production in the coming months. The composite body shop and the chassis shop has already been put in place and we shall move the office in the coming weeks.



This picture shows the body buck and mouldings being prepared.

The Lightning has been driven

hundreds of miles but I personally have only driven the car briefly on the public roads in Peterborough. The car attracted much attention, even more so as we had no number plates on (quite legal if on SVA work) but avoided the attention of the boys in blue. I was amazed at how little wind there is in the cockpit with door windows down and speeds aboveer ... at a nice cruising speed !!!! The Lightning is very lightweight such that the acceleration performance is excellent. The car actually weighed in at just 1106 Kgs (including a full 16gallon fuel tank) which for such a large sized sports car is very light. Weight distribution is apparently spot-on for the best road handling characteristics. It will certainly out perform the opposition and I am really looking forward to extensive driving of the car.

Some technical notes covering the major points of the car:-

The steering is positive and really nice to the touch, responsive but very stable at high speeds with no twitchiness or undesirable exciting moments!!. The turning circle is incredibly small for such a car. Of course we have power steering, which copes admirably with the large 18 inch alloys shod with 235 and 255 tyres front

and rear respectively.

A double wishbone arrangement front and rear with coil-over-shocks is fitted, The suspension arms have metalastic bushes where connecting to the chassis but polyurethane bushes are used on the rear upright. All of the uprights and wishbones are fabricated items by Ronart. They use the Jaguar ball joints and track rod ends due to the heavy duty nature of these items.

AP racing have been utilised for the braking system which features large 4 pot aluminium callipers coupled to large 330mm ventilated discs on the front. The rear braking system has two pot callipers with a large ventilated disc and features an integral handbrake drum brake situated within the rear hub acting upon the same ventilated disc. By using this arrangement in collaboration with an automatic handbrake lever we have a handbrake that actually works very well, unlike the Jaguar based one !!! In common with the W152 we have used an adjustable pedal box very similar to the W152 but have fitted the single power servo vacuum device onto the pedal box and connected to a tandem master cylinder gives the necessary twin circuit braking line. Due to more space being available we can use a single servo vacuum.



The chassis is a

multi-tubular backbone space-frame similar in concept

to the W152 chassis.

The differential chosen for the Lightning is the BTR HydraTrak. This has an excellent recommendation and has been used by TVR racing for some years now. The standard limited slip differential allows for greater traction on poor surfaces when one wheel slips, this usually comes into operation with a sudden movement of the slip. The HydraTrak is different in that it allows the slip operation to progressively be applied thus allowing for much greater cornering speeds when slip occurs.

Ford universal drive shafts are employed on each side of the axle. The differential is then mounted in rubber and affixed to the chassis which lessens the sprung weight of the rear axle. ZF manufacture for us the steering rack and with a turns lock of 2.8 gives the Lightning excellent steering characteristics and turning circle. It is mounted on rubber bushes and the column is extended up to the upper steering column. This Ford unit has adjustments not only in height but also in rake and reach, and also has the essential safety features built into the design.

The engine, as most will have heard is the superb 4.6 litre Mustang Cobra V8. This gives some 325 plus bhp. It is all aluminium and for its sheer size is quite lightweight. It is coupled up to a T45 manual gearbox which is 5 speed. The reliability and specification of the engine is brilliant and we have been lucky in having designed the car around this power plant.

The picture shows what the engine is like with the bonnet removed



An exhaust system was a difficult item to design but utilising the cats and sensors supplied with the engine has made sense. The two catalytic converters are positioned near to the engine manifold and the gases go down exhaust tubes routed through the chassis in the centre of the car to the back boot area where two silencers feed four large tail pipes. The rear view of the car gives the car that important look of the three P's.

Power
Performance and
Presence.

The concept of having four large tail pipes harks back to the old E type which is where the influence came. The sound of the V8 is wonderful but to my trained earnot loud enough !!! The exhaust of the test car actually measured at some 4 Db's points below the allowed level. We will have to tune the silencers for the customers

requirement!!.

Cooling of the engine is provided by Serk Marston, the construction is all lightweight aluminium and has two state of the art, very latest design, Kenlowe fans fitted. Reliability is a key factor in the design of the Lightning and by fitting this engine and ancillaries we have significantly fitted most of the car with fully tested and warranted Ford parts. For example. With the engine shipment we are supplied the gearbox and sensors/drive, the exhaust catalytic converters and manifolds and sensors, the fuel sender and pump and filter unit, the steering pump, air-conditioning pump, water hoses, all the ancillaries for the engine, the full wiring loom containing all the fuse boxes and relays, the instrument panel clocks and gauges and sensors, and the sophisticated alarm and locking and security system.

We also utilise an adjustable Ford steering column and safety door central locking system locks and Ford inner and outer door handles. By designing in to use all of these proven and warranted components we are designing in reliability.

The seats we have chosen are Recaro. These are very comfortable and have electrical operation of both height and rake adjustment. For extra comfort we have air fan assisted cooling and heating of each seat as an integral unit. The seating position with regard to the controls and column is excellent with all in line and minimal offset angle as against fairly high offsets that many sports cars have. Not only is the seat adjustable in height, reach and rake but both the column (adjustable in reach and height) and the pedal box may also be adjustable. You should be able to move the drivers position to enable the gearlever to be at the optimum reach !!!

A new windscreen was specifically made and designed for the car and incorporates all the top quality features found on modern sports cars. Tinted safety glass, screen printed and etched surround and also a heating element within the screen which demists the screen quickly. The air vents on the dashboard also demist the side windows.

The door windows operate by electric control and the drivers side additionally has the one touch down operation. The mirrors are both electrically operated and also have a heated demist element feature on the mirror for winter operation.

Door locks are the latest Ford safety locking type which features central locking by single command. The doors can be controlled remotely by a key fob for up to 20 metres away. This key fob also can remotely open the boot and has a car alarm operation which flashes the lights and sounds the horn. It is worth noting that the Lightning features the latest Ford security and immobiliser system built into the cars electronics. The electronics also has door open sensors, daytime running lights if required, and other options such as seat belt warning and light warning reminders. A tracker system will also be fitted. The multimedia option may have Radio, 16 cd auto changer, Television, Satellite Navigation, and also a camera mounted on the tail.

The hard top is made out of carbon fibre and is very lightweight. It is in two pieces allowing for ease of storage without losing much of the great expanse of boot space.

The prime requisite was that boot had to be capable of holding two large golf bags plus additional items. Anyone who has seen the boot space knows we excelled that specification many times !! The rear window is in Lexon and can be removed if required. This rear window however will greatly reduce any wind buffeting that may occur from behind as you drive with the top off at speed.

A 16 gallon aluminium fuel tank is situated behind the rear bulkhead and away from the rear part of the car. The fuel evaporative system has a charcoal filter and an extensive fuel tank emissions system. This is electronically controlled and purged and will enable the car to meet stringent emissions regulation if required. The design caters for full California emissions regulation. The fuel pump, evaporative emission system, fuel filter and gauge sender are all supplied with the engine pack up.

One lockable racing fuel filler cap, aero style, is fitted to the drivers rear head fairing side. This a part of the bodywork which is left unpainted and then lacquered to show the carbon fibre of the bodywork as a feature of the car. The filler neck has the cap strictly for unleaded fuel which had to have the restrictive nozzle entry with sprung entry flap (an SVA requirement).

The heater and air con unit features a very powerful heater and air-conditioning system. Three speed blower motor with servo control of circulation enables the system to meet requirements of occupants and cockpit with ease.

Special front light units are housed into the bonnet from the underside. These are similar to the lights used by Aston Martin DB7 I believe. The rear lights are also Hella and face to the rear with the usual reverse, fog, stop tail and reflectors.

With the doors we used Ford components for reliability. The door hinges however were a problem in that when new, the Ford door hinges had so much play in them to start with. We then looked at taxi hinges thinking that those doors do a lot of work in the cars lifetime so we designed in standard Coventry Taxi firms door hinges. Door check straps are however Ford. As far as designing new items, we have where practical designed in already proven items such as the door locks, check straps and hinges. Ford must spend more on developing a door check strap than we do on the entire project. Why not utilise these items with a proven quality, warranted and expensive development already paid for.

The bodywork is made out of carbon fibre and is similar to the material as used by many racing cars. We have heard that the material will be used on a ultra high cost supercar due to be manufactured by a major manufacturer. It is extremely strong and very lightweight. I will give more information on this material at another time.



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prior to cooking in the oven.

The centre section has a separate safety roll cage that surrounds the occupants with the traditional roll hoops right to the top of the vehicle. This arrangement allows for additional protection and together with the carbon fibre provides passenger and driver with a safety cell whilst allowing the chassis to take care of the engine and suspension. Carbon fibre also allows us to have a very large one piece bonnet enveloping the complete front end of the car. This allows for ease of access all around the engine and front section of the car.

The main sections of the car are made of smaller body sections. These are trimmed after manufacture and then assembled together into a body by adhesives and the use of the large assembly jig. Once the body has the adhesive on then we have 30 minutes in which to get the whole body put together before it starts to take effect and is up to 65% strength within three hours.

I hope this gives an outline to the Lightning and I look forward to being able to show all of you the car this year where I welcome feedback and your comments. All of us here at Ronart have worked very hard and know that in the Lightning we have an excellent product which is competitive, high quality and reliable and one that we believe will take the Ronart Company forward.

Kind regards to all.

LAON TRIP, JUNE 2001

by Mike Kanter

Starting in the next newsletter we will serialise an account of this fab few days enjoyed by 12 W152s, but for now let's just recall some of the fine moments caught in the lens of my other half's camera.



Kkkk

Did this
garage
owner retire
on the
profits?

MEMBE

RS



NEWS

Hugh Shearer, he of the magnificent Healy Silverstone in lieu of a W152, provided the picture below. He is still researching it's history but what he does know is that the previous owner bought it in 1958 for £468 and then owned it for 42 years. During all this time he only used it for racing, adding electronic ignition, a supercharger, disk brakes and nitrous oxide (which Hugh has removed). The car had been on the track with Mike Hawthorn but in what capacity we are not quite sure.



**Michael
Theobold,**

who had

never finished his green S6 has sold the project complete with all the running gear to some lucky fellow in the West Country. The price was reputed to be about £3K5, we do not know who the new owner is.

Brian Preston from Harrogate, who called it a day with the UK and moved to the Island of Ibiza in May, has sold his W152 to the mechanic who has serviced it for years.

Graham Hallett has emailed me lots of nice pics for the newsletter for which I thank him but I am having trouble opening them, so I fear they will have to appear in the next edition. Does anyone have or know of a basket case, XJ or XJS sometime between 1972 and 1985 preferably, originally fitted with V12? He doesn't need any mechanical bits and is really after ownership of the logbook to become GHH202 W152 V12. He will dispose of a hulk if need be. Otherwise it could just be scrapped. When he sold his own XJ12 S3 several years ago it went for £300 as a runner, so that's his target price. See Graham's details under club contacts. Also Graham knows of a second hand Mk2 exhaust system (3 into 1, times 2) for sale - contact Graham Scott T: 01268 727256 and make an offer.

John Ellis wrote to say how much they both enjoyed their trip to France with the Ronartiers! Thanks for all the organising (David Small) and for having us along. One of our most enjoyable weekends ever - and that goes for Vivien as well as me...

Great companionship, jokes (most of them!), technical adroitness (good French word?), fun, weather (but good to have a hood when it rains!) etc etc. Now much more confident in the Stag; 23.8mpg overall, 27 on the motorways - almost environmentally friendly and never so much as a cough but when it starts to get boring I might just have to try something more challenging. Any ideas? Sorry can't make Studeley or Donington but hope to see you soon.

NEW MEMBERS

ROGER GOSWELL

ROBERT BANFORD

Roger is from Storrington in Sussex. He is the lucky fellow who has purchased Clive Studd's silver 1999 factory built W152. I am pleased to say he joined us at the Noggin & Natter evening in June and we look forward to seeing him at many other events.

Robert from Stevenage, Herts has acquired the W152-S6, which belonged to Allan McManus, who passed away recently. The car was a none runner as it had stood for a while, after Allan's death. We advised Robert about the car at the Ali Pali Show in March when he visited our stand. From all accounts it was quite a bargain as the rumour is that he acquired it for substantially less than the £7K asking price. It's a blue Mk1 chassis number 6 and we look forward to hearing about the 'renovation'.

CLUB CONTACTS

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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.

ENCLOSURES

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

- Care Car from Auto Glym
- Membership List
- Silverstone Historic Festival