

## *Humps and Pipes*



**Issue No. 35**

**October - December 2001**

# HUMPS AND PIPES

## QUARTERLY NEWSLETTER OF THE RONART DRIVERS' CLUB

ISSUE 35      October - December 2001

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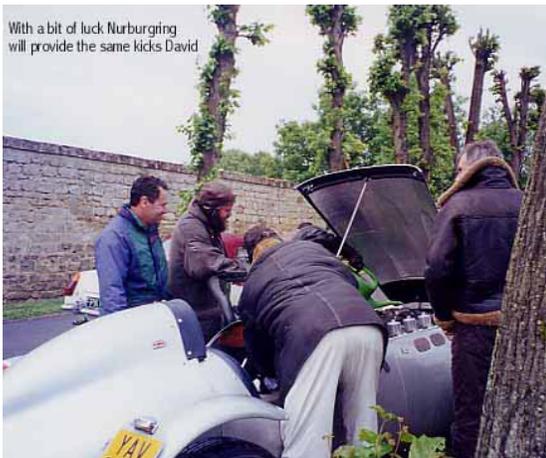
*Cover Page: The Lightning becomes a reality*

### FROM THE EDITOR

#### RONART EVENTS

##### **2001 Christmas Luncheon**

The general consensus was once again that it was a good event with about 65 attendees, we had no less than 10 speakers throughout the 3 hours that hopefully helped stave off boredom. These included:



With a bit of luck Nurburgring will provide the same kicks David

- **Simon Sutton** our membership secretary who advised us that we are about 75 when associate members are included, despite 8 folks leaving the club we have had 7 new members throughout the year.

- **David Small** announced a planned club trip to Nurburgring in Germany during August, more details will be sent out soon, but from the show of hands of interested people, this one will be a winner.

- **Graham Hallett** bought us up to date on all that he doing with the web site, mainly adding video I seem to recall, do take a look at it if you are

into that kind of thing, it's really worth it. Who knows you might find that you are being

featured. He is also looking at technology to be able to make a video of the web site so we can display it at club events.

- **Benjamin Weitzmann** reported on the success of the 2 indoor shows (London Classic Car Show, Alexander Palace and the International Classic Car Show at the NEC Birmingham) that we did this year. Then he pushed all the regalia and accessories, which must have been successful as we sold about £300 worth.

- **David Mansfield** had prepared an excellent flyer on a proposed trip to Corsica in early June, which he is organising together with French member Jacques Grandjean. Once

again a show of hands proved that should be a winner. A special attempt is being made to make this a family event. Past club trip to the sun have shown that this works well. Whether you are single or part of a larger group, all are welcome and catered for.

- **Tony Legon** described the excitement of track days and just what they are about. This is an area that we have moved more strongly into, thanks to Tony.



- **Arthur Wolstenholme, MD; Richard Jones, GM and Peter Weber, Investor** presented the status, activity and plans for Ronart Cars for the foreseeable future and also answered questions from the floor. We learnt that a diesel version of the Lightning was not planned, thanks to enquiring questions from the audience. Seriously though, I do believe everybody was very impressed with the Lightning that Arthur drove to the event. It was very gratifying for us all to see it standing outside surrounded by W152s. Members were able to sit in it and rev it up and all the sort of things us boys like to do. Actually I saw at least one of the wives having a go at well. Even my 12 year old son, James was so impressed that he now thinks Ronarts are cool, well the Lightning anyhow.

- **Malcolm Jenkins**, who is father-in-law of W152 owner Freddie Trodd, was this year's guest speaker. Malcolm amused us all with lots of jokes and ditties often relating to his time in dental practise and teaching, his use of accents from around the world all added to the fun.

- **Ros Kanter** made a short epilogue to Margaret Eagle, Rona's Mother, who died suddenly last year, having never attended all previous Ronart Christmas Lunches.

- **Mike Kanter** played master of ceremonies and requests that you take a look at the AGM notes in this newsletter for the really important news.

### Tracking along

Some 5 W152s tried their luck on the track at the JEC practise meeting at Mallory Park on November 6<sup>th</sup>. Our Tony Legon of course co-ordinating the club efforts in this area and David Small took care of finding somewhere to stay the night before, for those needing accommodation. A great time was had by all thanks to Tony's organisation. No cars came away damaged, the miracle of the day was the replacement of Tony's core plug during the event, which had him back on the track in just over an hour.

## International Classic Motor Show, NEC (10 & 11<sup>th</sup> Nov)

Talk about well supported; we had no less than 11 members manning the stand from time to time and 3 cars on show from Gren Cambell, Simon Sutton and Graham Frost. Another 6 members visited the stand as well. In all we sold about £200 worth of regalia and accessories, mainly to members as you might expect. This 2001 show was the most successful event held, taking in 3 halls for the first time. In fact it turns out that it was the largest EVER indoor classic show held in the UK, there were some 200 club stands and over 1000 vehicles on display. Our stand was probably the largest we have ever sported as well, measuring some 50 feet across the front. Thanks again to all those who made this possible.



## RDC Summer Meeting 2002

This time it will be a one day do at the fabulous Bentley Drivers Club Race Meeting on 31 August at Silverstone Race Circuit, Northamptonshire. Details will follow in a separate mail shot but do mark it in your diary. As this is a Saturday it has been suggested that we hold a more family orientated event the next day, as well. We just need to find a location nearby, and then members can pick either or both days. Watch this space as they say or better still give me your ideas for Sunday. I know some members are talking about staying up over night so a pub get-together might be called for.

## All Jaguar Spares Day (Sun 10<sup>th</sup> Feb 2002)

Just to remind those in area this is to be held again at Farnham Maltings in Farnham, Surrey. Yours truly will be there to sell off old spares, if you would like to join me or just have me sell off some of your 'junk' as well please contact me.

## INSURANCE

Many of you will recall that the club has recommended the services of Osborne & Sons in the past for your W152s. I am now recommending that we change to the broker Hill House Hammond (T: 01733 310899) as the rates have gone up quite substantially at Osborne's. It seems that the company offering the good rates that they use to deal with for specialist cars has gone out of business. I expect to include more detail in the next newsletter.

See you in the New Year!

*Mike*

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**ENCLOSURES:- Club Membership List and Cover Systems catalogue**

## ANNUAL GENERAL MEETING

A report of the meeting, held on Saturday 1st December 2001,  
by Mike Kanter, Club Secretary

About 15 people attended this years meeting with 4 sending their apologies. It was a jolly meeting in which several new ideas were endorsed. The agony uncle role (technical support) is to be split amongst 3 members:-

David Mansfield - Fuel injected cars

Peter Langmaid - Mk1 W152

Freddie Trodd - Mk11 W152

Henry Weitzmann resigned as Treasurer, a job he has been doing since the club started in 1993. Afterwards he gave out the latest figures, which were approved; much back-slapping was done and a new fellow took up the challenge: -

John Ellis - Treasurer

Simon Sutton announced that membership was steady at about 75 when associate members are included, despite 8 folks leaving the club we have had 7 new members throughout the year. It was agreed to hold membership fees as the same level as last year. The subject of membership cards was raised but it was agreed that we do not need to spend club funds this way. Simon will consider putting a personal sticker over the club business card and issue one of these to each member. Peter reported that register progress has been slow with the older cars but he has received much data on newer cars together with photographs. Copies of entries are available from Peter. Graham's web site performs better every day it seems and it was suggested and agreed that he would make a demo video of the site so that we could show it at events. *Only the technology has to be sorted out.* Tony mentioned the track days that have occurred and the ways we have of hopefully meeting the noise requirements, although they vary by track. Goodwood is the toughest. These roles did not change:-

Simon Sutton - Membership Secretary

Peter Langmaid - Register Keeper

Graham Hallett - Web Master

Graham Hallett - Public Relations Co-ordinator

Tony Legon -Track Day Co-ordinator

Benjamin Weitzmann has continued to work extremely hard for the club and it was decided to share his work load, particularly as he is doing many unsociable and often long hours whilst studying and working. The role of events co-ordinator does not necessarily mean that person will organise all of the club events, merely co-ordinate.

Individual events may well be driven by any member, such as the trip to Laon last year that was superbly organised by David Small or the trip to Monaco that was so well organised by David Lougher. To this end David Mansfield introduced the details of the planned trip to Corsica in June, which French member Jacques Grandjean has suggested and is helping with. David Small told us about the planned trip to Nurburgring, which has been suggested by German member Wolfgang Doel. Details will be sent out to members in January.

**Benjamin Weitzmann** - In door Events/exhibitions and Accessories Co-ordinator

**Mike Kanter** - Out door Events Co-ordinator

**Ros Kanter** - Regalia (from May 2002)

Towards the end we discussed the roles that I fulfil, for which there were some ideas floated, I am glad to say. Newsletter production is the main issue BUT help is at hand which may well speed up the timing and quality of it. The arduous job printing and collating has been done by Benjamin for quite some time now and we now have an offer on the table from a friend of Tony Legon to do this. We cannot go to print on this in detail but it could well result in faster and better production because of the equipment that can be made available. Then we have an offer from new member Steven Trodd to assist in the continual writing of the articles for the first time in the club's history. The result is:-

**Steven Trodd** - Newsletter Features Editor

**Mike Kanter** - Newsletter Editor

**Mike Kanter** - Club Secretary

**Tony Legon** - Newsletter Printing and Distribution

Finally we reviewed the excellent quarterly London Region Noggin & Natter evenings that Graham Hallett organises on the village green at the local pub in Dunsfold, Surrey. It was suggested by Peter Downs that the same kind of thing could be organised for the Midlands, as there is a concentration of members in that area, the result:-

**Peter Downs** - Midlands Region Organiser

**Graham Hallett** - London Region Organiser

We all then retired to the Lockfyne Restaurant down the road for a great get-together over a rather a fishy meal.

## 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.

<b>Sun</b> <b>2Dec</b>	<b>RDC Christmas Luncheon</b>	<b>Royal Cambridge Hotel Cambridge. The 'Lightning' will attend Guest speakers: Arthur Wolstenholme and Malcolm Jenkins. Details: Benjamin Weitzmann/Mike Kanter</b>
2002 <b>Sun</b> <b>10Feb</b>	All Jaguar Spares Day	Farnham Maltings, Farnham, Surrey <b>Mike K. has a stall, let him sell your unwanted spares on your behalf?</b> <b>Tel: 01962 777321</b>
<b>Tue</b> <b>21Feb</b>	<b>JEC Practice Day</b>	<b>Mallory Park</b> <b>Open invitation to RDC members.</b> <b>T: 01737 246201 Tony Legon</b>
Sat/Sun 9/12Mar	Car Craft (Kit Cars)	Bingley Hall, Staffordshire T: 01737 225857
Sat 16Mar	JEC Powered by Jaguar Challenge	Silverstone Race Circuit, Co-org MGCC Ronarts entered?
<b>Thu</b> <b>25Apr</b>	<b>RDC Noggin &amp; Natter London region</b>	<b>Sun Inn, Dunsfold, Surrey, 7.30pm + Graham Hallett T: 01737832686</b>
Sat 27Apr	JEC Powered by Jaguar Challenge. Co-org JCC	Oulton Park Race Circuit, Cheshire Ronarts entered?
Sat 25May?	JEC Powered by Jaguar Challenge. Co-org MGCC	Rockingham Race Circuit Ronarts entered?
Sat/Sun 1/2Jun	British Sports Car Festival	Brooklands Museum, Weybridge, Surrey T: 01737 225857
<b>31May-10Jun</b>	<b>Club Corsica 2002</b>	<b>Tour of the 'Island of Beauty'</b> <b>David Mansfield T: 01763 852115</b>
Fri/Sun 27/28Jul	Festival of Speed	Goodwood Motor Circuit, Chichester, W Sussex. Ed will be there.

Sat/Sun 27/28Jul	JEC Powered by Jaguar Challenge. Co-org BARC	Lydden Hill Race Circuit Ronarts entered?
Sun 18Aug	JEC Powered by Jaguar Challenge. Co-org JCC	Snetterton Race Circuit Ronarts entered?
<b>Thu-Mon 8-12Aug</b>	<b>RDC trip to: 'Old Timer Grand Prix'</b>	<b>Nurburgring, Germany David Small T:+44 (0) 1483 203588</b>
<b>Sat 31 Aug</b>	<b>RDC Summer Meeting</b>	<b>Bentley Drivers Club Race Meeting Silverstone Race Circuit, Northants Mike Kanter T: 01962 735377</b>
<b>Sun 1 Sep</b>	<b>RDC Ladies Day</b>	<b>Venue to be determined</b>
Fri-Sun 6-8Sep	Goodwood Revival Meeting	Goodwood Motor Circuit, Chichester, W Sussex. Ed will be there!
Sat 7Sep	JEC Powered by Jaguar Challenge. Co-org MGCC	Oulton Park Race Circuit, Cheshire Ronarts entered?
Sat or Sun 14or15Sep	National Kit & Performance Car Show	Donington Park, Derbyshire T: 01737 225857
Wed 18 Sep	Track Day C Darwin Charity	Goodwood Motor Circuit, Chichester, W Sussex Details: 01243 542674
Sat-Wed 21-25Sep	Targa-Liege 1200 mile Endurance Rally for specialist cars – Belgium to Italy	Guide of Motor Endurance T:01386 861400 Who dares?
Sat/Sun 28/29Sep	JEC Powered by Jaguar Challenge. Co-org JCC	Brands hatch Race Circuit, Kent Ronarts entered?
<b>Mon 30Sep</b>	<b>Goodwood Sports &amp; Super Car Track Day</b>	<b>Goodwood Motor Circuit, Chichester, W Sussex: Tony Legon 01243 542674</b>
Sat or Sun 19 or 20 Oct	JEC Powered by Jaguar	Donington Park Race Circuit, Derbyshire Challenge. Co-org JCC Ronarts entered?
<b>Sat 30 Nov</b>	<b>Club AGM</b>	<b>Location TBA, 6.00pm See below.</b>
<b>Sun 1Dec</b>	<b>RDC Christmas Luncheon</b>	<b>Location TBA Guest speakers: from RCL and ? Details: Benjamin Weitzmann/Mike Kanter</b>

## ED. DRIVES THE LIGHTNING, AND SURVIVES TO TELL.....

by Mike Kanter



*An invitation to the Ronart works from the governor himself, to experience the Lightning, meet Richard Jones, GM and hear about the plans for the future; who could resist? Now it's payback time for Ed.*

### THE FACTORY

For those of you that have not been there, the Ronart factory sits in the middle of a large industrial complex in Peterborough that was once a huge dairy product company. Whilst it can be said it has seen it's hay day the site is very well situated for new developments and that is just what every body is planning on, everybody that is associated with Ronart Cars, that is. The owner of the site has a financial interest in the car company, as well as other activities on his site.

The Lightning is sat outside Ronart Cars office, having just been driven to work this morning by Richard, who was showing it off the day before, I seem to recall. This is called a business 'perk'. In keeping with the British climatically conditions it is covered in mud, so it's quickly washed off by some very enthusiastic Ronart employees, Phil and Scott.

Whilst this is going on MD Arthur takes me on a quick walk around the site and points out the building and areas where the factory will be developed. I seem to recall that the main assembly area to be was last used to breed chicken en masse, yes it does need some cleaning out but has loads of potential. Right now it's crammed full of all kinds of stuff including remnants of past Ronart projects. I see the massive Grand Prix Racer as well as the moulds for the Atlantis that Arthur acquired some years ago.

Into another building where the carbon fibre body parts are produced. The detailed techniques have been developed by Arthur to make this feasible at very competitive rates, which seems to be the edge that he has over other manufactures

playing with this technology. What really grabs you is the lightness of the finished components. He is even using these techniques to make W152 body panels, I was shown the nose cone for Graham Hallett's V12 W152, man it weighed nothing at all but was immensely strong. Arthur's plan is to use relatively unskilled but very dextrous employees to produce these parts and have 'volume' production under way in 2002. So what is meant by volume production? One car per week by mid year I am enthusiastically told. On the 16<sup>th</sup> October the day of my visit it was hoped to have the first customer car completed by the end of 2001. There is certainly ample space to produce cars, that I am convinced of.

**THE STATIONERY CAR** We return to the car which is now standing cleaned up in all its glory. You realise immediately that the Lightnings' look is unique – sleek yet chunky or should that be chunky yet sleek? How does Arthur do it, I ask myself? So



many different car designs have been produced over the years, surely there cannot be any thing good that has not been done before, I find myself asking. But here it is, really impressive, even the colour, Lightning Blue (pearlised) looks fantastic. The front looks a bit like a V8 Aston to me, that I am told is because of the height of the Mustang Cobra V8 engine, there is no getting away from it apparently. Arthur drives the car to a

photo area on the site and I marvel that it looks just as good with the 'top' off as with it on. Another unique feature; most cars that I know that can exist in open or coupe form definitely look better one way or another, this car looks equally fantastic whichever option you can go for. But wait you get both when you buy the Lightning be-



cause you just have to remove two targa like panels and stow them in the boot to convert to the open/roadster version. Equally the small window between the two humps behind the driver and passenger seats lift out and is stowed in the boot.

I like to think that my input to the design is the cars' huge boot, which I kept telling Arthur is a must in the early days. Make sure that you can fit in two sets of golf clubs I says

Not that I play golf, but I learnt that secret from Jaguar Cars when they designed the XK8 boot. Take a look at the back end in the picture, there is nothing quite like it on the road, it's absolutely unique.

Under the bonnet everything is very accessible and looks neat and tidy. I learnt that this big V8 will also be found in MGs and Jensens in the future.

Inside, the Lightning is very spacious and leather is to be found everywhere, marvel-



ous. The only area that lets it down is the centre console knobs and what looks like a screen-printed fascia panel. But this is to be improved I am advised, when I sheepishly mention it. I say sheepishly because when you think of the incredible development that has gone in to this car, it seems kind of pathetic to bring this up. But that's what the public will see when it's on display, not the perfected suspension and steering or the body technology but the

inside view of the car. The instrument panel in front of the driver on the other hand is just the business.

### THE DRIVEN CAR

I can tell you it drives extremely well, how well only experts can say, believe me I am not an expert. I, like most of you, just like what I like, and I like this beast. The exhaust note is just right; it sounds like a sports car, like a thoroughbred sports car. Then there is the turning circle; it is only 26 feet. My much smaller 2+2 E Type's turning circle is 41 feet by comparison. The all round vision is excellent, although I did not drive it with the roof panels in, I still think it is very good. It reminded me of several Jags that I have driven in that you cannot see where the long bonnet ends either. At low revs the engine was not dying away fast enough, which was off putting and Arthur has to have this fixed by the engine folks. This is a full-blown fuel injected totally computerised engine so it needs special treatment to fix things, and by experts.

### WANT TO KNOW MORE ?

The brochure will be reproduced in the next newsletter, so take a look, then place your £50,000 order. Mind you there are about 20 lucky owners in front of you. So all being well you can expect delivery around the end of 2002.

## INTERVIEW TIME

by Mike Kanter

The 2<sup>nd</sup> in the series in which I chat to an owner or ex owner and hopefully something of interest comes out of it.

Introducing: **Chris Williams**

### ***What got Chris into the project?***

After seeing a feature in an auto mag in 1992, whilst in the dentist's surgery, Chris called up Arthur and ordered a kit. He then built the 3<sup>rd</sup> V12 W152, behind Peter Langmaid and Peter Brady, proving that you don't have to be called Peter to build a V12.

### ***How long did it all take?***

In all he took about 6-8months to complete his build, this included striping a complete XJ, re-building the engine to a 6.3L from scratch, and adding a 5-speed manual gear box.

### ***What were the big issues?***

The external stainless exhaust without a doubt, it needed over 1000 tube cuts by hand and then had to be welded up. Cooling was not a problem when moving but when stationary/low speeds there was the usual need for a Kenlowe to be on, otherwise it would run away with itself.

### ***My guess is that you're kinda in the trade Chris?***

Well yes! Chris manufactures BSA Gold Star (*one of the all time great classic motor cycles*) and classic Bentley bits, in fact he will machine anything, does fork pressings for bikes, has made 16,000 mudguards, gearbox sprockets and made carbs for vintage Bentleys. His company is called Autocycle Engineering and is to be found in Dudley in the West Midlands.

### ***Rumour has it you have one or two interesting cars?***

There's the Ronart of course, then;

- a 1926 Rolls Royce van that's used for work (*you guessed it, an ex hearse*).
- an 8L 1926 Bentley – the half ton engine required a special trolley to be built just to move it around for the rebuild.
- but the one that grabs Ed. is the, wait for it, the 24L W24 (that's 24 pots in a W formation with 4 valve/cylinder and double over head camshaft) Napier Bentley. This is the car Ed used to see racing when he was a kid, at the Bentley Drivers Club meeting at Silverstone. It would roar up the straight boasting 600 BHP at 2500 revs with a deafening noise that bought tears to your eyes. He also owns :

- XJS V12 saloon
- Dodge Camper van
- Talbot Camper van

*All sounds fairly mild to me Chris, what do you do before breakfast?*

The Bentley project of the moment has a 3 ton 41L 12 cylinder supercharged 1850 HP engine taken from a WW2 bomber, each cylinder being 3½L. It's a one off special that is 20 feet long and will be used for hill climbs, sprints and vintage racing. The chassis is from a 1929 Bentley.

*So you do a bit of racing then Chris!*

Mostly VSCC events at Donington, Silverstone, Prescott, Mallory, Oulton and Shel-sey. Hope to see you there someday! (Pssst. – Chris may well be racing at the clubs Summer Meet, the Bentley's Drivers Club Meeting at Silverstone on August 31st).

*So there, if you hear your phone ring members, it could be seeking another hair-raising tale. Chris's comments have been slightly edited as I could not read all my own hand written notes afterwards- Ed.*

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## TRACK DAYS

by Tony Legon

Mike, your esteemed Editor, and I attended a charity track day in aid of the Break-through Breast Cancer Fund. This was held at Goodwood on 31st March it was a wonderful day and a very considerable amount of money was raised.

I have previously been to track days at Goodwood and other circuits, and was aware of some of the more recent regulations attached to this sort of activity. I have been asked to report on this matter and have graciously been offered the title of Track Day Coordinator. I would like to state straight away that I am no full-blooded racer but just someone who likes to drive very fast in their car at, and occasionally beyond, its own limits. I would welcome any comments, critical or otherwise, or any other relevant input for future articles I will write.

Starting at the beginning for the uninitiated, track days are when a racetrack or circuit becomes available for members of the public to drive their cars around, without any worries as to how fast they are going. The circuits very often supply marshals and some safety personnel. This all costs money and to hire a circuit during off-peak times can cost anywhere from £2000 to £5000. By the time this is split 30-40 ways the cost comes down to each participant to around £70-£150 a day each.

Cars are allowed out on the circuit 5 to 10 at a time and set off at spaced intervals of between 20 to 60 seconds. Usually you get 5-10 laps, followed by the other cars until your slot comes up again. In a day, you may get up to 5 slots – it all depends on the time the session starts, how long a lap takes and how many cars are at the event. A lot of people who participate also take a timekeeper to keep a track on their time. Most circuits cannot time you as to do so is an infringement of the

circuits insurance for track days. These days are great fun and a lot of helpful tips about all aspects of cars can be picked up from the other drivers. One thing I can say, without hesitation, is that Ronarts get a great deal of interest whenever they attend these events.

Having hopefully whetted some appetites, there are some preparations that need to be done before signing up for a day's blast. You will need a crash helmet and the car in good working order with the tyres correctly inflated, or possibly slightly over inflated so as to protect your wire wheels under heavy cornering forces.

Finally you will need to pass a noise level test. This can be where the fun starts with a Ronart! The acceptable decibel level for using at a circuit varies from circuit to circuit and some circuits, like Goodwood, have noisy days and quite days. Those of you who have travelled anywhere with me know that my car is particularly raucous and so, to reduce the decibel output to get near an acceptable level for circuit use has required some serious thought. The 'Noise Man' from the Council now monitors most tracks, and the track marshals will not let you out unless you can prove how quiet you are.

The options to reduce decibel output are as follows:

- Have a whole quieter exhaust system made
- Put mufflers onto the tail pipes
- Purchase special extra silencers for race use.

I have used the last two options and I am also having a new silencer made, which will no doubt be quieter, have a deeper note and will have a balance pipe fitted.

Upon my arrival at Goodwood, in the later part of last year the Noise Marshall just laughed when he heard my car – they require a reading of 105 at the static test. My car puts out 115-116 Dbs at 3750-4000 rpm. I know that's only 10 Dbs more but as these things go that's a lot louder. Using a set of mufflers that I have and tuning them to maximum quietness and, unfortunately, maximum power loss, I affected a noise reduction of about 7 Dbs, and so I was able to get down to around 108Dbs. I was finally allowed out on the track where I managed to pass the quieter Drive-By Test, which is the acid test at all venues. This is usually at a lower decibel level and is measured from the edge of the track at a distance that is a lot further away than the 1m distance used for the static test.

The next event I went to was also at Goodwood, and I decided upon Option 3 and purchased a couple of specialist add-on exhaust silencers. I decided on a pair of 17" long adjustable supertraps. These were obtained from a firm called Raceparts (UK) Ltd who are located at Unit 3, Rockfort Ind. Est. Wallingford, Oxfordshire.OX10 9DA. They are very knowledgeable, extremely helpful and very efficient and able to gauge precisely what I required. These units not only quieten the vehicle down; they do so in a manner that is stated not to affect performance and, if anything, may increase it.

They work by creating a small amount of suck within the exhaust system and hence do not restrict the airflow. One cannot just fit two of these devices to the tail pipes of the Mark II as the tailpipes are too close together. The first job after obtaining the traps was to have one modified so that when the pair were fitted, they did not interfere with each other. With them fitted to the car and set at the noisiest setting, I was able to reduce the output to 104 Dbs, a drop of between 11-12 Dbs. I would certainly say it did not reduce the car's performance in the slightest, and catching up and lapping TVR Griffiths did not seem to present any trouble at all!

Certainly with these fitted, passing the Noise Test at Goodwood was easy. I cannot comment on just how quiet the output will be when set to the quietest position and fitted to my new exhaust system as I have yet to try this combination. The new exhaust is different from the standard MkII in that it is one third longer, deeper and fatter, enabling more packing to be fitted and hence quieter. It looks the same though as the normal silencer other than there is a balance pipe fitted between the two inlet pipes just prior to the start of the silencer box. One has to say that when the Supertraps are fitted to this it somewhat detracts from the beautiful lines the car has, but at least you can use it on a track.

I shall try to get some information on noise restrictions for other tracks for future article, as it seems more and more tracks have to abide by new council noise limits.

In the meantime, I recommend to anyone who is interested in doing a track day and has Internet access to contact [easytrack.co.uk](http://easytrack.co.uk) as they often have dates and contacts for track days.

*Many thanks for a very useful and interesting article Tony. - Ed.*

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## **WORKSHOP MUMBO JUMBO**

(Part two)

**edited by Mike Kanter from material supplied by John Ellis**

For those of you who have come across minor or major discrepancies when using your car workshop manual or possess a full toolbox and have no idea what their intended uses REALLY are, this should help a lot.

**HYDRAULIC FLOOR JACK:** Used for lowering a Ronart to the ground after you have installed your new front disk brake set-up, trapping the jack handle firmly under the nose.

**EIGHT-FOOT LONG 2X4 PLANK:** Used for levering a Ronart upward off a hydraulic jack. Dam! I forgot it was GRP.

**PHONE:** Tool for calling your neighbour to see if he has another hydraulic floor jack.

**GASKET SCRAPER:** Theoretically useful as a sandwich tool for spreading mayonnaise, used mainly for getting dog-poo off your shoes.

**E-Z OUT BOLT AND STUD EXTRACTOR:** A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

**TIMING LIGHT:** A stroboscopic instrument for illuminating grease build up.

**TWO-TON HYDRAULIC ENGINE HOIST:** A handy tool for testing the tensile strength of earth straps and brake lines you may have forgotten to disconnect.

**CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER:** A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

**BATTERY ELECTROLYTE TESTER:** A handy tool for transferring sulphuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought. It also works well on clothes.

**TROUBLE LIGHT:** The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under Ronarts at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

**PHILLIPS SCREWDRIVER:** Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

**AIR COMPRESSOR:** A machine that takes energy from a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Stanley Pneumatic impact wrench that grips rusty bolts last tightened 40 years ago by someone in Coventry, and rounds them off.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 25p part.

**HOSE CUTTER:** A tool used to cut hoses 1/2 inch too short.

**ATTENTION ALL KIT CAR OWNERS' CLUBS**

**(Received and passed on as ordered – Ed.)**

Announcing the exciting new independent kitcar web magazine...

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

Edited by Steve Hole [www.totalkitcar.com](http://www.totalkitcar.com) will be the ultimate internet source for all things specialist car related.....**ALL** the news as it happens, manufacturer listings, road-tests, **all show dates**, track-day information, **club lists**, in fact you'll find it **ALL** at [www.totalkitcar.com](http://www.totalkitcar.com) .....**with regular updates**.

[www.totalkitcar.com](http://www.totalkitcar.com) will quickly become an essential part of your strategy, so please help us to help you by keeping us informed of all your new developments so that we can keep our news pages and the automotive surfing public (your potential members of course) fully updated.

We will be automatically providing a link to your website so that our readers can get straight to your site, effortlessly and without fuss..... as more and more people are doing..... Proof indeed, if proof is needed of the power of the web.

We will be **the** place on the internet for independent kitcar information and we'll report things fairly and as we see them, without prejudice. If there's a show we'll tell you about it, if there's an interesting new product that might be of use to your members, we'll let you know about it. Please remember that we can only keep your club's entry updated if **YOU** tell us the correct information.

We launch Weds 19<sup>th</sup> December 2001. See you there.

Regards, **Steve Hole.**

Contact details: - 52 Sunnybank, Warlingham, Surrey CR6 9SS

e-mail: [steve\\_h@sportscar.fsbusiness.co.uk](mailto:steve_h@sportscar.fsbusiness.co.uk) (*All news ASAP please*)

Tel: 01883 372 085

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## MEMBERS NEWS

**Introducing new members. Providing some gossip on members' activities.**

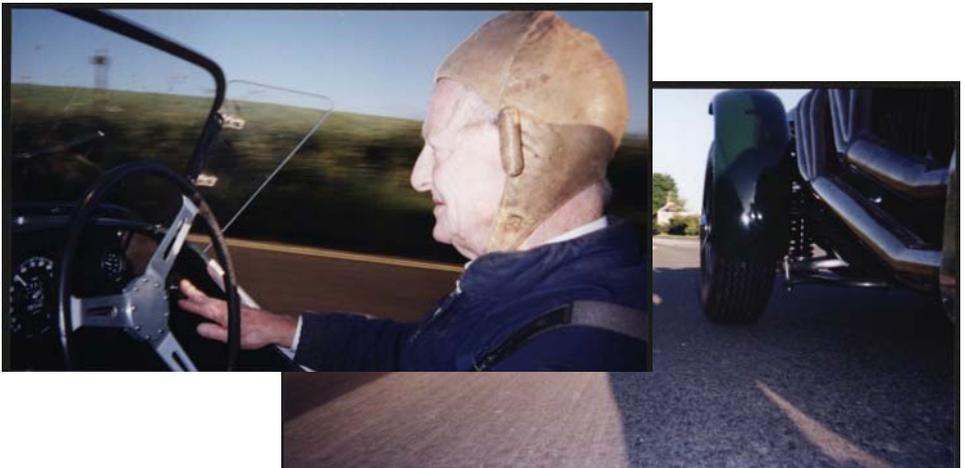
**Under here you may also find members 'stuff' for sale  
A separate club membership list is provided as a central point of contact for all members to form a mutual help group;  
It is re-issued whenever there is a change.**

### **NEW MEMBER STEVE TROD**

**Steve**, hails from East Sussex, is the son of W152 owner Freddie Trodd (what a claim to fame!). He joined us for the first time on the trip to Laon and wrote that excellent trip account for the Newsletter. Now he has volunteered to help out with the Newsletter and will be the Special Features Editor. Great to have you with us Steve.

### **MEMBERS NEWS**

**Scott Sykes** sent us the picture below and says: it is a picture of one of those rare days when all was sunny and going well, and my father and I took a drive with the W152 into the Wiltshire countryside just for the fun of it. I was getting all arty, and unable to get my father out of the driving seat I took some photos, this one was a knuckle risking low shot of the near side whilst moving at speed down a road on the Marlborough downs. The other one was, well, the hat says it all really! My father in action makes more heads turn then the W152! By the way - I have a history of strange vehicles, to my recollection fathers first world war flying helmet last saw action in a Lomax three wheeler, complete with roll-up cigarette and scarf over the shoulder - Unfortunately no photographs remain (I think the Lomax owners club burnt them all.....)



**Jacques Grandjean** has been working with **David Mansfield** to figure out the details of the Corsica trip in June. Thanks to his help we have been able to secure much lower prices than otherwise would be the case, had we made the booking in the UK. Jacques will of course join us on the trip, with his lovely wife Christiane. Thanks to David for putting it all together and sending out the details.

**Graham Hallett** continues to work very hard improving and keeping the web site up to date. He has started compiling and edited a continuous sequence of video footage, which starts with the Roger Cook interview, and goes on with Laon and Goodwood, and with any other sequences that members might like to submit (lend him). He can deal with Digital Video and traditional VHS tapes and any lent would be faithfully returned after



A Great pair of butts



Graham's "little" V12 Engine

being copied. His idea with this is to build a fully edited VHS tape which we could display at exhibitions on our VHS/TV and avoid constant rewinds - and it would all be W152-related. Maybe members might like to contribute and feature?

At the same time he is building his own V12 W152, which will be something else according to all that I hear. Rumour is that he can see the wood for trees and is looking to sell the superb red S6 W152 that he has been driving around in the meantime. Graham has kindly sent us the pics below to keep us amused.

Finally he suggests that the London Region chaps have a treasure hunt on the evening of the Noggin and Natter, which he is willing to organise, ending up at the pub. Do give him a call and chat it over.

**Henry Weitzmann** has resigned as Club Treasurer and I for one would like thank him for all his help over the last 8 years. It's a job for which you receive no thanks or praise but essential to the credibility of the club. **John Ellis** who is not an accountant, unlike Henry, will now gradually take over the role as Henry shows him the tricks of the trade. Many thanks John for agreeing to help.

## **CLUB CONTACTS**

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*Club Website - [www.ronartdriversclub.com](http://www.ronartdriversclub.com)*

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### **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 increasingly efficient way of keeping in touch cheaply AND receiving quick feedback on issues with members.