

Humps and Pipes



Issue No.39

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Humps and Pipes

The quarterly newsletter of the Ronart Drivers' Club

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CONTENTS

From the Editor	3
Thank You's	4
Mystery Photo	4
Woger	6
Targa-Liège	8
Club Tour Reports - Graham Banks' Alpine Tour	9
Radio gives a mighty roar	15
Serialisation of the Jaguar V12 story	16
Graham Hallett delivers W152 to Sweden	22
Under Construction	26
AGM 2002 Minutes	28
Track Days	30
20 Questions	33
If USA had lost the war	34
2003 Proposed Tours	35
Forthcoming Events	36
Members' News	37
Club Contacts	40

Cover Page Photo – The Humps & Pipes tradition continues - Peter Atherton's new Lightning arrives home.

FROM THE EDITOR

I'm a bit of a plagiarist I'm afraid. I am conscious that you will find quite a bit of second-hand stuff in this issue, and some unexpurgated quotations, without comment.

I should apologise, but on consideration I think my main objective is to get news, and good, readable copy to you.

It's a bit like my V12 build (it's going slowly but surely, as I report later) - I'm very lucky, having had the experience of my first W152, with all its good features and small faults which I resolved to improve second-time-around.

I'm even more lucky in being able to pore over all your earlier builds (especially Mike's, Dennis's, Chris's, Freddie's) and copy the features and methods I admire. My imitation is a sincere form of flattery, although I probably bore you with my interminable questioning and snooping, but it's interesting how our builds evolve, so that each W152 is completely unique.

People often ask me, "Is it a kit car you are building?" Well, I have to say "yes", but it is not a kit like so many which would turn up in a packing case and just involve assembly according to a set of instructions, with a "formulaic" end-result.

Apart from the original concept, chassis and body, our W152s are really custom, hand-built specials. Another reason why we love them so much.

There do seem to be a record number of cars for sale at present, which is a shame. We will miss those well-known owners, but hope that the new owners will become familiar faces soon enough.

This raises the perennial question of "What is this W152 worth?" Well, I am beginning to

compile a spreadsheet of recent histories. But even this begs the question "are currently-achieved prices really adequate, bearing in mind the uniqueness of our cars?"

Opinion seems very divided on this. It is arguable that some cars are sold too cheap, but at the same time some expectations are probably inflated. For my part, I could never really expect to recoup the costs of my car, but then I would never sell unless broke or infirm.

Peter Atherton has sent me a fine selection of pictures of his Lightning which we can share over coming issues, though we really could do with some articles from our new Lightning friends.

Tony also has provided lots of fine-quality pictures from last year's track days, several of which are published herein.

The magical Dunsfold treat nearly caused me to change the front-cover picture. I envisaged a picture à la "Le Mans", of near-jet-black with headlights, red-hot brake discs, and flaming exhausts (well certainly from my Merc anyway, trying to keep up with Freddie), but Tony warned me that our printer would object to the technical printing challenges of all that black.

It was a truly unforgettable hour. Quite unnerving too. An unknown layout; no lights within a couple of miles; no clues as to where the corners were. One time I mistook where the track went and found myself cutting off a corner by a wide detour over the grass. On another occasion I found myself looking down at the speedo and seeing 200kph coming up and wondering when the cones signifying the end of the main straight would appear! Chris Logue will attest to a slightly hot smell when we stopped. Naughty boys!

THANK-YOU'S

19 February 2003

Dear John [Ellis, Treasurer]

An Inshore Lifeboat – 'The Leslie and Peter Downes'

Many thanks for your letter of 12 February, which followed our earlier telephone conversation. I am so pleased to receive the donation which the 'officials' have made in Peter's memory and extend grateful thanks on behalf of the Downes family to all concerned.

My latest copy of 'Humps and Pipes' has now arrived and I was delighted to see the appeal letter published.

I'm glad to know the progress on your Ronart continues in the right direction. No doubt the warmer weather will help us all be more inclined to venture outside for our ongoing projects!

I'll see you at our next Noggin and Natter meeting in March.

Meanwhile, thank you again.

With every good wish,

Yours sincerely,
Carolyn Downes



Quasimodo's Bell

My Dear Ronartiers

This is a lot of words to say a very big thank you for the wonderful "Ships Bell" that you gave me for an hour and a half's work, making the model for dear Mike and Ros.

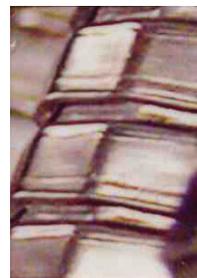
I shall place my bell at pride and place in the centre of the Ronart bonnet or perhaps to the left a little so my wife Kate cannot see the danger that we are driving into. I could even place it right at the front like the old police cars in "Lockhart of the Yard". I could also tie a piece of string and use it instead of the horn.

I've got it. I could paint my Ronart "FIRE ENGINE RED". A Quick response unit; no ladder; no water; just a big pair of boots to stamp out the flames. Better than a Green Goddess - well a lot faster.

Sorry, Kate has just told me "It's for the boat, you doughnut". My mistake..

Nevertheless a very heart-felt thank-you from Kate, Elizabeth and me. We will think of you all every time Quasimodo rings it.

Mystery Photo



Freddie will be awarding a prize to the person who can correctly identify this obscure part of a Ronart (W152 or Lightning). [First of an occasional series].

On a more serious note, and it's not often that I say something that is taken seriously, we have a great owners club, and that is thanks to everyone's help and hard work creating the "Ronart Owners' Club" as we know it. But this would be nothing without Arthur, "The Creator".

Our dear Arthur - he gets all the stick, the butt of all our jokes. But in our hearts we love our Ronarts so much. What joy they bring.

They are the envy of any man with a zing in his heart, the talk of the towns as we drive through them. All other cars are overlooked when the Ronarts are driven past. What a sound!!! What great times we have had with them.

All thanks to Arthur, his dream, his drive, to put it all together and come up with a

great achievement, our Ronarts. We sometimes take this for granted when our spark plugs will not fire first time.

For my part, I think the biggest thanks goes to Arthur, who has given me my dream. We all hope you have success with the Lightning beyond your expectations and I am sure you will.

But Arthur, just look over your shoulder - you have already developed a dream car - the Ronart Mk1 & Mk2, a real car, a hands-on car. A car that any red-blooded man would like to own, "a best car". I think you are the greatest.

Let there be a Mk3 and I will be your first customer. But only if I can build it myself please!!!!

Freddie Trodd



A determined-looking Tony Legon - passenger unknown.

"WOPER THE WILD WONART WONDER BOY"

Fourth Instalment

15th February 03

Weather is very bad. How am I supposed to enjoy my pride and joy when it will not stop waining? Removed the dustsheet and found my glasses that I must have left in the car after the Goodwood trip. Wachel

Started the beast up and she was missing a little. (Think a new set of spark plugs would not go amiss. Perhaps a set of leads as well.) If I get a chance I will make a list of things to do.

16th February 03

A dry spell allowed me to get the Ronart out onto the drive. Got pad and pen and made a list.

1. Full service. New plugs, leads etc.

2. Steam wire wheels (how do they get so dirty).

3. Polish inside and out. (I'm sure it was not as dirty as that when I put it away

4. Check brakes and other bits

5. Check hidden card and update balance. Should be quite a good state of affairs as not used it for a while.

Wachel came out and mentioned about going on a trip this year. I think she wants to use her helmet. Weekend trip end of

May to France. Might treat her as her birthday is around then. I think?

15th March 03

Sunshine at last. Polished the Ronart till it gleamed - wire wheels like new and interior looks like the first time I bought her. Service done and I checked all the necessary moving parts.

Took her and Wachel to the petrol station to fill up and grab something for lunch. Nearly used wrong card to pay for it. Careful Woger!!

16th March 03

Going to the Dunsfold Noggin and Natter on Thursday. Or the Nagging and Knitting as Wachel calls it - she's getting so much like her mother. She does not see what we find to talk about. Girls just don't know do they?

So the car's ready, I'm ready, give Wachel just a little longer and she will be ready.

SO BRING ON SUMMER 2003. I can't wait!!

YOU SHOULD HAVE BEEN THERE!!!!

20th March 03

My mother taught me three things:

First, always polish the back of your shoes, because you should

“WOGER THE WILD WONART WONDER BOY”

always look as good leaving, as you did when you arrived.

Second, with girls, it pays to treat them mean to keep them keen. (Never could work this one out).

Thirdly. You never know what the next ten minutes will bring.

The third definitely was true when a rather poorly turned out Noggin and Natter evening was being enjoyed by the dedicated few who made the venue at Dunsfold for the first meet of the year.

As the evening came to a close, a gentleman introduced himself as a Director of Dunsfold Park, a wartime airfield now famous for being the location of BBC's Top Gear Programme. A location with a rather long runway and pe-

rimeter roads that can be seen on TV with the infamous Stig leaving copious amounts of super-car rubber on the tarmac.

His interest was in Freddie's Ronart that was parked outside. So much was his interest, that in return for a passenger's seat he would open up the track there and then for us to tear up the runway at our leisure for a couple of laps.

So there we were, the few, those who could be bothered to turn up, tearing our cars up the main runway, as fast as we liked in the pitch-blackness.

Acting like naughty little school-boys who had stripped off their uniforms and were skinny-dipping in next door's swimming pool whilst they were away on holiday.

Oh what will the next ten minutes bring?



TARGA-LIEGE 2003

We ought to go for this; I intend to in 2004

"We launched 3 weeks ago at Stafford Show and already have 12 confirmed entries, so we are a quarter full already. †We have a number of drivers who need navigators/co-drivers at the moment, so if anybody is interested please point them in my direction. †Two of our "regulars" were supposed to attend a wedding which was booked for the weekend in the middle of the event, and they have managed to get the wedding postponed until the beginning of October, so you can see some people will do anything to come with us!!"

5000km Reliability Trial for Specialist Sports Cars

The Guild of Motor Endurance is pleased to announce its 2003 International Trial for specialist sports cars. The destination of the Targa-Liege 2003 is Mount Parnassos National Park in Greece, home to the Acropolis Rally.

This Herculean 5000km Reliability Trial will start and finish in Aix les Bains in France. Aix les Bains was a legendary staging post for rallies in the 50s and 60s and sits at the foot of Mount Revard and the Alps. The date for your diary is 20th - 30th September 2003.

For eleven days in September, over the most demanding route possible, crews will be striving to bring the manufacturer of their specialist car to the fore. Four hours from the start the route will rise to 9087 feet: endurance has never been for the faint hearted. By the evening cars will be winding down to the Mediterranean, and pulling into the overnight hotel on the Italian Riviera. The subsequent days will see crews pacing themselves along the spine of the Italian Appennine mountain range and the Adriatic coast. From the port of Bari the overnight ferry is taken to Igoumenitsa in Greece. The route then travels south through the mountains to the bay of Patra.

From Rio the climb towards Delfi leads crews to the heights of Mount Parnassos and the home of the Acropolis Rally, then northwards to overnight beneath the towering rocks of Meteora. The following day sees more spectacular mountain roads before reaching the port and a return overnight ferry to southern Italy. From Bari the unrelenting pace pushes competitors north, and again takes them over the Alps into France, and on to the finish in Aix les Bains.

The splendour that is Greece will be mirrored by the action on the roads, for the challenge of reaching this country of wild mountain landscapes and tortuous roads will be one that few will have experienced before. It won't just be the heat or dust from the roads encompassing the Acropolis Rally stages that will be remembered, it will be the screaming tyres, engine, gearbox, brakes (and navigator) - all crying enough!

This Reliability Trial has an agenda to seriously test specialist sports car design and their ability to sustain the trial of endurance. This is the Targa-Liege 2003.

The most accomplished specialist sports car manufacturers that have proved themselves in endurance are: Westfield, Marlin, and Caterham, who won both the 2001 Liege-Corse Rally and the 2002 Targa-Liege to Florence.

If you own a hand built specialist sports car and would like to take part, or would like to be added to the mailing list, contact: Guild of Motor Endurance, Craycombe, Fladbury, Worcestershire, WR10 2QS. Tel / fax: +44 (0)13 86 861400 evening: +44 (0)1386 45556 (7pm-10pm) Secretary: Mob 07739 173995 carol@annbury.freemove.co.uk

CLUB TOUR REPORTS

Conclusion of Graham Banks' Report

It was that time of year again, balmy summer weather and cloudless skies. Unfortunately none of it was on the English side of the channel. This would be the fifth successive year we were going by Ronart to the continent.

It was a 6.00am on a cold damp Thursday morning. We climbed into the Ronart and fastened up the newly made quarter tonneaux for the drive down to Folkestone. Living in the north of England it's a 6-hour journey to the tunnel from home, normally in the rain. We arrived just after noon, very cold, just in time to miss the crossing we had booked and it had started to rain. We arranged to go on the next available one and pulled up in the queue and waited to board.

We still had a long way to travel once we arrived in France and so to save time and in an attempt to warm up we started eating lunch in the car under the fishing umbrella we carry! We had had the heater on all the way down and were wearing so much clothing we both looked like Bibendum (the Michelin man) but we were still cold.

The tunnel journey was uneventful and surprisingly not very warm. We set off in intermittent rain hoping to make Epernay by early evening. It was another cold journey but we made the hotel by late afternoon and took the luggage in. Our car was the first factory built Mk II and carries a spare wheel in the tail and a second roll bar on the passenger side. The spare takes up most of the luggage space, to compensate we use a motorbike top box fixed to a frame on the passenger roll bar, it's an arrangement that works well because the top box locks onto the car and more

importantly it's watertight. [There's a picture of Graham's car in the last issue - Ed.]

The hot bath in the room felt so good but it still took a couple of hours to warm through. I built a new dashboard a couple of years ago and incorporated an ambient temp gauge in it. The air temperature during the journey had not bettered 16 degrees. The forecast on the television for the following day was not encouraging for the Champagne Ardennes region therefore we decided to head further south to find the sun. We had travelled just over 500 miles in the first day and we decided on an hotel we knew in a village south of Grenoble for the second night, another 450 miles!

Friday morning and another grey start; the forecast had been for better weather by noon but clouding over in the early evening and a strong chance of thunderstorms. We had plenty of time to make the hotel before the thunderstorms. We would use the autoroutes all the way down.

We set off wearing the same clothes as Thursday and initially felt just as cold. The further south we travelled the warmer we became. By the lunch halt it was a cloudless sky, the temperature was up to 30 degrees C, we pulled into the car park, leapt out of the car and peeled off layers of clothing. Oh the joys of open top motoring.

After a pleasant lunch spent taking to an Italian Canadian about who would do better in the world cup we hit the road again this time wearing long sleeved t-shirt and shorts. The weather was getting hotter with each passing mile. Having been burnt by the sun before we took no chances and wore total sun block on our faces and the backs of our hands. The temperature slowly

CLUB TOUR REPORTS (Cont.)

increased, by Lyon it was up to 35 degrees C, that's 95F and this was confirmed by the overhead information displays. Still it was only an hour or so to go and it was a lot better than being cold.

We were not aware the tailback was for an accident until two hours later, that's when we drove over the bypass and saw the carnage created by the artics that had come together. We had had to turn off the autoroute because the car and us had got very hot in the windless tunnel of a concrete motorway cutting. The heat generated by the engines of the big 22 wheelers was overpowering and we had no choice. The engine water temp was up to 95C, the oil temp was 105C and the air temp was 40C. The effect of the cooling fan and the oil cooler cooling fan blowing petrol and oil fumes back through the cockpit coupled with the stillness of the air only increased our discomfort. I took to the hard shoulder and drove off at the nearest exit. It took two hours to get back to the motorway some five miles further south.

We were on our way again with a further one and a half hours to the hotel. The effect of driving once again generated enough air movement to cool us a little but it was still very hot as the air temp was still 40 C, 102 F! We reached Grenoble and for the first time noticed the thunderclouds overhead. Still it was only another 30

minutes to the hotel. A wrong turn off the autoroute in the middle of the rush hour put us into Grenoble instead of bypassing it. The car always generates interest in France and this trip was no exception. This was typified by the conversation we were conducting in broken French with a German in a van in the middle of four lanes of traffic about the merits of open top motoring!

We eventually drove through Grenoble and started to head for our overnight halt in the foothills of the Alps. The further up the mountains we climbed the blacker the clouds looked until the heavens opened up, initially we did not mind. The rain was very refreshing and very warm. The further we drove the less we wanted the rain, whenever I turned the wheels the rooster tails of spray covered the cockpit and us.

We pulled into the hotel car park just as the rain stopped, we were completely shattered. We had travelled nearly 1,000 miles in two days in two completely different sets of weather conditions. I



The view of Mont Blanc from our hotel window.

CLUB TOUR REPORTS (Cont.)

switched off the engine and noticed the matre'd, the owner and the owner's son appear. We had stayed at the hotel before and previously had given the matre'd a rather quick ride up the mountains that he still talks about! They applauded our arrival in the car park. I got out of the car removed my goggles and hat, shook hands with them and turned to look at Vivien. All four of us laughed at the same time.

The effect of the sun block on Vivien's face was quite interesting. The green dye had run out other goggles and left two large dark green circles round her eyes. The rest of her face was black from the dirt off the road and the rain we had just been through, it had all stuck to the sun block, she looked like a true riding mechanic. All I wanted was a shower and a dip in the swimming pool. Vivien wanted to go home! The maître d' treated us to a glass of champagne and suddenly things felt a lot better.

The meal that night was superb helped by great service and an excellent bottle of red. The only slight downside was, Vivien could not remove all of the green dye without a skin graft. I was OK with her having green circles round her eyes she didn't seem quite so enthusiastic.

After the meal we went for a stroll through the village and watched the sun slowly set. We walked back to the hotel hand in hand looking at the backdrop of the alps turning red, lit by a sinking sun. It felt so relaxing, I stopped looked into Vivien's eyes and said Gaskets! She said pardon, I said, "I know where the petrol smell is coming from, and I'll be able to sort it in the morning".

Sure enough the new gaskets on the carbs had caused the petrol I had smelled the

previous day in the tailback. During May I had rebuilt the top end of the engine and used one of the new Payen head gaskets to cure a very annoying water leak. At the same time I refurbished the inlet manifold by having the cracks welded up, the faces machined smooth and the holes re tapped. I also rebuilt the carbs and used new gaskets. To seal they need to absorb petrol after which they can then be tightened up sufficiently to seal properly.

The engine has triple carbs fitted with a specially made ITG air filter. When I rebuilt the top end I had removed the side panel to make access easy. I didn't want the hassle of removing it in the car park so it became time consuming and very fiddly to remove the air filter to allow access to the carbs. The fuel pipe banjo unions were loose enough to weep fuel, as were the tops of the float chambers. I tightened them up and felt much happier. The job was eventually completed and I started the engine to a murmur of satisfaction from the hotel guests who made up the watching gallery.

The rest of Saturday was spent in and out of the pool followed by another excellent meal in the evening. We made the decision to head for Nice the following day using the Route de Napoleon. We have travelled it quite a few times and decided the best way to do it was to start reasonably early.

The route we use can take as little as four hours and as many as nine. We have experienced both. It's a lovely drive on some fabulous roads over the Alps. The views created by the mountains and the lavender fields means there is no need to hurry. We donned t-shirt and shorts again and I decided on sunglasses and cap, Vivien stayed with the goggles and woolly hat. We

CLUB TOUR REPORTS (Cont.)

both went for the sun block and because of the intensity of the sun I also used some very thin cotton flying gloves to stop my hands burning.



A normal formal hotel departure.

In previous years as the altitude has increased and the air has got thinner the mixture richens and the plugs foul. This year after the top end rebuild I had set up the carbs more accurately and changed the needles on the rolling road. I had done my homework beforehand with a needle profile chart, as most rolling roads don't carry a selection anymore. It's all fuel injection remapping nowadays.

After the hectic drive of the first two days it was going to be a pleasure driving over the Alps and down to the coast. The roads were the quietest we have experienced and the sky was that deep azure blue that only becomes apparent in the mountains. The car ran faultlessly and the drive was the most pleasant we have experienced. I had weakened off the main jets before we left the hotel and changed the plugs to one grade softer; the engine revved clean even going over the highest cols. Normally we are

stuck behind slower traffic blipping the throttle trying to clear the plugs but this time we could overtake.

We turned off the Route de Napoleon and headed for Grasse and continued to soak up the scenery. It took a further two hours of some of the most enjoyable motoring to reach the outskirts of Grasse. The run into Grasse is through a series of hairpins and as we descended the temperature increased once again. By the time we stopped for lunch it

was 38 C but I was relaxed in my sunglasses and hat, Vivien on the other hand was not. Once again the dye from her goggles had turned her face green. In hindsight perhaps I should have told her before lunch rather than after!

Our destination was going to be our base for the next week and we made it in the early afternoon. We unpacked and went straight in the pool. We had arrived in the middle of a heat wave and boy did we know it. The cotton gloves had protected my hands apart from one small area between them and my sleeve, which had been very badly burnt during the drive even though I had used sun block on it.

The next week was hot, very hot but it did not stop us going out, we simply made sure we were covered up. On one of the days we drove to San Remo in Italy. The temperature was over 40 degrees C for the whole journey and with no wind it was like

CLUB TOUR REPORTS (Cont.)

driving into the doors of an open furnace. We have never experienced anything like it. On a mornings when I went to start the car after it had been parked all night the engine water temperature was still between 50 and 60 degrees C. Driving in the evening was the most pleasant because it was still very hot but without the baking effect of the sun. To drive in the dark in the warmth is something we just don't experience back home.

We had an interesting problem. The rev counter is driven through a little gearbox on the back of the exhaust cam. The gearbox needs to be greased. Such had been the heat during the drive that it boiled the grease out of the gearbox. Vivien first noticed this one afternoon after a drive. There was what appeared to be oil inside the cockpit on the leather covering of the transmission tunnel. It turned out be leaking from the where the cable screwed into the back of the rev counter. I tightened up the cable and thought no more about it.

A couple of days later I noticed some staining in the bottom of the rev counter. It all started to make sense. The intense heat had damaged the oil seal in the rev counter drive and had allowed oil to pass from the cambox through its gearbox and then it was slowly being wound up the drive cable. The net effect was engine oil slowly filling the rev counter dial.

We stayed in the south for a week, which seemed all to short a stay, but it was time to start the journey home. We initially drove back to Grenoble to stay overnight, with a view to looking at the weather forecast to decide on the route back to the Channel.

The weather forecast was for sun the following day followed by a day of rain and then improving weather moving up from the south. This made our decision and time scales for us.

The following morning we drove down into Grenoble, it was still in grip of the heat wave and because of the lack of wind there was a 70KPH speed limit on all roads in an attempt to reduce the pollution. The speed limit was strictly observed especially on the autoroutes.

It had been several years since we last drove over the Pte St Bernard pass and into Italy because it needs to be great weather to really enjoy it. This day was just such a day



Waiting for the rain to stop.

CLUB TOUR REPORTS (Cont.)

for the drive. Once we were high in the Alps the humidity dropped and when we looked back down the valley we could see the effect of the pollution. We then drove down into Italy and stopped at Courmayeur for lunch. Afterwards driving through the newly reopened Mt Blanc Tunnel and up to Chamonix.

We booked into an hotel looking up at Mt Blanc with the car once again gathering an audience at the reception. Later that night upon returning from an evening meal in the town, the receptionist was waiting for us to let us know they were expecting violent storms overnight and they had made arrangements for us to park the car in their underground car park. The weather forecast we had seen the previous night was obviously correct. They also said because of the late hour and in respect to the other guests could I start it quietly!

I parked the car up and we went to bed. The following morning we awoke to the sound of the storm battering the shutters over the windows. We were pleased we had been able to park the car underground overnight. We spent the day in and around Chamonix. The weather on the TV that night said the storm would ease by morning, which suited us because we were due to leave.

Tuesday morning brought with it an improvement in the weather although the cloud base was so low we could only see down into the village and not up at the mountains. There was a tremendous amount of noise coming up from the village and it was only when we turned on the TV for the local news did we discover what it was all about. There was to be a protest about the reopening of the Mt Blanc tunnel for

heavy commercial vehicles and the locals wanted none of it. With this in mind they were going to hold a typical French protest and block off all the roads by 10.00am. This had the effect of focusing our attention of packing very quickly after an even quicker breakfast. There would be no opportunity of waiting for the weather to clear.

We left the hotel in what we thought would be plenty of time. It wasn't, we were caught up in all the congestion. I decided to follow a local through the back streets and as luck would have it we managed to get back onto the road down the valley by following him across some road works, past a startled group of workmen and policemen and we just drove out onto the autoroute. As we drove down the valley the weather slowly cleared.

The following three days were spent meandering back up through the French countryside staying overnight at accommodation picked at random whenever we had driven enough for the day. The car ran fine for the rest of the journey other than the rev counter slowly filling with oil as the miles progressed.

After 15 days it was time to head home calling in at Ronart Cars on the way to see the very first customer delivered Lightning. The build quality has improved out of all recognition and it sounds superb.

We had travelled a total of 3,200 miles and other than the couple of minor probs with the carb gaskets and the rev counter oil seal the car had behaved impeccably. I don't know how long it will be before the green dye fades, I don't think it would be wise to ask!!!

TECHNICAL TOPICS

Radio gives mighty roar to quiet cars

September 2002 - Exclusive from New Scientist Print Edition

A car radio that plays the throaty sound of the classic car of your choice in synch with your driving could make any rusting old hatchback sound like a Ferrari, or even a Harley-Davidson, its inventors claim.

Jay and Jason Plugge of Sunnyvale, California, lament the disappearance of "the endearing and unique audible sound signatures" of 1950s, 1960s and 1970s classic cars and motorbikes. They blame new engine technologies and noise pollution controls that have concentrated on reducing road and engine noise.

But if a quiet and serene drive is not your thing, the Plugges' hope their patent will resupply the "rumble and throaty sound" of what they call the "muscle cars" and hot rods such as early Corvettes and Ferraris. And best of all, the noise is kept inside the car.

The inventors suggest recording the sounds of many of the classic cars kept in collections around the world. Failing that, they can be synthesised. These sounds would be stored away in memory chips for building into a new breed of in-car entertainment system, allowing the engine sound of the driver's choice to be played back alongside the music or news station he is listening to.

Anti-noise system

But if the Plugges' idea is ever realised, you will not hear a simple monotone drone - the sound samples will be linked to sensors that measure the engine's revs, so the "engine" sound will respond to the car's actual accelerations and decelerations.

While the idea might sound far-fetched, the technology has already been proven, albeit accidentally, says Mike Edwards, car hi-fi product manager at the Japanese electronics company Kenwood.

"Our engineers developed something like this but in reverse, when we were developing an anti-noise system for a car," he told New Scientist.

By feeding back engine sound and inverting its waveform, they cancelled a lot of engine noise. "But before we inverted it, we found we could make a Ford Escort sound like a Ferrari," he says.

Contributed by Peter Langmaid.

Ed. - This may seem far-fetched but I remember Lotus working on such technologies to enable common Fords to Sound like Esprit Turbos. I imagine that they never made much commerce of it because it would rather have damaged the demand for the real thing?

One commercial success of the technology is evidenced by a super pair of headphones which I purchased at an airport shop in the USA some years ago. They are truly magical for use on long air journeys.

They are powered of course and have their own gain control to set the correct level of noise they produce, and that noise is the antithesis of the high-pitched hiss of the engines and high-altitude flight. So when set correctly you hear virtual silence.

Then when you plug into a CD or MiniDisc you can listen to Mozart or Pentangle at almost HiFi quality.

So could this be developed to blank out the obtrusive sound of W152 exhausts ? - HERESY !

TECHNICAL TOPICS

JAGUAR'S V12 ENGINE -

ITS DESIGN AND BACKGROUND

By Walter T.F.Hassan OBE M.I.Mech.E.

Reprinted and edited from a rare 1977 paper of the AUEW.

INTRODUCTION - HISTORICAL BACKGROUND

Between 1949 and 1957 Jaguar were actively involved in motor racing in order to create the sporting image for their cars. Amongst their successes were the winning of the Le Mans 24 Hour Race in the years 1951, 1953, 1955, 1956 and 1957 as well as Sebring and many other international races and rallies. These cars were powered by the six cylinder XK twin cam engine (Figs. 1, 2 & 3) and it was thought to be desirable to develop a successor to compete in future races, particularly Le Mans. In order to meet the regulations for prototype sports cars the unit would have to be of 5 litres capacity and, in order to provide the maximum potential in power, a 12 cylinder "Vee" configuration with a short stroke of 70mm was conceived to provide for safe running at 8000 - 8500 r.p.m.

By way of comparison the 6 cylinder twin cam XK engine had been designed without racing in mind at a time when U.K. tax regulations

took into account bore size only. This non-technical factor distorted British engine design up to 1947 when the law was changed. An example of a design of this period was the 3 litre Bentley (Fig. 3) with bores of 80mm and a stroke of 149mm and which required 4 valves per cylinder to permit reasonable breathing. Other designers used hemispherical cylinder heads with valves of such a size that the angle between them sometimes exceeded 100°. These cylinder head designs were the product of efforts to evade taxation rather than engine optimisation. Long strokes also imposed limitations on the crankshaft speeds, particularly on six cylinder engines with critical third order vibrational characteristics. The Jaguar six cylinder 3 1/2 litre push rod engine (Fig. 4) used in cars in the pre- and immediate post-war periods was considered to be an excellent engine of this type and its crankshaft, proven to have been a very

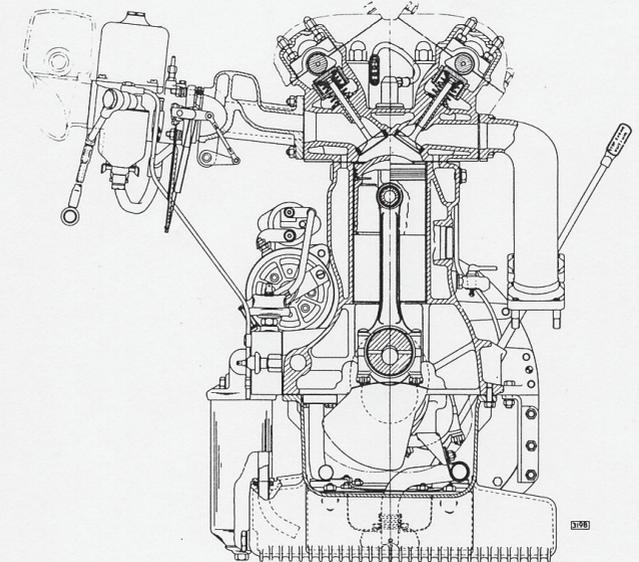


Fig. 2 Cross Section XK

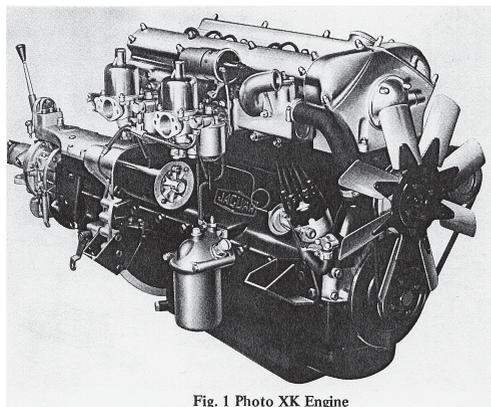


Fig. 1 Photo XK Engine

The last parameter was really the most difficult and largely influenced the decision ultimately to use a single camshaft per bank instead of the opposed valve layout used in the XK engine. In fact a twin overhead camshaft engine was designed, and considerable work undertaken, before the decision to change was taken.

satisfactory component, provided a sound basis on which to design the XK twin cam engine. The XK's cylinder proportions were 83mm bore x 106mm stroke for 3442cc capacity. This produced a piston speed of 3,820 ft./minute at 5500 r.p.m. which was well within the requirements at that time. However, as time passed and racing took on a greater significance in Jaguar's programme, crankshaft speed became a limiting factor in the engine's performance making a new design necessary.

DESIGN PARAMETERS

The requirements for the new VI 2 engine were:

- (1) to develop, in production form, similar power to the best achieved by the XK engine in racing trim. A gross output figure of around 330 b.h.p.;
- (2) to achieve this with the minimum increase in installation weight (final increase was 80 lbs);
- (3) to keep cost increase as low as possible;
- (4) to fit into the same space as the six-cylinder engine without structural alterations to the body hull of existing models.

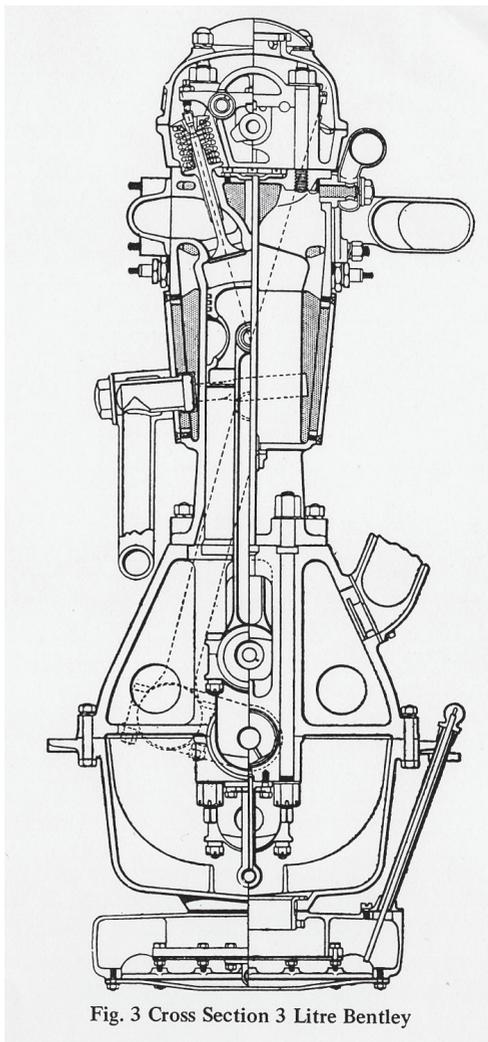


Fig. 3 Cross Section 3 Litre Bentley

TECHNICAL TOPICS

THE TWIN CAM PROTOTYPE

Cylinder formation choice for the new engine lay between eight and twelve cylinders. A V8 configuration needs a two-plane crankshaft with wide outer crankshaft balance weights to eliminate its out-of-balance couple. The bank-to-bank firing sequence imposes severe limitations upon the achievement of an efficient induction system if carburettors are used.

The V12 engine has equal firing impulses along each bank and can be carburetted as an in-line six-cylinder; furthermore it is inherently free of primary or secondary out-of-balance forces. Further influencing the choice of a V12 engine was that the U.S.A. market absorbs a very large proportion of Jaguar's sports car production and such a unit would have extra appeal over the dominant V8 engine. The twin-cam per bank prototype had a bore and stroke of 87mm x 70mm for the displacement of 4991 c.c. The cylinder block was an L.M.8 sand-casting with a sump face on the crankshaft centre

line: it had a top deck and flanged slip-fit cast iron liners. Seven main bearings (3.0 in. dia.) and the crank pins (2.187 in. dia.) were 1.20 in. wide for the side-by-side connecting rods with offset of 0.75 in. bank-to-bank. The forged steel shaft had eight balance weights and the lubricating system was a connected end-to-end feed fed from grooves in the main bearings. The crankpins incorporated the sludge trap system used on the XK six-cylinder engine and transverse oil feed holes. An EN 40 nitrided crankshaft was used for the competition version.

CYLINDER HEAD DESIGN

Cylinder head design followed the XK engine in basic features such as valve operation but there were significant differences. The chamber depth was 1.03 in. compared with 1.30 in. and the included valve angle 60° against 70°. Each of these features contributed to a more compact and theoretically more efficient combustion chamber. Comparison with the three-litre XK

competition engine is interesting. Maximum performance achieved on the 85mm x 88mm version of this engine was 312 b.h.p. at 6750 rev/min with a peak b.m.e.p. (brake mean effect pressure of 205 lb/in²).

From the V12 engine 502 b.h.p. at 7600 rev/min the best b.m.e.p. was 191 lb/in². Competition and production versions of the twin-cam engine were developed simultaneously and essentially they were similar in basic layout

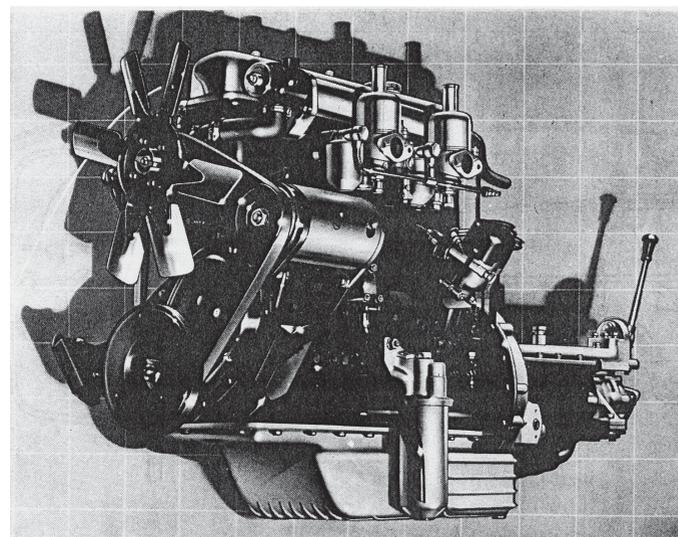


Fig. 4 SS Jaguar 3 1/2 Litre Push Rod Engine

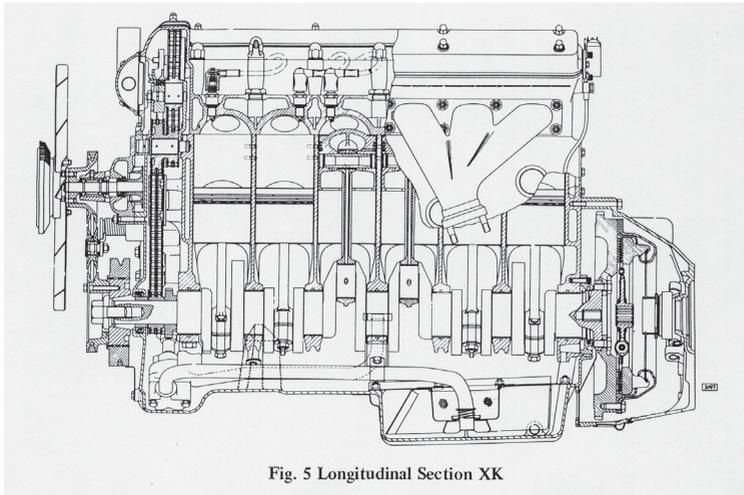


Fig. 5 Longitudinal Section XK

INLET PORT DEVELOPMENT

The performance of the downdraught inlet port relative to the transverse type remains conjectural due to lack of time for comparison. On the air flow rig it is not inferior for similar size valves and port diameters but the air flow performance on a static rig can be very misleading when

comparing ports of different configuration, as will be demonstrated.

Changes to the angle of entry of the inlet port resulted in an improvement of performance. As first designed the subtended angle between the inlet valve axis and the port was 60°. In this original form, and in competition trim, the maximum power achieved was 446 b.h.p. at 7250 rev/min. The subtended angle was next reduced to 48° by boring out the head casting and inserting a steel tube: the power improved to 458 b.h.p. at 7200 rev/min. Finally the head castings were modified to provide a subtended angle of 41° to valve axis raising the camshaft centres by 0.25 in. It was in this condition that the maximum power of 802 b.h.p. at 7600 rev/min was achieved.

DOWNDRAUGHT PORT ASSESSMENT

There are two conclusions upon which to deliberate:

(a) Dynamic filling of the downdraught port is inferior. Assume the majority of the ingoing mixture enters the cylinder round

TECHNICAL TOPICS

the outside of the port and the area of maximum discharge is adjacent to the cylinder wall. There could be also separation of fuel on to the cylinder walls. On the transverse port the mass flow is into the major diameter of the cylinder and therefore less restricted. On the V12 engine with downdraught port the b.s.f.c. (brake specific fuel consumption) at peak b.m.e.p. was 0.525 pt/b.h.p./h: the earlier three-litre six-cylinder competition engine with transverse inlet port using a similar compression ratio and

identical valve timings and lift recorded 0.492 pt/b.h.p./h.

(b) The downdraught port discharges in a substantially vertical pattern parallel with the cylinder axis and there are no means of promoting rotational swirl as with the transverse layout. Perhaps this results in a comparatively 'dead' mixture at near t.d.c. (top dead centre). This could be reflected in the ignition requirement of 45° b.t.d.c. (before top dead centre) for maximum power on the V12 compared with that of 27° for the three-litre engine. Poor combustion is probably partly responsible for the higher specific fuel consumption.

During the development period it was decided to withdraw from racing and these policy changes eliminated the need for a competition engine and emphasis shifted to the production version where top end power is obviously much less important than good low and middle range torque. Clearly an alternative to the vertical port layout was needed. A programme of single-cylinder work was in hand and comparisons could be made between cylinder heads of the V12 and the in-line XK engine. It is dangerous to read across from single-cylinder results to full-scale engines as the resonant frequencies of inlet and exhaust systems at full throttle can give surprisingly misleading results: but used intelligently a lot of useful information can be obtained.

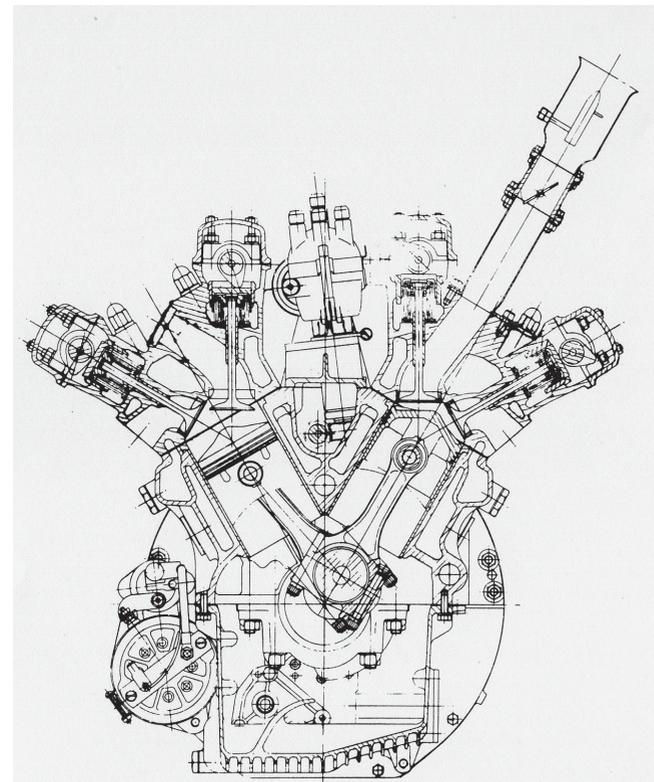


Fig. 6 Cross-section of twin-cam V12 engine showing original inlet ports left and final ports right

Two other areas of the engine design proved troublesome. The two stage chain drive was not completely reliable and the noise level was not acceptable in a sophisticated saloon car. Most troublesome were the curved guide and damper plates used to minimize the overall height of the timing chest. To ensure complete reliability on the high speed competition engine an all-gear drive for the second stage in the cylinder heads was eventually used. At the specified overall length it was necessary to keep the front of the production engine free for auxiliaries such as power steering pump, air conditioning compressor and large alternator and to mount the distributors in the valley of the cylinder block formed by the two heads. The opposed valves of the twin-cam layout allowed insufficient room for a single large diameter 12-cylinder distributor. Two six-cylinder type components were used.

One incorporated two sets of contact breakers plus the centrifugal and vacuum advance mechanisms for both; the other was a distributor for the h.t. current. At the high engine speeds particularly, difficulty was experienced in matching the timing of the two sets of contacts and the variations were unacceptable.

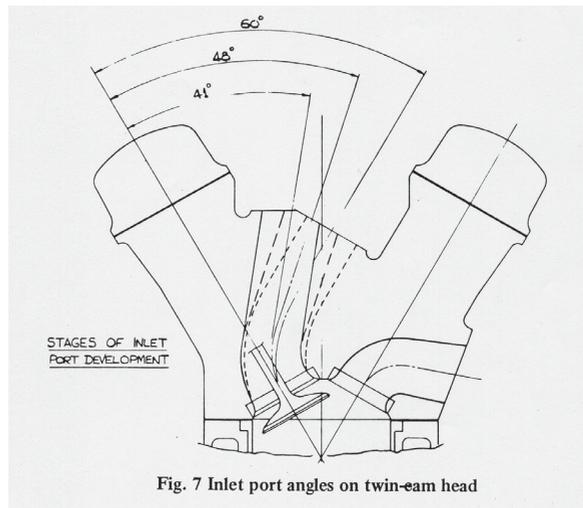
DESIGN CONSIDERATIONS

When the requirement for the new engine changed from racing to the more sophisticated and demanding one for powering the modern Jaguar type of production motor vehicle, much more than sheer top end performance was involved, and the more important requirements are discussed as follows:-

EXHAUST EMISSIONS

Investigation indicated little advantage with any particular combustion chamber except that simple shapes devoid of traps for unburned hydrocarbons appeared best and Nox production proved considerably less with the flat type cylinder head than with the hemispherical type. Tests on variations in bore/stroke ratio also appeared to influence the result far less than was originally expected, except that the long stroke/small bore favoured low NOx emission. These somewhat negative leads allowed a reasonable freedom of choice to meet other considerations.

To be continued...



RETIREMENT OF A FINE MARK 2



GHH poses for very last UK pictures of VFM13K before departure from the UK.



You may recall that I purchased VFM13K (W152 Mark2 No.63) from Bill Smith in Spring 2000. I had ordered my factory-built V12 from RCL the previous summer, but it was becoming clear that it was not going to be a quick delivery (! Did I ever believe that?) because of Ronart's preoccupation with the new Lightning. So I decided to buy a second-hand W152 to tide me over for a year or so, have some fun, and then sell it when it looked as though my own car was nearing completion and I would need my very finite "Ronart Fund" to pay Arthur for the final instalment.

This was an excellent decision because VFM ("Value For Money" as Bill put it) proved to be a fine car and in the end I got 2 years of fun out of it, on road and track, before selling in Spring 2002. It was always in very good condition, but I think I improved it quite a lot during the term, sorting out the many inevitable little faults (mostly electrical and resulting from one basic trouble – a new but defective battery!)

I bought it at a reasonable price of £15,500 because it was automatic. I knew I would not like that (except for burning off opposition at the lights) because it didn't feel or sound right and needed an overdrive top. By this time I had been referred to Brian Ball by The Jag Shop as the man to rebuild my V12 engine and he had done a beautiful job on that, so I got him to find me a good manual gearbox and he pulled everything out of VFM (finding that the head gasket was leaking badly and all the head studs had stretched, so all that was replaced at the same time) and reinstalled with Jag oil cooler and S3 electronic ignition.



The front yard of Sparreholms Slott (translates to castle, but more like a French chateau). Ronart parked at the left.



Helge Karinen, his wife and grandson; that drive extends literally a mile.

This little lot netted about £3k but transformed the car. Since I sold the car 2 years later for £15,500 that was really my “depreciation” or “enjoyment” cost for 2 years of use. Not bad value to my mind.

The gearbox change was a saga, and gave Brian much of his hard W152 experience. Initially he acquired a standard 4-speed/OD but it would not fit, so I sold it on to ex-member Roger Goswell (to whose car Brian did fit it successfully). So he found me a Jag S3 5-speed box which was delightful – much to be recommended – but unfortunately now very hard-to-find. Replacement of the flat screen by aeroscreens also transformed the look-and-feel of the car and reminded me of my first car (an MG TD which I rebuilt and owned for 20 years, with its fold-down windscreen and aeroscreens, but lacking in “grunt”).

Anyway in Spring 2002 my new rolling chassis was back in Arthur’s hands and it looked as though I might get it back last Autumn, and so would have to pay him a chunk of money (by now I had changed my order to a part-build, in that RCL would fit the carbon-fibre body and a few other frills and then return to me for completion). I’d have liked to have enjoyed VFM through last summer but I thought it would be easier to sell in Spring than in Autumn,

so I took it to the Alexandra Palace Classic Car Show and displayed it on the Prestige Cars For Sale stand where, inevitably, it was like “bees around the honeypot”.

I stayed with the car virtually all day Saturday and Sunday and identified 2 or 3 real suspects, but on the Saturday evening Annabel took a call from an almost unintelligible caller who said he wanted to



Co-driver John O’Hagan in front of the museum garage.

RETIREMENT OF A FINE MARK 2 (Cont.)

buy the car. This person didn’t seem to be on my suspect-list so I didn’t take much notice.

Well, he called again on Sunday night and was not very easy to understand but said he wanted to buy it for £15k (against £17k I was asking) for his museum in Sweden, though he lives in UK. But he was going to the Far East for a couple of weeks and would contact me when he returned. I didn’t really believe any of this but it gave me 2 weeks to see if any other offers came up.

It turned out of course that Helge Karinen was completely genuine, previously owner of the Swedish equivalent of 3i, was bought out by 3i, and is now a tax-exile from Sweden. I kept asking whether he would like to come down, meet me, test-drive the car etc., but not interested. Tentatively I asked for a holding deposit – a week later £5k turned up in my account. Then he asked if I could deliver it to Sweden if he paid the costs, and I immediately thought that would be an interesting experience and one last blast, so that became the plan and my friend John agreed to accompany me for the short-notice adventure.

So, never having met him, and diffidently asking for full payment before setting off (no problem – it happened) we set off for Harwich and a flat-calm overnight trip to Esjberg. The next day we motored across Denmark to Copenhagen where we spent a balmy evening drinking, eating and exploring. Next morning it was wet but still we could see enough to be

impressed by the amazing bridge over to Sweden, and then swam up to Stockholm for the next overnight. The following morning was fine for the 50 mile trip on rural roads which was our final run with VFM, and the W152 performed magnificently for the whole trip.

When we found the chateau it was magnificently sited on a huge island surrounded by the perfect lake for water-skiing – what an idyll. The Karinens were very friendly, and fed and watered us before driving us back to the airport for our £25 RyanAir return to the UK.

The Sparreholms Slott Museum is just packed with interesting cars and automobilia, but there are two other serious collections at the museum – horse-drawn carriages (like the 1914 Sarajevo assassination carriage) and juke-boxes and musical automata. From the pictures here you can probably make out that it is quite difficult to get around



Helge Karinen and a general view of the museum.



VFM13K tucked away in its new garage.

everything. Clearly Helge is more a dedicated (maniac) collector than a public museum curator. It appeared to us that everything there was in the name of his daughter and son-in-law and that the "open-to-the-public" aspect is really for the tax-breaks.

When it came to the hand-over I removed the windscreen, refitted the aeroscreens and mirrors, and offered him a drive, but he just asked me to "park it over there". So I suspect that he may never even drive it! However the museum is of course climate-controlled and has a staff of maintenance people, so it will presumably not deteriorate.

Why did he buy it? "Because it is so unusual". The collection already has routine



Our last glimpse of VFM13K, W152 No.63.

things like XKs and E-Types, and a lot of really historic stuff, like Gestapo Mercedes, and the King of Sweden's cars.

So VFM13K has retired and may never run again. Really a waste of so fine a Mark2, but in the end I had to accept the only firm offer. I would much rather have passed it over to some enthusiast, with all its detailed history, so that we could see it at Club gatherings, and I could have advised about

any of its little foibles. But it was not to be.

If you are ever in Sweden please do visit. The museum and surroundings are worth it anyway, but it would be great to hear how the old Ronart is faring.

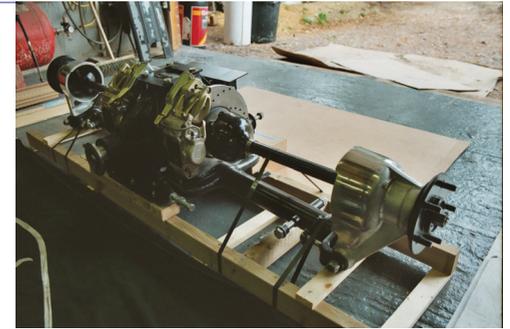
UNDER CONSTRUCTION

This month we feature Graham Hallett's V12, and here is the new chassis newly arrived alongside Mk2 No 63.



Below, a rare picture to be treasured - both Arthur and Jethro together, discussing the layout of header tanks on the flat-head V12 cooling system, and the positioning of the battery.

This is Arthur in his element with his very excellent executant Jethro - long may he be dedicated to the W152.



Above shows the presentation of Brian Ball's work - the rebuilt 3.09 PL rear axle, delivered on a purpose-made pallet and, below, installed in the complete rolling chassis.





The rolling chassis returns home after having had the engine and gearbox installed by Brian Ball in Waterlooville.

Below is the first revelation of Arthur's new design, high-level V12 manifold. It has to be examined at close-quarters in order to appreciate the intricacy of the engineering to make it all fit.

Steve Beresford's car, which is being built at the factory right now, will have the same exhaust setup. Driver and passenger rest their elbows on the silencers, so should be kept warm, whatever the weather!



The engine is standard 5.3, meticulously rebuilt by Brian and mated to an XJS 5-speed Getrag box, but fitted with Jaguar EFI modified by the full AJ6 Engineering "Plus Torque" kit.

In future issues I hope to be able to show reports of progress of Steve's car at RCL, of John Ellis's car, and Steve Heale's, as long as they send me some pictures and some supporting text!



RONART DRIVERS' CLUB

MINUTES OF THE THIRD ANNUAL GENERAL MEETING OF THE
RONART DRIVERS' CLUB, HELD IN THE ISIS SUITE OF THE
HAWKELL HOUSE HOTEL, OXFORD
ON SATURDAY 7th DECEMBER 2002, at 6.00pm.

1. Apologies for Absence

There were eighteen members present, and apologies were received from Mrs. Jane Weitzmann, Mr. Roger Threlfall, Mr. Graham Banks, Mr. Dennis Baker, Mrs. Carolyn Downes and Mr. Peter Webber. Mr. David Mansfield arrived towards the end of the meeting.

2. Approval of the Minutes of the A.G.M. of December 1st 2001

The minutes were approved as an accurate record of the previous years meeting.

3. Address by Club Founder

Mike Kanter gave a brief address, including a brief synopsis of the twelve year history of the club, and how it came to be formed, he also talked about the current situation and his hopes for the future, the details of which had already been given to members in the previous issue of the Ronart Driver, he confirmed his desire to stand down as club secretary. Graham Hallett proposed a vote of thanks to Mike for all his work over very many years.

4. Secretary's Annual Report

The secretary elect, Graham Hallett, gave a brief report of the clubs activities during the previous year, and explained his ideas and plans for the year ahead. In particular, he contrasted the lack of exhibitions with the successful regional meetings held in London and the Midlands, David Small was thanked for his organisation of the summer tours, and Tony Legon for his co-ordination of track days. Finally Graham reiterated the details of the secretary's emigration to France.

5. Accounts for the year ended February 2001

John Ellis presented the accounts for the previous year, showing that the club continued to be in a sound financial position, despite a considerably lower profit than the previous year. This was due to some membership subscriptions being paid late, and hence falling in the next financial year. Mike Kanter proposed, and Henry Weitzmann seconded that the accounts be approved by the meeting, and this passed unanimously.

6. Membership Report

In the absence of Simon Sutton, Benjamin Weitzmann announced that membership was steady at about 73 when associate members are included, despite 5 men leaving the club we have had 3 new members throughout the year. It was agreed to hold membership fees at the same level as last year due to the strong financial position. There was some discussion of payment by Direct Debit or similar, however not everyone was in favour, and it was felt that the resulting paperwork was not justified at present, but the situation would be examined further in the future.

7. Election of Club Secretary

Graham Hallett was unanimously elected as new Secretary of the club, proposed by Henry Weitzmann and seconded by John Ellis.

8. Election of Club Volunteers

The following members were elected (denoted by *) or re-elected to office :

Membership Secretary	<i>Simon Sutton</i>	<i>P. H. Weitzmann</i>
Treasurer	<i>John Ellis</i>	<i>P. B. Weitzmann</i>
Newsletter Editor	<i>*Graham Hallett</i>	<i>P. D. Mansfield</i>
Events Co-ordinator	<i>*David Small</i>	<i>P. J. Ellis</i>
Exhibitions Co-ordinator	<i>Benjamin Weitzmann</i>	<i>P. S. Small</i>
Regalia Co-ordinator	<i>Benjamin Weitzmann</i>	<i>P. P. Atherton</i>
Register Keeper	<i>Peter Langmaid</i>	<i>P. M. Kanter</i>
Technical Advisors		
Mark I	<i>Peter Langmaid</i>	<i>P. B. Weitzmann</i>
Mark II	<i>Freddie Trodd</i>	<i>P. R. Kanter</i>
Injection	<i>David Mansfield</i>	<i>P. D. Mansfield</i>
Web Master	<i>Graham Hallett</i>	<i>P. V. Ellis</i>
Track Day Secretary	<i>Tony Legon</i>	<i>P. M. Kanter</i>
Midlands Region Organiser	<i>*Mrs. Carolyn Downs</i>	<i>P. P. Atherton</i>
London Region Organiser	<i>Graham Hallett</i>	<i>P. D. Small</i>
French Region Organiser	<i>*Mike Kanter</i>	<i>P. J. Ellis</i>
Ronart Lightning Secretary	<i>*Peter Atherton</i>	<i>P. G. Hallett</i>

The position of Accessories Co-ordinator was abolished, and the duties returned to the Regalia Co-ordinator. Likewise, as there was no candidate for the post of Public Relations officer, the position was abolished, and the duties returned to the club secretary.

9. Other Items

There followed a general discussion on several issues, this included a review of the excellent quarterly London Region Noggin & Natter evenings that Graham Hallett organises on the village green at the local public house in Dunsfold, Surrey. It was agreed to hold a number of these in different areas, and members were invited to propose locations.

Tony Legon (Track Day Secretary) 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.

Items for regalia were suggested, including golf umbrellas, and a separate range of regalia for the Lightning was proposed, possibly starting with a good quality T-Shirt.

The A.G.M. And Christmas Luncheon seemed to be well supported, and the meeting was very much in favour of continuing it in the present format for the time being, therefore next years event would also be held in Oxford.

With no further business, the meeting closed at 7.35pm, and many members then went on to the annual club dinner, in a private room at the nearby Tree Restaurant.

TRACKDAYS - Tony Legon

I've attended three official Track Days this year [2002], all relatively local to me in the South-East: two at Goodwood and one at Brands Hatch. This year I'm hoping to get to Castle Combe and back to Mallory again. I took the car out to Corsica, which as it turned out was more hectic than any trackday. Also I was one of the intrepid party to venture to the N,rburging and get the car out on the track at Spa.



The two trackdays at Goodwood were both Charity days and along with 25 other cars a total of £5000 was raised for the charities involved. The Brands Hatch day was a pure out and out go-for-it day. That is until the rain came. I have to say my personal effort at Brands was a little cautious by my standards as this was not long before our trip to Corsica and I had taken a country excursion (!!) whilst at Goodwood the month before.

To elaborate on this, if you have ever wondered how robust is the front nose cone of your car, doubt no more. On my trip into the country away from the track, as I recie'd



Ed still hacks around in his substitute car.

a new line through the famous St Mary's corner, I buried the front so far into a tyre-wall that the tyre-wall left black rubber marks on the leading edge of the wings. Look at your cars and work out just how far in that is? The result was NOTHING but a small scratch on the front edge of the nose cone, which was easily invisibly repaired by my local body shop.

The day at Brands Hatch was attended by 4 Ronarts:- myself, Mike Kanter, Freddie Trodd and Graham Hallett. It was a very good day and we were very lucky with the weather as the day remained dry until we were just about to leave. As we had been able to secure a covered pit we just stayed put until the rain subsided. This unfortunately meant a delay of about 1.5 hours, which we managed to fill by watching the evening session of cars battling it out with the elements.

By the time we got away the pubs had opened and so we had to invoke rule number one – i.e. that it is dangerous to drive such an exhilarating car on an empty dry stomach, and anyway the cars needed a drink too!

TRACKDAYS - Tony Legon (cont.)

The day at Goodwood in late September was advertised as a Supercar day. We had two cars on the track - myself and Freddie Trodd. Mike Kanter was down to be there but the sheer excitement was just too much for him and he came up with a limp excuse - something about being in a different country or other. We were joined by Henry Weitzman and Graham Hallett who cheered us on. We were up against some fairly exotic stuff:- TVR rally spec cars, a Noble, a Lamborghini and a few Ferrari's. Derek Bell and Tiff Needell were also driving round and neither of these two distinguished drivers managed to get past either of the Ronarts. For the record though I should add that neither Tiff nor Derek Bell were ever out on the track at the same time as we were. Of course, I won't hold this against them if ever I meet them again.

Reasonably uneventful day except that I lost one of my SuperTrapp bolt-on exhaust silencers (that I needed to use to be able to get out onto the track at Goodwood which has severe noise limits for trackdays). The weather was gorgeous and once I'd been reunited with my exhaust part we headed home via a short stop to replenish supplies at a handy pub.

At both my last two track days the Picture Management team joined us. This is an organisation which provides wonderfully clear close-up digital photographs of your car out on the track. The pictures are available to collect at the end of the day and are a really great



momento to cherish. I would also like to thank them for their kind permission in letting us reproduce some of the pictures for this article.

The trip to Nürburgring can only be described as a "must do in your lifetime" experience. The 13-odd miles per single lap combined with the narrowness of the road, the blind summits, the two wall-of-death banked corners and the concrete walls or Armco barriers with zero run-offs, does get you going. This is very much a drive by the seat of your pants place where you need to take crash hats and spare underwear just to watch let alone drive. It is really quite impossible to describe just how demanding and exhilarating to drive the track is. All other track driving experiences pale beside it. When you finish you are so glad that you were wearing full head gear, as your eyes were so far out on their stalks that had it not been for the goggles your eyeballs would have been swept way after the first two or three corners. Putting them back in does require abundant amounts of local red wine!!

TRACKDAYS - Tony Legon (cont.)

On the way back, it was another very wet drive at high speed in almost nil visibility. One of those drives where if you let the car in front be far enough ahead for comfort they disappear into the mist. So you trundle along at 110 mph+ on a German Autobahn knowing that the black blob in front can't stop quicker than you can, or at least you hope not. You are getting not only very wet but your face is beginning to go numb with the pain of the rain and your car filling up with water.

We eventually arrived at the Belgian town of Spa Francorchamps. Now this is the home of the Belgian Grand prix and as luck would have it they were having a private trackday. So after a few words and an exchange of some Euros we set off for a few laps of this majestic circuit. I can only say that the famous corner at Eau Rouge is a really

daunting experience, but what a fantastic one at that. Of all the F1 circuits they say Monaco is the most thrilling to drive, and I have been fortunate to drive my Ronart around that one too. Spa is much faster and you need a different set of skills to manage it. It was equally as exciting and very hair-raising in the wet conditions in which we drove, but very, very entertaining.

It turned out to be a very good year for different track experiences and my trusty car got me home every time even though I have somewhat abused it on a couple of occasions. I have not made any firm plans for trackdays this year but it's early days yet. I'd like to see some other tracks so, if any other members want me to organise a meeting at their local track, please give me a call and I will see what we can do.

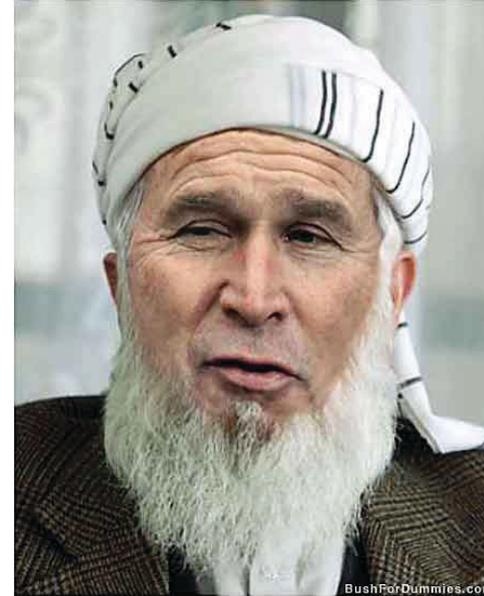


20 QUESTIONS

A new series in which we feature oblique profiles of our members. Our first offering is our Treasurer John Ellis who is presently building his Mk2 S6.

- | | |
|---|--|
| What was your first car? | 1947 Austin Eight |
| What is your every-day car? | Mitsubishi Shogun SWB Diesel |
| Where did you first encounter a Ronart? | Kit Car Show |
| What's the best car you've ever owned? | Shogun (so far!) |
| What's the worst car you've ever owned? | Morris Marina 1.8 |
| Which car do you most regret selling? | Triumph 2000 |
| If you won the lottery, what car(s) would you buy? | Mercedes 500SL |
| What is the most essential tool for a
Ronart owner to carry? | AA Card? |
| What is the most useful spare for a
Ronart owner to carry? | Umbrella? |
| What is your favourite classic event? | VSCC Day |
| What was your most memorable drive? | Driving back from the French Alps
last June in the Stag |
| What has been your greatest achievement? | Being the perfect husband (!?) |
| What is your favourite word or phrase? | "I love you" |
| What trait do you most deplore in yourself? | Impatience |
| What is your favourite motoring book? | Don't have one |
| Why did you buy a W152? | Looks; performance; sound; adventure?
All of these |
| What's the worst thing about the W152? | Steering wheel too close? |
| What or whom do you most dislike? | Patronising politicians |
| Where would you most like to live? | In the Teme Valley (near us) |
| What is your favourite music? | Russian composers |
| What do you think about speed cameras? | Too rude to print |
| What has been your most embarrassing moment? | Too embarrassing to explain! |
| When or where were you happiest? | Dinghy racing on Lake Bala one day
20 years ago; powder skiing in
Tignes one day last December |

If the USA had lost the 2nd Gulf War



Proposed Trips - 2003

David Small, our most intrepid European traveller, is kindly making the arrangements for our tours this season. If you haven't already replied, do please let us know immediately so that the bookings can be made.

A long weekend in Honfleur - 30th May -1st.June

- Day 1 Coastal drive to Veulettes for lunch. Continue on to Honfleur via the fantastic Pont de Normandie. Hotel in Honfleur.
- Day 2 Explore the town and the very picturesque old harbour. Saturday street markets. Picnic lunch if weather fine. Group dinner in Honfleur.
- Day 3 Scenic drive back to Dieppe via Les Andelys with lunch en route.

Ten rooms are booked at Hotel Mercure in Honfleur but you will need to book your own crossing. We will use Eurotunnel departing 0904 on 30th.May and return 1758 on 1st.June. You can book on 08705 353535 - GBPI49 or GBPI32 for Points Plus members.

Please book early and let Graham or me know if you plan to join us.

A trip to Angoulême and the Lot Valley - 18th.-28th.September

- Day 1 Morning ferry Dover-Calais. Mainly autoroute to hotel south of Paris.
- Days 2 & 3 Scenic route south via Loire valley to Angoulême.
- Day 4 Angoulême to watch the famous Circuit des Remparts classic motor races around the streets of this old town.
- Day 5 Drive to Mike and Ros Kanter's new property near Cahors where we will either stay with them or be billeted around their village.
- Days 6 & 7 Explore the Lot Valley ably led by Mike who is going to try to persuade the local mayor to close a mountainroad to create a hill-climb for us. Can you imagine that in England!
- Day 8 Drive to hotel at St.Enimie on the Tarn Gorge, reckoned by C&SC Magazine to be the most stunning driving roads in Europe.
- Days 9 & 10 Return to Calais.

Estimated cost of ferry and hotels - about GBP400 per head (excluding meals) based on two in a car.

Please contact David (or Graham, if David is away on holiday!) if you are interested in either, or preferably both, trips.

David Small Tel: 01483 203588

Email: davidsmall@ic24.net

Forthcoming Events Calendar

Please do let the Editor know well in advance of any events which are worth listing here. If you are planning to go to a Car Show and are willing to organise a few other Ronarts into turning up, please call Benjamin Weitzmann for the loan of a Club banner or flagpole.

April 10th Thursday

April 24th Thursday

May 4/5

May 15 Thursday

May 29th Thursday

May 30/June 1

June 2/3

June 3 Monday

June 7/8

June 8 Sunday

June 15 Sunday

June 19 Thursday

June 21/22

June 26th Thursday

June 29 Sun

July 10 Thursday

July 11-13

Aug 8-10

Aug 14 Thursday

Aug 16 Sat

Aug 17/18

Aug 30 Sat

Aug 31

Sept 5-7

Sept 13/14

Sept 14

Sept 13/14

September 18-28th

Sept 20-30th

Sept 21st Sunday

Oct 2 Thursday

Oct 30 Thursday

Nov 15/16

Dec 6/7

Southern Noggin & Natter - The Sportsman, Mogador

Midlands Noggin & Natter - The Bear, Berkswell

National Kit Car Show, Stoneleigh

Southern Noggin & Natter - Black Horse, Chorleywood

Midlands Noggin & Natter - The Bear, Berkswell

Honfleur Weekend

Harrogate Festival of Motoring

Classic & Sportscar Clubs Show, Braintree, Essex

British Sportscar Festival, Brooklands

London - Brighton Kit & Sports Car Run from Brooklands

E-Type Day Prescott

Southern Noggin & Natter - More Place, Esher

National Kit Car Festival, Newark

Midlands Noggin & Natter - The Bear, Berkswell

Bromley Pageant of Motoring

Southern Noggin & Natter - The Fairmile, Cobham

Goodwood Festival of Speed

Nurburgring OldTimer Grand Prix

Southern Noggin & Natter - The Hautboy, Ockham

Beaulieu JDC Rally

Malvern Sportscars Festival

Castle Combe Classic & Sportscar Action Day 01249 782417

JEC Surrey Jaguar Day, Polesden Lacy

Goodwood Revival

National Kit & Performance Car Show, Donington

NKPCS Track Day, Donington (organisers Limelight)

Beaulieu AutoJumble

Trip to Angoulême & Lot Valley

Targa - Liège Reliability Trial 2003

Bath - Bournemouth Classic & Sports Car Run

Southern Noggin & Natter - Guildford area

Southern Noggin & Natter - The Sun at Dunsfold

NEC Intl Classic Motor Show - Club Stand hopefully

AGM & Club Xmas Lunch provisionally @ Oxford again?

KEY:

Main Event

Local Event

General Interest

MEMBERS' NEWS

Jürgen Bremer -

Jürgen's car was transported to its new home in Germany in January, via Brian Ball in Waterlooville who rebuilt the gearbox and fitted a new overdrive unit which had failed. Jürgen had wanted to fit a newer 5-speed box but in the end German regulations dictated that the original period equipment could not be changed.

[Brian Ball is now more experienced with the W152 than anyone else outside the factory I suspect. He is a Jaguar specialist (esp. V12 engines/gearboxes, injection and rear axles) who works from his home and provides an excellent and good-value service - I recommend him highly.

He built my V12 engine and installed it and is helping me extensively on my injection setup. He changed the gearbox and rebuilt the engine of my red S6, did likewise for Roger Goswell, fixed Tony Legon's gearbox mountings, and now Jürgen's car. So that makes 5 W152s that he has done significant mechanical work on. I am exhorting him to consider kitting-up with the diagnostic equipment for the Cobra V8 engine, because then he would be an excellent option for Lightning maintenance in the South (Portsmouth). If you ever need Brian's number, just give me a call. - Ed.]

I'm delighted to report that Jürgen was taken in my our little joke on the Club website - "By the way one question: on

www.ronartdriversclub.org.uk/pages/gallery/gallenrepos.html

I have seen a Ronart of the late 1950's. Is that really the earliest known Ronart?" Top marks for perspicacity! Nobody else has ever commented - never noticed?

John Ellis -

John's build is progressing steadily since he has taken delivery of all the Stage 2 kit (save a few outstandings). A progress report from John will be in the next issue.

Peter Langmaid -

Very sad news that Peter's V12 is up for sale. The usual story - that he doesn't use it very much these days - and wants to buy a Harley-Davidson instead (the biking equivalent of a Ronart).

Chris Williams -

More bad news - Chris also has decided to sell his V12.

It's amazing that 2 V12s are for sale, because we don't recall any V12s ever being sold until now.

Alastair Rosenschein -

Sadly, Alastair also has decided that too little use (shame!) means that he is selling. The details of his car are already on the website For Sale page, so please make sure the new owner joins the Club.

Advertising our For Sale cars on the website is an important part of our Club's service to members, but it does require a couple of good pictures as well as the specifications, to really attract interest.

Steve Beresford -

His alloy V12 is progressing slowly but surely at RCL. Jethro is doing the work (with Terry) but does get diverted to Lightning tasks quite often. The quality of their work, though, is worth the wait.

MEMBERS' NEWS

Carolyn Downes -

The surplus after reimbursing Freddie for his costs in making Mike's plaque model (plus a little "thank-you" present) was £101.23 in favour of the Lifeboat Fund and will be augmented by 28% tax reclaim under Carolyn's "Gift Aid" registration.

Emails

Please, please do let me know your email address if you are internet-enabled. I get quite a lot of notifications of events etc., which are either too late for or not significant enough to put in Humps & Pipes, but I can easily email out to you if you are regionally relevant!

Non-Member

Paul Chownes-Dove has decided to sell his (ex-Tony Croft) hill-climb-prepared W152. A very interesting car, which I believe Tony should buy as a second Ronart and forget about his home extension.

Steve Heale

I have heard from Steve Heale in Devon (who has just joined the Club). He is finishing Mike Theobald's Mark 1, and getting to the stage of SVA, so I must make the effort to update that section of the website with the latest knowledge that John Ellis and I have been acquiring.

Tony Legon

The juxtaposition (!) of Tony's enthusiastic driving and his amazingly low coolant temperatures were an enigma. Unfortunately it seems that a problem with his electrics may have disconnected his fan, with the result that he had a very steamy gasket blow.

By the time you read this, however, Brian Ball will have done his business and Tony should be back on the road for the Season.

Honfleur

Currently the tourers for this long weekend look to be David, Tony, Freddie and Steve Trodd, Chris and Ailsa Logue, Jean-Paul Gouzin, and Jürgen Bremer.

Anyone else interested in joining this little group should call David Small PDQ.

Haynes Motor Museum Test Circuit

We have been sent particulars of the fees for the Proving Ground and Test Circuit. It is small but affordable, so it might prove an entertaining outing allied to a visit to the Museum.

If anyone in the area (Yeovil) feels like volunteering to organise such a jaunt, please contact me and I'll send the leaflets.

Motors Reunited

You may have heard of Friends Reunited well now take a look at Motors Reunited - <http://www.motorsreunited.co.uk> - a new and free online forum aiming to connect Classic Cars with previous owners as well as provide a meeting place for all Classic Car and Bike owners in the UK to trade parts, and motors and news.

"Over the coming months we will be building a UK database of classic cars still on the roads and wondered if you would be willing to help us in our quest?"



MEMBERS' NEWS

Arthur Wolstenholme

Perhaps some members knew Arthur's father but, even if not, I'm sure we would all like to send our condolences to Arthur and Rona.

"Not so good news I am afraid, Dad died a few hours ago at 7pm. He had been in hospital for a few weeks but in the last day or so he suddenly turned for the worse. He never made his 91st Birthday this Sunday but he did go peacefully in his sleep. We were at his bedside at the time." [February]

Claude Thiry

"I put new tyres on Alick Parker's car and replaced the windshield by 2 little windscreens. The engine is currently under

review (gasket joint was blew up). Each cylinder is being overhauled. The car should be ready by end of March.

I have another question regarding the cost of the insurance premium I had to pay to come back to Belgium. It was a one year comprehensive coverage and I paid £1400. I cancelled it 2 months later and they refunded only £690.

I sent them 2 faxes asking for an explanation, but so far I have had no reply ! Do you think that this is a normal insurance cost ? What should I do ?"

[Ed: This certainly sounds pretty steep, but I could not advise any effective action. Any other members have experience or advice?]



Mike & Tony at Brands Hatch Indy Circuit

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 Injection technical problems

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 W152 Mk2 technical problems

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Email Addresses!

Please send Graham Hallett an email and register your address with the club; We are finding it an increasingly efficient way of keeping in touch cheaply AND receiving quick feedback on issues with members.

Club Website - www.ronartdriversclub.com