

## Humps and Pipes



Issue No.46

July - December 2005

# Humps and Pipes

The newsletter of the Ronart Drivers' Club

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Cover Page Photo – Jürgen Bremer at the Schloss Solitude



## FROM THE EDITOR

You will be incredulous that, as you read this, the next issue of Humps & Pipes is nearly complete.

We had a short visit to the Derbyshire Dales in the Autumn which benefitted from remarkably pleasant weather and we had a very good turn-out too.

Unfortunately I forgot who I asked to do the report, and so did he/she! Maybe it will appear in the next issue, otherwise this may be the only reference to it. We had a favoured parking position on the drive at Chatsworth, and an enjoyable visit to the Tram Museum. Not much to do with cars after all!

That was the end of the season for most of us, laying up cars for maintenance or improvements. I was off the road for the winter having punched a hole in my sump. My brother-in-law Peter Tonks, who was with us on the last Nürburgring trip, requested an outing. Unfortunately I had fitted my low-profile track wheels/tyres and our combined weight lowered the sump enough to target the spigot of my gate-bolt, so that we left several miles of oil drips around Surrey.

This was the same sump that last year moved the man-hole cover in Freddie Trodd's drive so as to make an effective man-trap. Money and time meant that I only replaced the sump a few weeks ago.

I have been finding it very hard to juggle the pressures of trying to establish a new business with these duties. So I do apologise for the scarcity of Humps & Pipes recently. The editing task is not so daunting if there are articles forthcoming, but I do feel that we are missing a dynamic personality to engage more of the membership in events. So maybe such a member will arise!

We had a very good turn-out in midsummer at Henry & Jane Weitzmann's Open House. Many thanks to them for this generous repeat-event (the last for the foreseeable future). Some excellent pictures have been provided by Peter Atherton and these will appear in the next edition.

Our Annual Lunch this year was in Stratford in January, as you know. The location was approved of by those who came, though there were fewer than previous occasions, and the consensus was to repeat the post-Christmas timing next year. It was also proposed at the AGM that we might utilise some accumulated Club funds to subsidise the event next year, to see if price-sensitivity reduces the numbers.

John Ellis's car has now been painted a lovely shade of pink, and Colin Neal has finished his car (though unpainted as yet). It is reputed to be very beautifully built, and Colin has written an excellent account of the project for next issue. Hopefully Part 2 of John's article will soon be published too.

Arthur Wolstenholme achieved a couple of Vanwall coups recently -

He managed to get a prime position at the Goodwood Revival meeting, right at the entrance, shoehorned alongside the Scalextric stand where they were featuring a model Vanwall, so both parties were delighted by the other's endorsement.

Many of you will have seen the Vanwall appear on Top Gear - unfortunately not a proper review or test, but nevertheless a very nice bit of publicity.

We will have some more coverage of the Vanwall Launch in our next issue.

Till then, get those cars to a N&N near you.

## "WOGER THE WILD WONART WONDER BOY"

*Well Woger, taking the Wonart to work in the sunshine has been wonderful this week. The turning heads on the M25 wealy make having a Wonart worthwhile.*

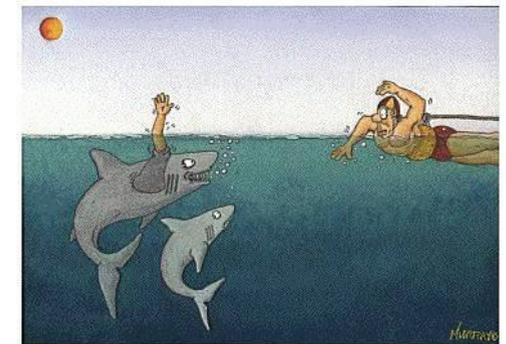
*The lead up to the summer has been busy hasn't it Woger? Had a Getwag gwearbox fitted just after Christmas. Gweat bloke in Portsmouth fitted and got it weady for me. Told Watchel it was going in for a bit of a tune up before the MOT, did not dare tell her I had changed something else on the car. Mind you had a bit of a shock myself when I got the bill. Woger! You must stop saying "yes, go on then"!!*

*I told her I was not spending much on the car this year as all the bits and pieces I bought last year would see me through. Good job you're not Pinocchio Woger, as your nose would be longer than your dipstick.*

*We are supposed to be saving for the structural defects in the new garage we had built last year. Don't want it falling down aound my Wonart. Had a mate of mine wound to look at it, he's a big fellow, he stood there hands on his hip, sucked air through his teeth and said "Woger twust me" So that's ok then!!*

*Had to do some explaining when I still had the old Bwitish Leyland gwearbox in the garwage. First thing Watchel saw on the way to the washing machine. "What's that?" She said in the way that she wealy wanted to know, but did not want to look too bothered. Had I said the wong answer, I would have been in twouble. I said it was the new Wonart key wing, and laughed. But she looked at me as if I was stupid. I had to tell her it was a fellow Wonartier's and I was just storing it for him whilst he cleaned his shed out.*

*I am going to sell it: must put it in the magazine or E-bay. I have heard there is a lot of money to be earned selling second hand Jaguar parts. There's a thought Woger..... What did I do with those old XJ wing mirrors?*



"SEE SON...THIS IS WHY I SAVE THESE BITS."



**The following looks odd, but you can read it -**

I cdnuolt blveiee taht I cluod aulaclyt uesdnatnrd waht I was rdgnieg. The phaonmneal pweor of the hmuan mnid Aoccdnrig to rscheearch at Cmabrigde Uinervtisy, it deosn't mttar in waht oredr the ltteers in a wrod are, the olny iprmoatnt tihng is taht the frist and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it wouthit a porbelm. Tihis is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe.

*Amzanig huh?*



**Remarkable -**

$$111,111,111 \times 111,111,111 = 12,345,678,987,654,321$$



A driver is stuck in a traffic jam on the M1. Nothing is moving. A driver is stuck in a traffic jam on the M1. Nothing is moving.

Suddenly a man knocks on the window.

The driver rolls down his window and asks, "What happened?"

"Terrorists have kidnapped Tony Blair, Cherie Blair, Gordon Brown, John Prescott and Peter Mandelson. They are asking for a £10 million ransom. Otherwise they are going to douse them with petrol and set them on fire. We are going from car to car, taking up a collection."

The driver asks, "How much is everyone giving, on average?"

"About a gallon."

**CLUB TOUR REPORTS**

**Rumble at the Rock – Sunday 5th September 2004 - Days of Thunder**

And so it came to pass that on a bright, crisp sunny Sunday morning in early September, 3 Ronart Lightnings left their stables and began a journey not seen or encountered before. One was driving north on the M1, a 2nd coming down from the Midlands where it had been stabled overnight and the third left its home near Leicester. A 4th had been due to join us but circumstances "beyond our control" meant that this was not possible on the day but feelings and emotions were stirred into action and were running high as we set our respective courses for what was to be a most memorable day.

Shortly before 9.00am, there was a small commotion at Watford Gap service station as the first Lightning rolled in amidst a mighty roar and positioned itself just in front of the restaurant. The owner escaped for a brief period to grab a cup of coffee and phoned the second owner who arrived shortly thereafter. As luck would have it, the 2nd Lightning rolled and roared in and was able to position itself adjacent to the first. The sight was fantastic and unseen before as two of these mighty beasts rested magnificently side by side on a gentle slope facing the many who were by now beginning to descend upon this strange happening. The



owners welcomed each other casually as if it this was a regular event as others gathered around and asked the usual questions of "What is it, where does it come from, what is the engine, how fast can it go, what is the weight and where are you going?" Questions and even more questions meant that the owners had to finally drag themselves away from these interesting times and set a course for the Rock.



Shortly before 10.00am having driven steadily below the speed limit (not easy as we all know) east along the A14 to Kettering and then north on the B6003, the two Lightnings, the grey and the blue, approached and rounded Corby to the north west and then again headed east and then almost without warning, with some apprehension faced the mighty Rock. Now I for my part, having spent

## CLUB TOUR REPORTS (Cont.)

hours queuing to get into Brands Hatch and Silverstone and more recently having become embroiled for over 2 hours in a traffic queue near Donington Park, was absolutely delighted to encounter no delay whatsoever and was able to take the long straight drive, as informed, right up to the tall gates of the special enclosure. But also, even had I been a normal "Rocker", there would have been no delay as matters of security and parking were most swiftly and efficiently dealt with. My initial thoughts were of times in my earlier life of living in the States and the parking of cars at Disney by the thousand in a very similar efficient and relaxed manner.



And so through the "golden" gates we swept as we looked left to the special parking area designated for those cars representing "The Days of Thunder". These magnificent beasts are all of British build but have enveloped in their midst an American engine be it a mighty V8 or V12. Now the two Lightnings were able park casually and gently, almost regally, alongside number three with various Marcoses to our left, some five Jenson Interceptors ahead of us and several GT40s to our right. It was then that Greg and I made the acquaintance of both Peter and Paul who had travelled to the Rock in David Jones' silver Lightning. Time was also spent comparing the three, of how the exhausts



were all slightly different in their setting, of how the leather work was all to a high spec, of how we had to have a slightly darker upper dashboard so that the sun did not reflect and dazzle the driver. Then we clambered under and over all three engine compartments, avidly looking for what was different. It was then that Greg admitted to having his Lightning turbo-charged to a little over 500bhp by the factory so that he could participate more competitively in his Gumball rallies. We eyed each others' bodywork, the fit of the doors, the boot and the bonnet whilst enquiring of each other how we had all coped with our respective hard tops. All in all, we were all well satisfied and pleased, and a good job too because the crowds were beginning to gather.

As several of the team were anxious to view the racetrack, we decided to take it in shifts



## CLUB TOUR REPORTS (Cont.)

to answer all the relevant and necessary questions that would occur over the next 3 hours but we knew full well we had to be together again at 12.50pm to prepare for the "roll". I was first to "hold the fort" as the others went for a coffee and a walk around. They returned after an hour or so in order that I could also undertake stroll round with much advice on where best to stand, where best to take photos from and where best to hear the roar of the cars participating in the races which, by the way, had been happening since our arrival. This I did and to say the least, thoroughly enjoyed myself and will certainly be a regular visitor from now on since only once before had I been to such an event and that was in late 1991 at Daytona Beach in Florida.



And so to the appointed hour and the appointed minute, 12.50pm Sunday the 5th of September 2004 – by coincidence my father's birthday but I did have his special approval this day not to be with him. Nervous – no! Excited - you bet we were! Cameras at the ready, telephone calls all made and we were sat in the cars ready for the off. We were to leave the parking area in single file and follow the Pace car round the back of the general parking, round the west stand and then through a tunnel underneath the track and onto the raceway by the side of

the pits. Before entering the tunnel we were held for some five minutes as if to calm our excitement and again time was taken to take photos, admire the other non Ronarteers and their cars before the call to order came and we were off.



As we emerged from the tunnel, even more people and enthusiasts seemed to be gathering around us to look and observe this most unusual happening. So many prestigious cars, in formation of two by two as we had been ordered being twenty feet from the car in front and ten feet from the one at your side. Then all eyes were on the lights: red to amber and then amber to green and we were off! The pace car would be our guide and we were told right at the start to always follow and take your lead from the pace car otherwise we would be off at the first available opportunity. As we sped away we were all quickly up to 70 mph and stayed at that for the remainder of the lap but as we all roared past the main stand the pace



## CLUB TOUR REPORTS (Cont.)

car quickly increased its speed to over 100mph and we knew then that this was it.

Yes I had come down Shap on the M6 at over this speed but this was totally different! I remember thinking how smooth the surface was and with no hard top on how great it felt as I listened to the roar of the cars in front especially when we passed the main stadium. Jethro was to tell me later how wonderful the sound was but for him, and I presume others, the roar came as you were some 200 yards past the casual observer. Needless to say the second lap was soon over and the pace car slowed as the green lights turned to amber and then to red and all too suddenly we were taking the slip road off the track and in front of the pits to finally go out through the tunnel and back to our special parking stand.

With almost all the excitement over, some of the drivers took time to grab a cup of coffee whilst others said their farewells and were soon on their way home. The Ronarteers stayed for a while talking more to those who still thronged amongst their midst but more especially to Jethro as he explained



specifically to Peter and Paul how the cars were built, the special materials used and how the moulds were taken and the shells formed. Then of course there was the engineering, the suspensions, the electrics and finally the road testing as each and every one of the five machines passed the test and was sold.

Finally, we also were on our way slightly before 4 o'clock in order to miss the main rush with promises to meet up again at some future as yet unknown event and time, or if not, then the Ronart Drivers Club Christmas lunch. For me, it was an uneventful but fulfilling drive home with the hard top off, the sun which had been blistering earlier in the day, now cooling, yet the warmth of summer was still abounding. I had the French trip to look forward to at the end of September and if that was half as good as this day out then it would be truly wonderful. And that is just the way the trip to the French Riviera turned out... but that's another story for another day and another copy of Humps and Pipes.... so see you then.



## VISIT TO STUTTART

### Carolyn McLaughlin

During September I took part in the Mercedes Benz rally, driving my SLK to Stuttgart. It was brilliant.

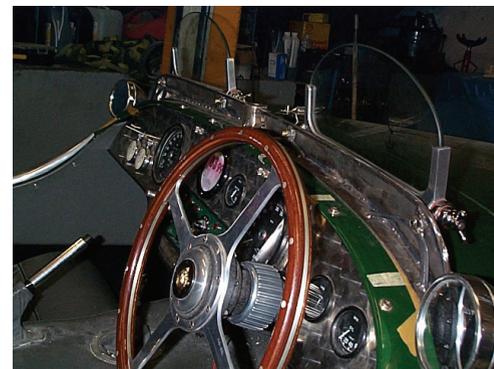
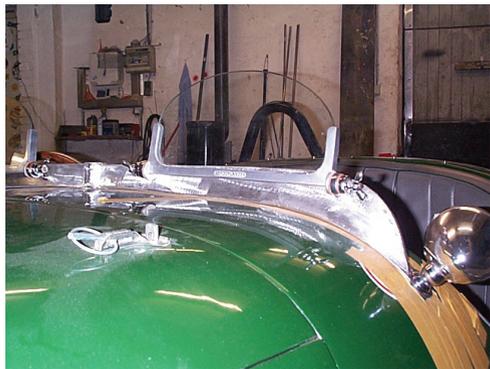
Before leaving home I e-mailed Jürgen Bremer, who purchased what was previously Peter's Ronart from me via the internet back in 2002.

We arranged to meet in Stuttgart. Jürgen took me to 'Ronnie's' new home, where I was able to see the modifications he has made to the vehicle, which he now uses actively for hill climbing and rallying.



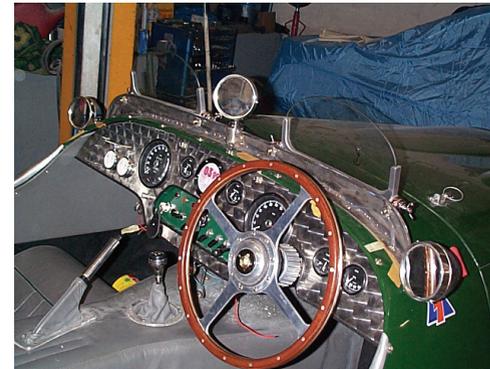
## Jürgen's Ronart in Stuttgart

Jürgen has let me have some photos that he's taken of the car whilst rallying. He's made some modifications which he is happy to share with RDC members.



## Jürgen's Ronart in Stuttgart

I felt I wanted to see the car in its new home, and am so pleased to hear how much pleasure and fun it is giving Jürgen in rallies and hill climbs. It has gone to a good home!



I also feel I now have two new friends in Germany.



## Jürgen's Ronart in Stuttgart



## TECHNICAL TOPICS

### Broadly Speaking

#### Jim Patten revisits a father and son XK parts business

[Reprinted from an article on the Jaguar World website.]



*Guy Broad really didn't stand a chance. His father Jeremy had been around cars, Jaguars in particular, well before Guy had seen his first Dinky toy. But even earlier than that, grandfather John had been travelling around the circuits competing in ERAs, Gullwing Mercedes and the odd Ferrari with some considerable success. Jeremy was responsible for the Jaguar interest, convincing father John that junior should have an XK120 to learn to drive in!*



#### Broad outline

Guy's formative years were also spent around these wonderful cars with weekends usually at a race circuit or hillclimb where the ol' man might be scorching up Prescott in a 'C' type. At that sort of early age information is absorbed like spilt red wine into a white tablecloth. Without realising it, Guy was laying down a basic understanding of Jaguars, mainly XK Jaguars, that would form the perfect foundation for building on in later years.

Eventually the time arrived when all young lads make their way in the big world and Guy was sent off to make his career in a decidedly non-motoring environment. It lasted just days. Despair at being separated from the comfortable Jaguar surroundings proved too much and he was soon back working where he was happiest.

He spent some time with Jaguar specialist Olaf P Lund before pushing off for America where he worked for Bill Welsh, again another Jaguar parts specialist. After 2 years in the States, with a vastly improved knowledge of the make up of many Jaguar models, he returned to the UK, ready and confident to go it alone. Starting in a low key way in Solihull, the business began to grow.

In the meantime Jeremy had been selling cars, again, mainly XK Jaguars as he had done in the 1960s but as an aside to this he would often take a trailer load of spares along to the various Jaguar events. There was some real gems in that old trailer. For Jeremy it seemed more like a social event than any sort of business; maybe it was, leaving Guy to add the organizational element.

## TECHNICAL TOPICS



*Jeremy Broad stomping up Prescott in a 'C' type. In the far background a small child is in his mother's arms. That's Guy. Photo by Guy Griffiths*

Guy Broad Spares continued to expand to such an extent that a move was forced upon the company. In 1992 new premises were found, almost within tunnelling distance of the Jaguar factory. Jeremy decided to join in as it was obvious that Guy had become very serious about the XK parts business. The main goal now was to build up the stock levels to a point where every part for every XK was kept. In an age when modern car manufacturers adopt the Japanese system of keeping bare minimum, it is a very brave decision to make. The amount of capital tied up in parts as well as that for re-manufacturing is considerable. It's not a situation where you can just call up a supplier and have a handful of items delivered; in this game, if you want something you usually need to have it made yourself.

Have you got it? How much is it? When can I have it? "Around the Midlands there is a terrific cottage industry with some very switched-on people. Relatively low production runs can be done but it is expensive," says Guy about the remanufacture side of the business. He has about 200 new part suppliers, along with the existing companies, making somewhere between

3,500-4,000 parts. All of these need controlling with an eye constantly on quality control. One part alone could involve three specialist Component suppliers!

All of the tooling has to be paid for and initiated. Also, as the tool wears so it has to be replaced. Occasionally a company may go out of business and that often means the tooling goes with it and so the whole process has to be repeated with a new supplier. This is without adding new lines.

The sheer number of parts involved is like trying to guess how many ping-pong balls would stretch around Le Mans; both make you dizzy thinking about it. "If somebody is restoring an XK150 at home, he doesn't want to know about problems related to getting the boot locks right, he just wants to order them. It's up to us to supply his complete order," is how Guy feels about his customers' needs. Complications set in with the number of changes within one model. Like the fact that there are three versions of XK120 sidescreens.



*Memories of the Provence Trip*

## TECHNICAL TOPICS



*It's all in the blood. Here, grandfather John keeps his ERA. in front of Nobbie Spero's 2.9 Maserati in the 1955 Seaman Trophy.*

Obviously, nineties technology can help a bit here and there, such as with the dreadful XK120 tandem brake master cylinders which always leak. Take it from one who knows. A modern replacement has been found that will sit behind the original cover ending all previous troubles. Disc brake conversions are available too, to convert XK120's and XK140's from drum brakes or update XK150's to 3-pot calipers. All parts are fully tested and backed with product liability insurance.

Perhaps one area that is giving some cause for worry relates to gearboxes. The internals from any Moss gearbox will fit as an entire assembly, but even the youngest is 30 years old. It's the gears that are the problem. Bearings, seals and needle rollers are plentiful. When demand is sufficient, the need will be met but it will not be cheap.



*Ultimately, you are only as good as your staff. Guy Broad Spares are lucky to have a dedicated team. Here Graham Hopper taps into the computer to check for a part. Everything is listed on the computer and constantly upgraded.*

What cannot be supplied new is usually available second-hand. There have been instances where XKs have been broken for spares but only where the car is beyond sensible restoration. That does not apply to the XK120 as these are invariably restored. Used parts have a full money-back guarantee. Guy keeps his own private collection of spares, a one-off of every original part he can get his hands on. This not only provides a data base for re-manufacture, it also adds a bit of interest. If he has two then the other is for sale.

## TECHNICAL TOPICS

Many parts are available on an exchange basis, such as instruments, distributors, starters and dynamos etc. "The trouble is, people do not send back their old units, no matter how much surcharge we place on it. I wish they would," Guy pleads desperately. What people fail to realise is that by failing to return the old unit, they are taking a valuable part out of the system, possibly denying help to others. On a lighter note, Guy reckons to have sold about 250 chassis-worth of suspension bushes without selling a similar number of shiny body parts. He can only conclude from this that there is an awful lot of rolling chassis in garages around the world. Chassis are now available as ready to use and priced at between £2,000 £2,500.

This year the company is more determined than ever to increase the number of parts available. For instance, the next item to be produced will be the early XK120 & XK140 oil pump. For years this has been unavailable and engine builders have had to look for the best second-hand one they could find. Fortunately, they have been lucky so far but that luck is running out.

There is no magic formula to success, it's just a question of trying to provide what the customer wants. If something is wrong then Guy wants to know about it. The most valuable tool he can use is feedback. If a part is slightly out or does not look like fitting, he needs to know about it. There may be a change in production so far unknown, or it may be that a supplier needs keeping on his toes. To make life easier for everyone the ordering system is done along the lines that Jaguar intended, using the original part number. "What's the point in dreaming up a completely new set of numbers when Jaguar have already done it for us. If restorers tackle their job with a parts book, then we all know what we're talking about."

Catalogues are available for all models, including one for competition parts and accessories, so if you need to know more contact [Guy Broad Parts](#), Broadacres, Wall Hill Road, Corley, Coventry CV7 8AD. Tel: 01676 541980. Fax: 01676 542427.



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## TECHNICAL TOPICS

A mechanic was removing a cylinder head from the motor of a Jag when he spotted a well-known heart surgeon in his shop. The surgeon was there waiting for the service manager to come take a look at his car when the mechanic shouted across the garage, "Hey Doc, can I ask you a question?"

The surgeon, a bit surprised, walked over to where the mechanic was working on the Jag. The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I open its heart, take the valves out, repair any damage, and then put them back in, and when I finish, it works just like new. So how come I get such a small salary and you get the really big money, when you and I are doing basically the same work?"

The surgeon paused, smiled and leaned over, and whispered to the mechanic...

"Try doing it with the engine running!"

## Understanding Engineers -

Two engineering students were walking across a university campus when one said, "Where did you get such a great bike?"

The second engineer replied,

"Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, "Take what you want."

The second engineer nodded approvingly and said,

"Good choice; the clothes probably wouldn't have fitted you anyway."

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## Understanding Engineers -

A priest, a doctor, and an engineer were waiting one morning for a particularly slow group of golfers. The engineer fumed,

"What's with those blokes? We must have been waiting for fifteen minutes!"

The doctor chimed in,

"I don't know, but I've never seen such inept golf!"

The priest said,

"Here comes George the greens keeper. Let's have a word with him."

He said,

"Hello, George! what's wrong with that group ahead of us? They're rather slow, aren't they?"

The greens keeper replied,

"Oh, yes. That's a group of blind fire fighters. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime."

The group fell silent for a moment.

The priest said,

"That's so sad. I think I will say a special prayer for them tonight."

The doctor said,

"Good idea. I'm going to contact my ophthalmologist colleague and see if there's anything he can do for them."

The engineer said,

"Why can't they play at night?"

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## TECHNICAL TOPICS

### Understanding Engineers -

The graduate with a science degree asks, "Why does it work?"

The graduate with an engineering degree asks, "How does it work?"

The graduate with an accounting degree asks, "How much will it cost?"

The graduate with an arts degree asks, "Do you want fries with that?"



### Understanding Engineers -

An engineer was crossing a road one-day, when a frog called out to him and said,

"If you kiss me, I'll turn into a beautiful princess."

He bent over, picked up the frog and put it in his pocket.

The frog spoke up again and said,

"If you kiss me and turn me back into a beautiful princess, I will stay with you for one week."

The engineer took the frog out of his pocket, smiled at it and returned it to the pocket.

The frog then cried out,

"If you kiss me and turn me back into a Princess, I'll stay with you for one week and do ANYTHING you want."

Again, the engineer took the frog out, smiled at it and put it back into his pocket.

Finally, the frog asked,

"What is the matter? I've told you I'm a beautiful princess, and that I'll stay with you for one week and do anything you want. Why won't you kiss me?"

The engineer said,

"Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog, now that's cool!"

## GOD CREATED CHILDREN (AND IN THE PROCESS GRANDCHILDREN)

To those of us who have children in our lives, whether they are our own, grandchildren, nieces, nephews, or students...here is something to make you chuckle. Whenever your children are out of control, you can take comfort from the thought that even God's omnipotence did not extend to His own children. After creating heaven and earth, God created Adam and Eve. And the first thing he said was "DON'T!"

"Don't what?" Adam replied.

"Don't eat the forbidden fruit." God said.

"Forbidden fruit? We have forbidden fruit? Hey Eve...we have forbidden fruit!!!!!"

"No Way!"

"Yes way!"

"Do NOT eat the fruit!" said God.

"Why"

"Because I am your Father and I said so!" God replied, wondering why He hadn't stopped creation after making the elephants. A few minutes later, God saw His children having an apple break and He was angry! "Didn't I tell you not to eat the fruit?" God asked.

"Uh huh," Adam replied.

"Then why did you?" said the Father.

"I don't know," said Eve.

"She started it!" Adam said

"Did not!"

"Did too!"

"DID NOT!"

Having had it with the two of them, God's punishment was that Adam and Eve should have children of their own. Thus the pattern was set and it has never changed.

BUT THERE IS REASSURANCE IN THE STORY! If you have persistently and lovingly tried to give children wisdom and they haven't taken it, don't be hard on yourself. If God had trouble raising children, what makes you think it would be a piece of cake for you?

THINGS TO THINK ABOUT!

1. You spend the first two years of their life teaching them to walk and talk. Then you spend the next sixteen telling them to sit down and shut up.

2. Grandchildren are God's reward for not killing your own children.

3. Mothers of teens now know why some animals eat their young.

4. Children seldom misquote you. In fact, they usually repeat word for word what you shouldn't have said.

5. The main purpose of holding children's parties is to remind yourself that there are children more awful than your own.

6. We childproofed our homes, but they are still getting in.

ADVICE FOR THE DAY: Be nice to your kids. They will choose your nursing home one day.

AND FINALLY:

IF YOU HAVE A LOT OF TENSION AND YOU GET A HEADACHE, DO WHAT IT SAYS ON THE ASPIRIN BOTTLE:

"TAKE TWO ASPIRIN" AND "KEEP AWAY FROM CHILDREN"!!!!

## Directions

A wife was making a breakfast of fried eggs for her husband. Suddenly her husband burst into the kitchen.

Careful ... CAREFUL! Put in some more butter! Oh my GOD! You're cooking too many at once. TOO MANY! Turn them! TURN THEM NOW!

We need more butter. Oh my GOD! WHERE are we going to get MORE BUTTER?

They're going to STICK!

Careful... CAREFUL! I said be CAREFUL! You NEVER listen to me when you're cooking! Never! Turn them! Hurry up! Are you CRAZY? Have you LOST your mind?

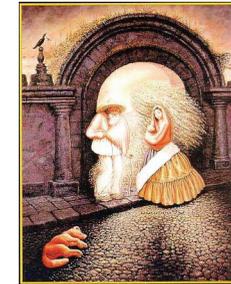
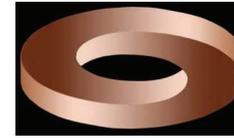
Don't forget to salt them. You know you always forget to salt them. Use the salt. USE THE SALT! THE SALT!"

The wife stared at him. "What the hell is wrong with you? You think I don't know how to fry a couple of eggs?"

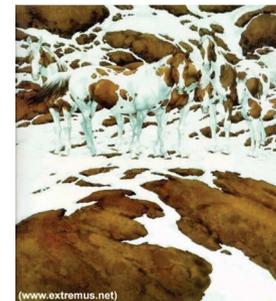
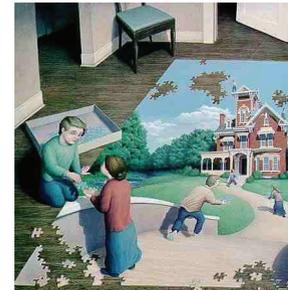
The husband calmly replied, "I wanted to show you what it feels like when I'm driving with you in the car."



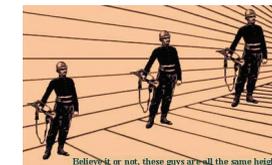
## Cool Art



Do you see 4 people in this picture?



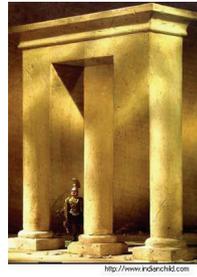
How many horses in this picture?  
You should find 7.



**Cool Art**



A face? or the word "Liar"?



Where does the middle column end?

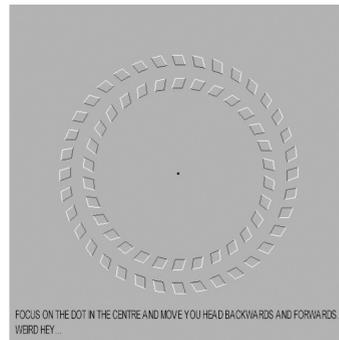
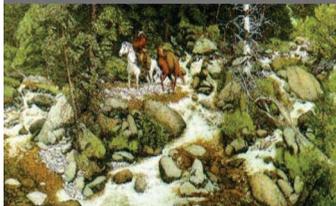


What do you see here?  
Do you see the word "LIFT"?  
Or, a bunch of black splotches ?

GIRLS ARE ABLE TO SPOT THE WORD  
"LIFT" EASILY. MEN FIND IT DIFFICULT TO  
SEE THE WORD "LIFT"!!!



There are 11 human faces in the picture. Can you find them all?  
Normal people find 4 or 5 of them.  
If you find 8 of them, you have an extraordinary sense of observation.



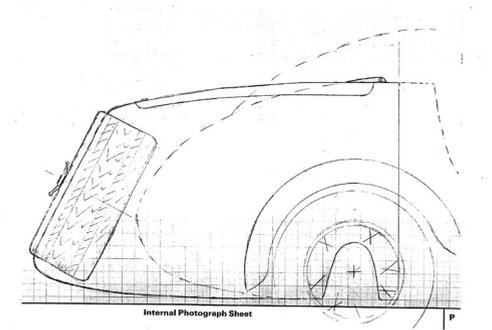
FOCUS ON THE DOT IN THE CENTRE AND MOVE YOUR HEAD BACKWARDS AND FORWARDS  
WORD: HEY

**FROM THE ARCHIVES**

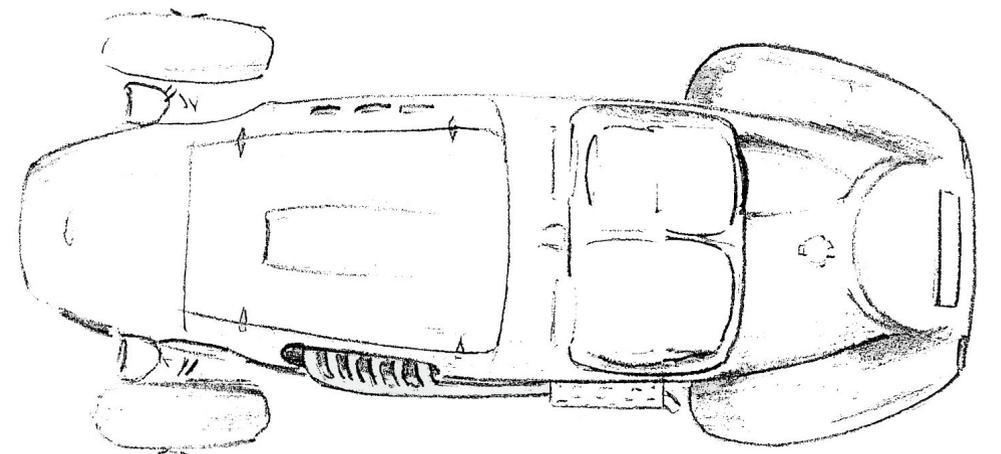
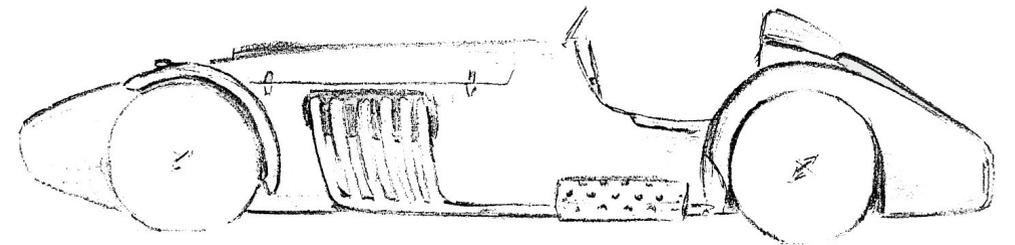
**From Geoffrey Evans to Mike Kanter,  
October 2000**

Shortly after taking delivery of my W152 in 1992, I toyed with the idea of finding extra space for luggage and a spare wheel.

My brother John, who has a degree of artistic training, came up with the enclosed sketches which I recently came across when going through some old papers. I think they are rather good, but for a number of reasons I did not pursue the project further. It occurs to me that with the number of new members that we now have, others may wish to view the sketches and possibly carry the ideas on.



Having owned a 'fifties' J2 Allard, from which the inspiration is no doubt derived, I consider the sketches to be fully in keeping with cars of the period projected by the W152..



When you are in deep SHIT, say nothing, and try to look like you know what you're doing.



#### HEADLINES

Something Went Wrong in Jet Crash, Expert Says  
Panda Mating Fails; Vet Takes Over  
Teacher Strikes Idle Kids  
Miners Refuse to Work after Death  
Juvenile Court to Try Shooting Defendant  
War Dims Hope for Peace  
If Strike Isn't Settled Quickly, It May Last A While

Heat Wave Linked to Temperatures  
Enfield Couple Slain; Police Suspect Homicide  
Red Tape Holds Up New Bridges  
Man Struck By Lightning Faces Battery Charge  
New Study of Obesity Looks for Larger Test Group  
Astronaut Takes Blame for Gas in Spacecraft  
Kids Make Nutritious Snacks  
Local High School Dropouts Cut in Half  
Hospitals Sued by 7 Foot Doctors

#### 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.

#### 2006

April 27 Thursday      Southern N & N - The Sportsman at Mogador, Surrey  
May 25 Thursday      Southern N & N - The Black Horse, Chorleywood, Herts  
2-5 June                  Somme Trip (Ref: John Ellis)  
June 22 Thursday      Southern N & N - The Sun at Dunsfold, Surrey  
7-9 July                  Welsh Borders Weekend (Ref: John Ellis)  
July 20 Thursday      Southern N & N - The Fairmile at Esher, Surrey  
Aug 24 Thursday      Southern N & N - Three Horseshoes at Knockholt, Kent  
10-20 September      Pyrenees/Northern Spain (Ref: David Small, JEC)  
Sept 21 Thursday      Southern N & N - The Bell at Outwood, Surrey  
Oct 19 Thursday      Southern N & N - The Parrot at Forest Green, Surrey

#### KEY:

Main Event   Local Event   General Interest

## MEMBERS' NEWS

### RDC MIDLANDS - Carolyn McLaughlin

Meetings have continued to be held on a monthly basis Spring – Autumn. This year, however, there has been less support from Midlands-based members in attending. There would appear to be a number of reasons for this:

- 1) the other activities in which we are all engaged during the summer months
- 2) support for national RDC events

I wrote to the membership asking if the meetings are too frequent, being held monthly, or whether the content is not to their liking. I am not able to draw any specific conclusions from the limited feedback received.

So we have had quarterly meetings in 2005.

I am aware from what has been said that the national events have been much enjoyed by those who were able to attend.

## Mystery Photo



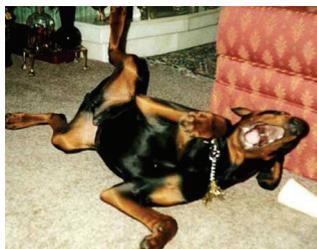
July - December 2005

## Instructions for cleaning the toilet:

1. Lift the lid on the toilet and fill it with 1/8 cup of animal shampoo.
2. Take the cat in your arms and stroke it gently while slowly moving in the direction of the toilet.
3. At a suitable moment, throw the cat into the toilet bowl and close the lid quickly and either stand or sit on the lid.
4. The cat will now start the cleaning process and will produce generate plenty of foam. Do not be concerned about the loud noises coming from the toilet; your cat is enjoying himself.
5. After several minutes flush the toilet to start the "Power-wash" pre-wash and then flush again for the main wash cycle.
6. Ask someone to open the front door and ensure that no-one is between the toilet and the front door.
7. Get off the toilet seat and from a safe distance open the toilet lid quickly. The cat will dry off naturally due to the high speed he will be moving from the toilet to the front door.
8. The toilet and the cat are now both clean.

With best wishes,

Fido



Humps & Pipes

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# CLUB CONTACTS

### Mike Kanter, Founder, Ronart 'Fellow', & French Regional Organiser

T: +33 565 31 23 39 - email: [mike.kanter@wanadoo.fr](mailto:mike.kanter@wanadoo.fr)

### Simon Sutton, Membership Secretary

T: +44 (0)1773 856901 - email: [simon@simonsutton.wanadoo.co.uk](mailto:simon@simonsutton.wanadoo.co.uk)

### John Ellis, Treasurer & Midlands Regional Organiser

T: +44 (0)1299 832502 - email: [jonellis@dircon.co.uk](mailto:jonellis@dircon.co.uk)

### Benjamin Weitzmann, Regalia and Annual Dinners Co-ordinator

T: +44 (0)1923 779966; - email: [benjamin@weitzmann.co.uk](mailto:benjamin@weitzmann.co.uk)

### Graham Hallett, Secretary, Webmaster, Newsletter Editor, & London Regional Org.

T: +44 (0)1737 832686 - email: [graham@hallettfamily.org.uk](mailto:graham@hallettfamily.org.uk)

### Peter Langmaid, Ronart Registrar

T: +44 (0)208 - 868 - 5708; - email: [peter.langmaid@fremantlemedia.com](mailto:peter.langmaid@fremantlemedia.com)

### David Small, Tours & Events Co-ordinator

T: +44 (0)1483 203588; - email: [davidsmall@ic24.net](mailto:davidsmall@ic24.net)

### Henry Weitzmann, W152 Mk.1/2 Technical Advice Co-ordinator

T: +44 (0)1923 779966; - email: [henry@weitzmann.co.uk](mailto:henry@weitzmann.co.uk)

### Freddie Trodd, W152 Agony Uncle & Build Advice

T: +44 (0)1483 224387

### Tony Legon, Track Day Co-ordinator, Newsletter Print Production

T: +44 (0)1737 246201 - email: [tony.legon@btinternet.com](mailto:tony.legon@btinternet.com)

### Peter Atherton, Lightning Co-ordinator

T: +44 (0)1992 441752 - email: [peterjatherton@btinternet.com](mailto:peterjatherton@btinternet.com)

### The Factory - Vanwall Cars Ltd (prev. Ronart Cars), Arthur Wolstenholme

T: +44 (0)1733 332913 - email: [awolstenholme@vanwallcars.com](mailto:awolstenholme@vanwallcars.com)

**Email Addresses!** Please send Graham Hallett an email to record your address with the club.

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

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Humps & Pipes

July - December 2005