



Issue No. 27

The Ronart Driver

October - December 1999

THE RONART DRIVER

QUARTERLY NEWSLETTER OF THE RONART DRIVERS' CLUB

ISSUE 27 OCTOBER - DECEMBER 1999

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Cover Page: The Lightning in all its glory

FROM THE PLAYPEN OF YOUR EDITOR

THE "LIGHTNING"

The very latest news is that Ronart Cars Ltd took an unsolicited 33 orders with a deposit at the Motor Show in October. Take a look at his web site, if you are on line that is, and read all about it at www.ronart.co.uk. Otherwise check out the article later in the newsletter. Bottom line is that Arthur will be looking to open a new factory in Peterborough in the next six months. *New orders for the W152 in kit form will be stopped by the end of the year.* Right now it is looking as if the W152 will then only be available as a fully built up car based on the same mechanics as the Lightning, and at about £40K. I don't have to tell you that this means that the fabulous W152 will only be available to folks with somewhat deeper pockets. In a way this reflects the real cost of such a motor car, for many folks in the know have commented that £25K was not much for a hand built motor car of this calibre. I know I will hold onto my beauty for as long as I can stand up (and I'll keep the car as well).

THE GREAT JAGUAR SHOOT OUT

The 6.9ltr TWR engined Ronart that out performed all the modern Jaguars (XKRs, XJR etc) and half a dozen Kougars at the Santa Pod ¼ mile drag strip on 16th October was built by and belongs to Chris Bellhouse from Maidstone. Oh! How I wish I had been there, I would have given him a run for his money (oh ya!).

CLUB EVENTS

The Christmas luncheon on 5th December at Ansty Hall, near Coventry should have some extra kickers this year (I said kickers madam). Not only will we hear the story of the Lightning etc. from Arthur but Tony O'Keefe's talk about the Jaguar Daimler Heritage Trust will reveal just how Jaguar has benefited from Ford. It will put Ronart Cars move to Ford parts in prospective. Talking to Tony recently it certainly had a profound effect on my opinion. So now the flesh is willing to own a Lightning (I have been strictly a Jaguar only guy to date having owned old Jags for 25 years).

The club's stand at the NEC International Classic Motor Show on 6/7 November displayed 3 green ones (Peter Downes, Gren Cambell and Mike Kanter's) and a great site it was as Benjamin Weitzmann managed to colour co-ordinate the rest of the stand around green. Well done Benjamin. Thanks not only to the donors of the show cars who also helped on the stand but to members Graham Hallett and Graham Frost who helped man the stand on Saturday. Robert Latham and Bill Smith also joined us for a chat on Sunday. As usual there was loads of interest in the cars and some prospective buyers. The show was excellent, in fact I would say even better than the last few events, some very interesting cars for sale, loads of autojumble and a great presence of Maseratis. Showing the *Ronarts* is important to help the used market maintain it's prices as well, I still find myself talking to enthusiasts at every show who have not heard of the Ronart. The more the marque is known the more it will not be viewed as a 'special' and it will hold an intrinsic value.

That leaves us with the Spain 2000 Trip, the response has been good I am glad to say. Right now it is looking like the Ronarts belonging to Gren Cambell, David Lougher, Mike Kanter, Tony Legon, David Lyons, David Small and Jacques Grandjean are confirmed with Graham Frost, Wolfgang Doell, Ulrich Klausman and Brian Preston seriously considering. The dates chosen in June unfortunately prevent Henry Weitzmann and David Mansfield from joining us. It is always very difficult to pick dates that suit everybody, it took no less than six weeks just for the 2 organisers to agree a date between them due to other business commitments, even as far out as May/June next year. Please do call Claire to register your interest (see enclosed notice) there is no commitment necessary at the moment but she will only be sending out details to those who have shown an interest i.e. not the whole club membership.

JAGUAR ENTHUSIASTS CLUB RACING – YEAR 2000 ONWARDS

Following the successful inaugural year in XK racing, the JEC is proposing to bring other Jaguar racing to members from 2000. Terry Dye of the JEC is seeking to identify the numbers likely to be competing. Three additional Series are being proposed:

E Type: 4-6 races

XJ saloons/XJS/Jaguar Saloons (S type etc): 4-6 races

Jaguar Engined Replicas: 6 races

The XK Series: 6-7 races will continue

The JEC is currently in discussion with a number of organisers to identify suitable meetings. The objective is to bring friendly yet competitive racing to as many JEC members as possible. The regulations are being prepared and should be available now to allow plenty of time for car preparation. The general principle being 'if it isn't in the regulation then you can't do it'. In order to identify the number of entrants the follow categories have been defined:

Racing/Track days/Hillclimbs/Sprints

To the clubs knowledge the following Ronart owners have shown interest to date:

Chris Bellhouse/Paul Chownes-Dove/Mike Kanter/Roger Threlfall.

On checking the responses so far it looks like about 80 possible cars confirmed in the race series, 12 in the Track days, and 40 in the Hillclimbs. So if you have any interest at all please contact Terry on 01453 842399, alternatively write to him at Edgeworth, Charfield Rd, Kingswood, Wotton-under Edge, Glos. GL12 8RL. Be sure to detail your Name/Tel No/Make of Car & Model/Category of interest (see above).

NEWSLETTER PRODUCTION

Young Henry Weitzmann has stepped in with my pleas for assistance, not only is he going to pull the newsletter together from the copy I prepare, but he has changed it to a full colour A5 format. A5 is the only way we could do it economically in colour. In a way we are pooling resources with the Scorpion Owners' Club that Henry founded, for it has a small membership, so we hope to achieve some economy of scale by sharing equipment. My personal thanks to Henry, and I am sure from all club members'.

Happy Ronarting!

Mike

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A SUMMER TRIP TO FRANCE
PART THREE OF A FOUR PART SERIES FROM
THE DIARY OF GRAHAM BANKS

Once again a quick recap of the dying paragraphs.....

Thursday: A Jaguar engine does not like running on five cylinders, unfortunately that's what we were now doing. We made a decision to go back out of the mountains and look for something nearer the main road. There are no opportunities to rev the engine on the way down and it was now running like a sick pig and by this time there were only four cylinders firing..... *Read on.....*

The main road is a dual carriage way and I floored the throttle in an attempt to clear the plugs. It didn't work and it was now 5.30. We had no accommodation and time was pressing on. We made a decision to head to the coast to see if we could find something in Nice. Once again I floored the throttle hoping the plugs would clear. After about 20 minutes we were back on five cylinders and by the time we reached Nice we had all six back again.

Boy, Nice was busy. The main road along the front was bumper to bumper and we ended up in the middle of it. We stopped at a likely looking hotel and asked if they had accommodation. The receptionist informed me they had not and not only that, she does not know where we will find any as most is booked up by 4.00pm.

The car by this time was back on four cylinders because of the traffic and we were stuck on the side of the main road. We decided to park up in a side street and I would see if I could find some accommodation. I spent the next 30 minutes walking up the front becoming more despondent as the time moved on. Everyone had the same story. Sorry, hotel complet. It was now 7.00pm and starting to get dark.

We drove out of Nice and entered the adjoining area called Cagnes sur Mer. It's obviously seen better days but it still looked clean and pleasant. The traffic was still stop start and tempers were getting a little frayed. We stopped on the footpath to try to clear the cylinders but it did not work. We decided on another walkabout but to no avail and we set off again. No sooner had we started then we passed an hotel with parking on it's forecourt. I immediately pulled onto the footpath and walked back.

The Hotel was called the Hotel de la Serre. There was no sign of life so I rang the bell. Whilst I was waiting for someone to come I noticed in the mirror behind reception an apparition. It took a while for me to realize I was looking at myself. I'd forgotten about the layers of sun block that had been applied throughout the afternoon and this, coupled with fly squash and all the dirt we had picked up from

the road made me look like a vagrant (sounds like the average Ronart driver - Ed). No wonder I had been getting funny looks at the other hotels. When eventually someone appeared he informed me a room was no problem, I asked if I could park on the front and the owner (for this is who I had been dealing with) said he would clear a space. At this point he did not know what sort of vehicle we were in.

I reversed the Ronart onto the front and by now it was coughing and banging as it fired in the silencer. This brought the owner out, who immediately proceeded to bring the rest of the staff out including his son and his father. After much debate they decide we would be better off not leaving it on the front and they invited me to park round the back. I was not bothered so long as we had a room for the night and I readily agreed. Parking round the back was a hassle and eventually much to Vivien's amusement there were four people involved. There was a slight rise at the rear entrance gateway and the only way the car would go over it was to make a ramp of timber either side. The ramp builders were the hotel owner, the chef and the head waiter. At last the car was inside and the gates were closed. I head off to the room for a welcome bath and look forward to the evening meal.

For all the shabby looks of the hotel the meal is simply superb. The staff come over to talk about the car. The hotel owner's father, who it turns out is in his eighties, enjoys interpreting. We relax and look back over the days events. The holiday is certainly not without it's excitement!

Friday morning dawned to a clear blue sky. Our room overlooked the Cote d'Asur and the view was delightful. After breakfast I checked the levels on the car and I decided to wash it off as we were going to Monte Carlo. The staff provided me with a bucket and leather and then proceeded to fire endless questions in rapid French which I found difficult to understand. Once again they built the ramp for me to allow clearance over the gateway and off we set for what turned out to be a superb day in Monte Carlo. We arrived back at the hotel for the night and the ritual of the ramp building began only stopping for Vivien to photograph them all at work.

Saturday morning and it was time to move on. Once again the ramp was built and we pulled round to the front of the hotel to load up our luggage. I asked the owner what we owed for our stay and what extra for the car. He replied that it had been a delight to see the car and won't accept any extra for the garaging. He posed for a photograph beside it and then it was on the road again.

If we thought Thursday had been hot then goodness only knows how hot Friday was. Even at 80mph on the autoroute with the Kenlowe on all the time it still ran hot. We had decided to drive back to the Alps and in particular Albertville for the night and review matters there. The trip was uneventful except for losing a ticket on the autoroute. Don't worry I said to Vivien I'll explain at the next payage. We drove up and with a great flourish using a full command of the French language I shouted above

the noise of the exhaust, billet whoosh!! Much to the amusement of the cashier it solved matters and we were on our way to the overnight halt.

We found the hotel we had decided to stay in without too much bother and booked in our room was superb and so was the meal we later enjoyed in their garden. There's something about sipping a Kia in the warmth of the evening sun after a hard days drive.

Sunday, and it was decision time. The car was running well, the trip up from Nice had cleaned the plugs. Once again we had a cloudless sky and the Alps seem to beckon. We had originally intended to drive up to Evian on the side of Lake Geneva but the weather was presenting an opportunity too good to miss. We made the decision to head for The Grand St. Bernard Pass, and Italy.

The weather could not have been better and the trip up the mountain roads became all the more enjoyable once we came to the pass. We drove for over an hour continually uphill and it was effortless. The bark of the exhaust high in the mountains had to be heard to be believed. Despite it's bulk the car is not heavy on the steering and it made light work of most of the bends. Nearer the top the road straightened out and the monastery came into view and we entered the snow line.

We stopped at the top for a breath of fresh mountain air and once again an audience gathered. This time it included a group of Italian motor cyclists. They were very friendly and in a mixture of Italian, French and English managed to ask what the car was. I decided it would be easier to tell them it was a Jaguar special, rather than try and explain the intricacies of a Ronart. This seemed to excite them even more and the comment was made, She's a Belle. It was all in very good spirit. After 30 minutes we bade farewell to each other. It seems so easy to make friends with the Ronart as I'm sure all owners must know.

We carried on over the border into Italy. There are no barriers anymore and other than the remains of the concrete foundations at what was the border post, there was nothing to let us know we were in another country. The trip down the Italian side of the pass was breathtaking. The view was mountains, mountains and more mountains as far as the eye could see. In the distance was our lunch destination, Courmayeur at the foot of Mont Blanc. Being Sunday, the road was extremely busy with Italian motorcyclists. Without exception they all either waved or flashed their lights at us. It was very friendly and very pleasing.

We came out of the snow line and the weather became very hot. By this time our noses were conditioned to the sun and were brown on the very end with the rest of our face catching up with the tan. At the foot of Mont. Blanc there was a roadside restaurant which looked to be full up. We drove slowly past looking to see if there was any parking but more importantly was there a spare table. The head waiter upon seeing us immediately beckoned us to stop. He then proceeded to clear away

two rather large planters to create a parking space and gestured for us to reverse into the space which was now in front of the seating area. He cleared a table for us by moving some patrons who obviously did not have a car worthy of this seating position and we sat down highly delighted. It turned out he was a car fanatic (he was Italian so what else). He had his own ex works Lancia Delta Integrali around the back.

Lunch was very enjoyable as we sat looking up at a clear blue sky and the view was filled by Mont. Blanc. Everyone stopped to look at the car which was by now the customary thing to do. All too soon it was time to head off. The plan was to drive through the Mont. Blanc tunnel and stay the night at Chamonix on the French side. At the toll both for the tunnel I tried to explain what the vehicle was but guess what, they could not find it on their charts. It was out with the tape measure and the wheel base was measured to determine the cost. It worked out at the equivalent of £20.00 for the trip through the mountain. The echo from the exhaust was incredible as we drove through but what surprised us the most was the lack of exhaust fumes.

Chamonix looked very picturesque and very busy. The hotel we had selected took a little finding because whilst we could see it from the road the entrance was extremely difficult for vehicles. We assumed it was for foot traffic i.e. skiers in the winter rather than cars in the summer. We pulled up at the front and once again the crowd assembled. It was a mixture of all nationalities. We checked in and chose a room looking up at Mont. Blanc. I went down to the car and asked if there was some where I could park it. They had separate garages guest parking but they asked if we would like to park it under the hotel where they kept there own chauffeur driven vehicles. As you would expect I said yes. I asked if they could provide me with a bucket and leather to wash it off. Not only did they offer, but the porter who had helped us to the room was sent down to wash the car off for us! We declined his kind offer and set about washing off all the grime from the melting snow from the Pass.

Whilst I was washing it off it attracted all sorts of interest, not least was an American who could remember the car racing at Watkins Glen driven by Briggs Cunningham, no less. The atmosphere in Chamonix was very relaxed and we decided to stay for a couple of nights.

To be continued.....



COMEDY ZONE

MURPHY'S LAW APPLIED TO MOTORING

1. If you have to park six blocks away, you will find two new parking spaces right in front of the building entrance which weren't there previously.
2. If you allow some one to drive in front of you, he will park in the last space at your destination.
3. When you want to check your map, all the traffic lights will be green.
4. When you find one on red and have found your position on the map again, the traffic will move off before you can find out where to go next.
5. The first bug to hit a clean windscreen will land directly in your line of vision.
6. If you can reach the faulty part, you will not have the right tool to remove it.
7. If you can see it, you can't reach it, If you can reach it you can't see it.
8. If you can remove the faulty part, the supplier won't have one in stock.
9. If he has one in stock, it did not need replacing in the first place.
10. No matter how small the task is, you will end up covered in grease and oil.
11. Even though you have not let it go, the spanner will have turned itself around, so that the wrong end is at the nut.
12. If you drop it, it will never reach the ground.

And for the editors of Newsletters :

1. Some errors always go unnoticed until the edition is in print.
2. The first page the editor turns to on opening the magazine, will contain the worst error.

Edited from a recent Rover Longship News by Mike Kanter



A SNAP OF MY MOTHER-IN-LAW WITH A RONART





"Lightning"



TH

E RONART LIGHTNING

By Arthur Wolstenholme

This stylish, thoroughbred sports car, named "Lightning" is designed for the discerning driver who loves the romance of motoring yet wants a car firmly set in the future.

This exciting new car marks a new direction for Ronart.

This two seater, high performance sports car is a high flier with the following features:-

- W 4.6 litre Mustang Cobra 99 engine.
- W 320 bhp, V8 quad cam, 32valve (425 bhp race tuned option)
- W 5 speed manual gearbox .
- W Lightweight Carbon fibre, Kevlar and GRP composite bodywork .
- W Full independent wishbone suspension front and rear.
- W Suspension and steering geometry designed by Harvey Bailey Engineering .
- W Hydrotrack differential.
- W AP Racing designed braking system .
- W Recaro Seats, leather interior, Clarion multi-media stereo.
- W Electric windows, remote locking, air conditioning etc.
- W 18" OZ wheels fitted with Pirelli P Zero tyres.

Acclaim from both journalist and public to the lightning was fabulous. The design of the car was so well received that only minor changes to the front headlights and interior were all that were requested before going into production in May 2000.

So well was the car received in fact that within ten days of the launch the large number of deposit orders have meant a much longer waiting list than originally envisaged. Ronart will be setting up new factory premises and production facilities in 2000 to meet the response received from the Motor Show.

A more detailed account of the motor show and a redesign of Ronart Cars Ltd. web site will be published from November 18th.

Thank you to all those customers placing deposit orders and to all who visited the

SNIPPETS

UPON MY SOLE!!

Years ago Ronart owner Chris Shuldham-Shaw sent us his snippets for those building and maintaining Ronarts. We have been publishing them now and again ever since. In the meantime Chris sold his beloved 'Red Lady' to a very fortunate gentleman called Nick Sonley. Here believe it or not is almost the very last tale, four years later. This is an end of an era, who will now regularly send us tips ?

For some time now I have been searching for the kind of material which can be used to provide a spacer between flat sheets, a washer between metal objects and paintwork or just a thick lump that can be cut and shaped to suit a specific purpose. It needs also to be impervious to water, petrol, oil etc.

OK, I know one can buy various thicknesses of rubber sheet from Woolies and other suppliers, but have you ever tried cutting and shaping thick rubber? Even with a new Stanley blade it resists and squidges under pressure with a result that, when un-squidged, the resulting object has a totally different shape to that intended. Also, it seems you can have any colour you like providing it is black

I found a solution to the problem when visiting our local shoe repairer, "Colin the Cobbler" - who also happens to run an immensely hairy Buckland three wheeler with far more power than it looks as though it should have.

While chatting away, as is one's wont in these rustic parts, I saw, propped against a wall, a whole row of rubbery looking sheets of different thickness, surfaces and colours. Colin advised me that the material was a form of plastic created specifically for the stick-on soles of every kind of footwear, from delicate feminine thingummies to farming boots. In effect, it is pliable, proof against most things & extremely tough. Low and behold, it can easily be carved to whatever shape one wants. The top surface is smooth (for gluing) the bottom variable from light stipple to perambulating tractor.

So far, I have used off cuts of this marvellous stuff as washers between body surface and boot hinges and fly screens, as spacing material in all sorts of places, and as shaped blocks onto which to mount a flat alloy GB plate to the curved rear mudguard. That is only on the car! For any DIY enthusiast it has all sorts of other uses round the house. Oh yes, I have also tried it on shoes, but with little success since Colin assures me his glue is rather special. And special it smells!

FOUND ON THE WEB... CONTENT FROM PETER LANGMAID

- So have all you web-heads out there checked out Ronart Cars web-site www.Ronart.co.uk It is amazing what you find out there, why not try: www.chez.com/voiture (voiture = car in french)



This site displays pictures of exotic cars photographed on a main road somewhere in France. The Ronart Mk2 shown was believed to be the one recently built (1988) by Patrick Smith and subsequently sold to someone in Italy, however, upon examination, it is not. A rather smart looking example complete with hood (for sunny France?), quarter tonneau, windscreen, chrome wires, and of course, left hand drive. The slightly squashed look to the car is due to the optical distortion of the telephoto lens used to take the photograph.

- www.team.net/www/ktud/ronart.html reads

Arthur Wolstenholme's superb Ronart W152 (styled after the Mercedes W152) was perhaps the purest & most powerful fun car of the Eighties. Its minimalist styling, & thunderous Jaguar power made it an imposingly impractical conveyance. Launched in 1986, the Ronart used a Spyder backbone spaceframe chassis with a choice of either aluminium or GRP bodywork. Jag XJ6 or XJ12 engines could be fitted, & one Ronart was even sold with a bored-out Lister seven-litre V12 for shattering performance. For the less hardy, a full windscreen & hood could cover the otherwise massively exposed cockpit. Expensive but beautifully finished, the W152 is one of the all-time greats of the kit car world.

Mike Lawrence who cannot be dubbed as friends of kits said: "A serious piece of

machinery, & one of the very few cars sold as kits which merit the term 'desirable').

RONART DRIVERS CLUB REGISTER NEWS

As mentioned every time in *The Ronart Driver*, the aim of the register is to:

☺ Provide some gossip on members' activities.

📁 Track every car built, with our own independent register.

✍ Act as the club membership list.

The latter is to provide a central point of contact for all members to form a mutual help group; it is re-issued whenever there is a change.

NEW MEMBERS There are none to be announced with this issue, which is very unusual, the total new members for the year was eleven. This includes new factory delivered cars/kits owners and those who bought their cars on the used market.

However, we must not forget members like **Claude Thiry** who joined us from Belgium, he is looking for a second-hand/previously used/pre-owned etc W152. I do hope the 1 or 2 members who were thinking of selling have contacted Claude; you'll find him on the Membership List enclosed with this newsletter, somewhere at the bottom where the newer members appear. Don't be worried about selling overseas either, I sold my red one after buying Craig Winstanley's magnificent car, to a buyer in Japan. Claude should also be in touch with Arthur at Ronart Cars Ltd (+44 1733 332913) as there are occasionally other cars on the market whose owners do not belong to the club. For instance we learnt from a dealer at the NEC Classic Motor Show in November, that non-member Mike Prime wants to trade his recently acquired W152 in for a beautiful Jaguar engined Bugati Type 35 replica, so it is obviously up for grabs.

MEMBERS NEWS Carl Rasey called me to say that he is making serious progress with his kit, about time Carl! I don't know, you don't hear from a fellow for a million years, then he bothers you twice in a month. He is busy extracting his last few parts from Arthur and wants to finish the car whilst he has some time on his hands. Why has he some time on his hands you ask? I am glad you did because I have no news on any other members so I will have to spin this out. As many of you know Carl is a policeman who lives out of his car, only he doesn't anymore 'cos he resigned after 9 years serving us unruly lot. Now here's the rub, what does he do now? He's a minder for the stars - how interesting you might say! I say start serving your club now and line up one of your punters as the guest speaker at next years Christmas lunch, Carl. Seriously though, great to hear from you!

Giles Shuldham-Shaw emailed to say he could put together the club web site. Giles is the son of his father (no you don't say), Chris. Builder of the infamous 'Red Lady' now owned by Nick Sonley. To thank Chris for the many articles he wrote for the club we still send him a complimentary copy of the newsletter, not only does he read it (well he better) but it seems Giles does as well and he noticed our pleas for a web builder. However as new member Graham Hallett had just volunteered for the task we were unable to conclude an arrangement with Giles.

CLUB CALENDAR OF FORTHCOMING EVENTS

Don't forget to let us have any suggested events and we will add them to the calendar as usual. If you're planning to go to a Car Show, JEC day etc. and are willing to organise a few other *Ronarts* into turning up, do call Benjamin Weitzmann or Mike Kanter for the loan of the club display logo, it's designed to be posted. As it is nearly the end of the year we have included interesting and old favourite events for next year, even though we do not have the final dates yet.

<i>DATE</i>	<i>EVENTS</i>	<i>DETAILS</i>
Sun 5 Dec	Ronart Drivers Club Christmas Lunch	Ansty Hall, nr Coventry. Guest speakers Tony O'Keefe Curator of vehicles, Jaguar Daimler Heritage Trust & Arthur Wostenholme, MD, Ronart Cars
Sun 26 Dec	Classic Car & Motorcycle	Wickham Square, Wickham, Hants
2000		
Sun 16 Jan	The Great British Autojumble	The NEC Birmingham 'Start the year off right'
Sat/Sun 5/6 Feb,	Bristol Classic Car Show	Bath & West Showground Shepton Mallet, Somerset
Sat/Sun 18/19 Mar	London Classic Motor Show	Alexandra Palace, Wood Green, London; RDC exhibiting. Contact Benjamin Weitzmann if you are interested to display your car and/or help man the stand. Tel:01923 779966

Sat/Sun ? Mar	The Sports & Kit Car Show Inc. Car Builder	Bingley Hall, Stafford County Staffordshire Tel: 01737 225857
Sun 26 Mar	Joint JCC/JEC Jaguar Spares Day	N.A.C Stoneleigh, Warks Details: 01483 421333
Sat/Sun 29/30 Apr	International Classic Motor Show	NEC Birmingham. Tel. 0121 767 3812
Sat/Sun 30 Apr/1 May	National Kit Car Show	NAC Stoneleigh, Warks
Sat/Sun ? May	Beaulieu Autojumble	Beaulieu, Hants
8/19 Jun	RDC Spanish 2000 Trip	7 days in Northern Spain and 3 on a mini cruise. Call Claire Cordery-Cambell 01203 690680
June ?	4 th Great West Jaguar Day	Killerton House, Hele, Exeter Tel: Terry Light 01823 286683
Sun 4 Jun	London to Brighton Classic Run	Details from Greenwood Exhibitions T: 01296 630394
Sun ? Jul	Lulworth Classic Car Show	Lulworth Castle, East Lulworth, Wareham, Dorset 2/3 Ronarts usual go
Sun 9 Jul	JEC Northern Day	Harewood House, Leeds
Fri-Sun ? Jul/Aug exhibits, memorabilia, the best	Coys International Historical Festival Ronart Drivers Club Summer Meeting ?	Silverstone Circuit, Northants Historic racing, club craft stands, Autojumble. One of events.
Sat/Sun Aug.	Classic Car & and Country show	Losley Park, Guildford, Surrey. 1000 veteran, vintage and classic cars. 'A great family event' – contact Mike Kanter
Sun ?Aug	JEC Southern Day	
Fri-Sun ? Aug	Goodwood Festival of Speed	Goodwood Motor Race Circuit, Goodwood, Sussex. <i>great event</i>

Sun/Mon 27/28 Aug	Knebworth Classic Motor Show 2000	Knebworth Park, Stevenage Herts
Sun ? Sep	JEC Surrey Jaguar Day	?
Sat/Sun ? Sep	Beaulieu Autojumble	Beaulieu, Hants. T. 01590 612345
Sunday ? Sep.	Car Heaven	Steeple Morden, Cambridgeshire. contact Patsy Thomason T 01763 852955
Sat/Sun ? Sep	National kit & Performance Car Show	Donington Park, Castle Donington, Derbyshire
Fri-Sun ? Sep	Goodwood Revival Meeting Goodwood, Sussex	Goodwood Motor Race Circuit,
Sun 22 Oct	JEC/JCC Autumn Spares Dy	NAC Stoneleigh, Warks
Sat ? Oct	J.C.C Race Meeting	Cornbury Park, nr Charlbury, Oxfordshire
? Oct	International Motor Show	NEC Birmingham Ronart Cars Ltd exhibiting ?
Sat/Sun best 4/5 Nov	Int Classic Motor Show	NEC Birmingham . One of the shows of the year
? Dec	Ronart Drivers' Club Christmas Luncheon	

STOP PRESS AGAIN

Jaguar Enthusiasts Club Racing – Year 2000 onwards - There will be six races for Jaguar Engine Replicas, this includes Ronarts.

CLUB ADVERTISEMENT

Osborne & Sons (Insurance Consultants) Ltd
2 Rose Hill, Sutton Surrey SM1 3EU
Tel: 0181 388 2000 Fax: 0181 388 6055

Celebrating their 36th anniversary in 1999

All RDC members receive a genuine 10% discount on their Ronart
Example of cost: Fully comprehensive £161
Value: £15,000, Mileage limit: 3000
Excess: £275
No accidents, clean license, Owner & wife driving

UB CONTACTS

Simon Sutton/Membership Secretary

Simon can be reached on 01773 856901; write to Orchard Cottage, Allen Lane, Fritchley, Derbyshire or email: simon@suttcottage.freeserve.co.uk

Henry Weitzmann/Agony Uncle and Club Treasurer

Don't hesitate to annoy Henry with your tech problems. He may not know the answer but he assures us 'he knows a man who does'. Henry is also helping with the production of the newsletter with this issue, but he's only on trial so no accolades yet folks.

Call Henry on 01923 779966; write to Chalk Dell House, Batchworth Hill, London Road, Rickmansworth, Herts, WD3 1JP or email: henry@sunagor.com

Benjamin Weitzmann/Regalia and Exhibitions

The eldest son of Henry is doing a great job selling the regalia and managing the booking of the shows the club exhibits at. He also build's up and man's the stands but we do need help so please call Benjamin if you feel inclined.

Call Benjamin on 01923 779966; write to Chalk Dell House, Batchworth Hill, London Road, Rickmansworth, Herts, WD3 1JP or email: ms91bw@surrey.ac.uk

Mike Kanter/ Founder, Secretary and Editor

Mike can be reached on 01962 735377, don't hesitate to leave a message 'cos he overseas most weekdays. Alternatively try his mobile; send a fax, letter or even an email. For the contact details please see the end of the editorial.

Peter Langmaid/Ronart Register

Peter continues to build the master register (complete with photos) of all the Ronarts built so if you have not entered your details do call Peter.

5 Morford Close, Ruislip, Middlesex HA4 8SW, U.K

Tel: (44 (0) 181 - 868 - 5708. Email: peter.langmaid@pearsonstv.com

ENCLOSURES

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

* Jaguar Daimler Heritage Trust (homework to be done before the Xmas lunch, & don't forget)

* Regalia and Accessories Brochure (Buy your Christmas presents here!)

* Year 2000 Trip to Northern Spain (yes, again!)

* Membership list (enclosed only when there is a change)



FUEL MATTERS

NOT such good news is that the endeavors of the British Standards Institute to create a BSI standard for lead replacement Petrol (LRP) have had to be abandoned. This is not in any way as a result of shortcomings at the BSI but an insurmountable failure to reach agreement on the complex issues within the petroleum business. Of course more than one company will be blending and marketing LRP.

The chemical base for LRP has not been announced and may not be the same for each manufacturer, so it may not be wise to mix 'um. Nor had LRP been independently tested and the amount of additive per unit of fuel has yet to be proved to prevent exhaust valve recession, compared to the federation endorsed additives.

Perhaps more importantly the demand for LRP is likely to diminish as hundreds of thousands of 'waste' vehicles are taken out of service. As a result LRP may not be viable – and therefore unavailable after three to five years.

Subject to final drafting of the regulations a limited amount of leaded petrol (0.5% of the total) will be allowed for use by historic vehicles. It appears that vintage, classic and historic racing will be adequately provided for. How the rest will be distributed is currently being pursued by the federation. I have demanded it is all spread around the pumps in Hampshire. Scotland and the North of England are generally out, as I have no plans to travel in those areas. However if you feel you have a right to any of this liquid gold please write urgently to The Automobile magazine who will probably take no notice of you either.