



Issue No. 30

The Ronart Driver

July - September 2000

THE RONART DRIVER

QUARTERLY NEWSLETTER OF THE RONART DRIVERS' CLUB

ISSUE 30 July - September 2000

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Cover Page: "Scene" on the Club's Spanish trip, but does wife Susan Small know of David's indiscretions?

FROM THE EDITOR

Events

So where are we up to this year, read on!

Xmas Lunch – by now you should have all received your invitation for Sunday 3rd December. We've changed the location to the centre of Cambridge and have negotiated a special over night room rate for those wishing to make the best of the weekend and visit this historic town. There is also a suggestion that we could have an annual general meeting of the club early the evening before, let me know if you are interested. The guest speaker has now accepted, it is no other than Peter Weber, the lead investor in Ronart Cars, who will hopefully tell you all about something or other. About 20 bookings have been accepted gracefully so far, so we have a way to go to reach our normal 60 seats. Oh Yes! That reminds me the club needs to make sure Arthur has a 'Lightning' on show, as it is the first prize in this year's lunch raffle.

Spanish Trip – the lucky few had a great time in June, David Small enlightens all in this issue of the newsletter.

RDC Annual Summer Meet – another superb Coys Historic the Silverstone Circuit in July which saw loads of Ronarts in attendance on both Saturday and Sunday. Saturday was about 10 cars and 13 owners and Sunday about 12 cars (David Small; Simon & Margaret Sutton; Mike, Ros & James Kanter; David, Liz, Simon & Julian Mansfield; Henry, Jane, Benjamin & Max Weitzmann; Graham & Val Banks; Graham

Hallett; Denis Baker; David Dodd; Peter Langmaid; Peter Jordan; John Ellis; Tony, Lesley, Rhys, Rachel Legon, Paul & Claire; Peter Moore; David Lyons; Roger Threlfall; Scott & Mandy Sykes; Hugh Shearer, Brian & Trish Preston, Gordon Mills [note: if you are not married to your partner, if you came with somebody else or are not mentioned above, don't take offence, but it all too much for me to remember]. Bill Smith turned up to stroke his red one that he had recently sold to Graham Hallett. We learnt that Coys will not be sponsoring the event next year, as the price is too high, at £1,000,000. The rumour is that Brooks will be taking it on. The weather unlike previous years, but in keeping with this summer, was not too good, quite cold and over cast on Saturday and just overcast on Sunday. It did this in order to mess up our BBQ but thanks to the brave, it turned out to be quite a giggle with about 16 bodies huddled around burning charcoals. Sausages were applied to various parts of the anatomy in order to keep warm. A special thanks to Tony Legon & expanded family, together with new member John Ellis and Z3 Mike who helped to pack up the bits and pieces that made our pitch, on Sunday evening.

The London Kit & Specialist Car Show 15 & 16th July –at Kempton Park Exhibition Centre, Middx saw a club turn out with cars from Tony Legon, Mike Kanter, David Small, Peter Moore, David Dodd, David Lyons, Graham Hallett, & Peter Langmaid; member Freddie Trodd came and introduced himself. He is very close to having his car on the road. Our group presence was the highlight of the show as far as we were concerned for the new organisers seem to have failed to attract many trade exhibitors to this event. A hearty lunch in the open was hastily organised and all but Freddie received the word of it, sorry Freddie. However we did give him the Lightning badge that he successfully bided for in the Sealed Bid Auction. Once again the two newly purchased Ronart Flags were hoisted on the 20 feet poles and together with our huge banner strung across between two chrome posts, our wee exhibit looked quite the piece. How I ever managed to pack this lot in my W152 together with my son James was a mystery to even myself.

Noggin & Natter evening 29 June – you will recall that Graham Hallett called around a few members in the London area and found about 10-15 members who like the idea of meeting up. From all accounts the event at The Sun Inn, Dunsfold was a great success, take a look at Peter Langmaid's article on the Southern Counties Get-Together.

Goodwood Revival Meeting 15/17 Sep – some members are planning to go on the Saturday or Sunday, the suggested meeting place is at Sainburys car park on the Chichester Rd near Goodwood Circuit (not the horse-racing track that I went to by mistake one year). Then to park in the Woodcote car park opposite the main entrance. I did write to Lord March in an attempt to have a small display of Ronarts inside the event, but there was no interest, still at least they sent my photos back. There are 12 car races and 2 motorcycle races; altogether about 300 race cars & bikes back to the time of the 50's, as well as an air display (Spitfires, Hurricanes and Mustangs); you are even encouraged to dress accordingly. Beware Sunday is

by advance ticket only, cost £27, but on the Saturday you can buy an advanced ticket for just £16 (£24 on the day). Call 01243 755057 for the ticket office, if you let me know you are planning to go we can look out for each other, Saturday looks favourite, although Tony Legon and David Small are going on Sunday.

Curborough Track Day 23 Sep – you should have received the mailer so git ya along. Call me or Steve Greenhill on 01386 45153. At least two members are planning to go.

Fastest Car in the World

What is it? Not a lot of people know this, but it is built in Blackpool. The Lancashire coupe, built by one of the few remaining British owned motor manufacturers, does 240MPH; it is the TVR Cerbera Speed 12 at £160K. Only 1 or 2 per month will be made and they already have dozens of orders.

E-mail addresses!

OK you shy surfers this is the last time I ask, please send me an email and register your address with the club; click on mkanter@msgroup.com.

Newsletter ‘Stuff’

My thanks to Peter Langmaid, Tony Legon and Graham Hallett for providing articles which should keep us going for an issue or two but more are needed for the future folks.

Happy Ronarting,

Mike.

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ENCLOSURES

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

- Christmas Luncheon application form (unless you have already returned yours)
- Club Membership List

RONART W152 BROCHURES

The club has a small number of highly collectable Ronart W152 brochures remaining, which are now no longer in print. They can be purchased for the reduced price of £1.75 each, from the Regalia Dept. (see details on page 20).

CLUB CALENDAR OF FORTHCOMING EVENTS

Don't forget to let us have any suggested events and we will add them to the calendar. The events in bold include Ronarts involvement, that we know about; we do rely on our members to let us know if they plan attendance so that we can publish it, particularly with the race meetings.

<u>DATE</u>	<u>EVENTS</u>	<u>DETAILS</u>
Sun 6 Aug	Summer Rendezvous	Hickstead Showground, Hickstead, Sussex, Limelight Exhibitions conjunction with Which Kit. Contact T:
01737 225857		
Sun 2Sep	JCC Race Meeting	'Powered by Jaguar' Sports Car Challenge. Oulton Park, Cheshire.
Fri-Sun 15-17Sep	Revival Meeting	Goodwood, Chichester, W Sussex A great meet! T: 01243 7055055
Fri-Sun 15-17Sep	Revival Meeting (Use Woodcote car park at the event.)	Goodwood, Chichester, W Sussex A great meet! T: 01243 7055055 Some members going, meet in Sainburys' car park, Chichester Rd at 9.30am.
Sat/Sun 16/17Sep	Nat Kit & Performance Car Show	Donington Park, Castle Donington, Derby T: 01737 225857 A great event! Includes track days - £110
Wed 20Sep	Jaguar Shoot Out (JEC & Jag World)	Santa Pod Raceway, Nr. Wellingborough, Northants. Take Jn 14 M1. £15 entry fee to take part, time runs. Call Alan Morgan 01959 541444
Sat 23 Sep	Track Day	Curborough, Staffordshire Just North of Lichfield Call Steve Greenhill on 01386 45153
Fri 29Sep	Which kit? Track Day	Abingdon Airfield, Abingdon, Oxfordshire Book early, as sells out.
Wed-Sun 18-29Oct	The Motor Show	NEC Birmingham T: 020 171 235 7000 RCL exhibiting
Sat/Sun 7/8Oct	JCC Race Meeting	'Powered by Jaguar' Sports Car Challenge. Croft, Darlington, Durham.
Sat/Sun 4/5Nov	Int Classic Motor Show	NEC Birmingham T 0121767 4848 RDC exhibiting?
Sat/Sun 18/19Nov	Great Western Kit & Sports Cars Show	Westpoint, Exeter T01233 713878
Sun	RDC Xmas Lunch	Royal Cambridge Hotel, Trumpington

SPEEDOMETER ACCURACY

by Henry Weitzmann

Following on from the article in the last issue, I now want to explain exactly how to go about getting your speedometer re-calibrated.

I have always used a firm in North London called Speedy Cables, who have on each occasion been prompt and efficient. Doubtless, there are other companies who can do the job to a similar standard.

They charge £30 + VAT (and postage if applicable.)

SC
Phone 071-225 9228
Fax 071-704 9542

SPEEDY CABLES
(LONDON) LTD
The Mews, St. Paul Street,
Islington, London N1 7BU

1. Let us have the measurement from the centre of the hub of a drive wheel to the ground, with the tyre pumped to normal pressure.
ANSWER: _____ inches.

2. Disconnect speedometer and place a cardboard arrow on the end of the protruding inner speedo cable.
ANSWER: _____ turns.

3. Put a chalk mark at the bottom of the measured wheel. Push the car straight forward with gear in neutral counting exactly 8 revolutions of the wheel, whilst a partner counts the number of times that the arrow on the cable revolves. **DO NOT DO THIS BY JACKING UP THE WHEEL AS THIS GIVES A COMPLETELY FALSE RESULT.**
ANSWER: _____ turns.

Please be as careful as possible with the information you supply in order that we can carry out an accurate re-calibration.

The information they require is as per their instructions on sheet reproduced below.

SOUTHERN COUNTIES GET TOGETHER

by Peter Langmaid

Bloody Weather... It is often said that Southerners are soft when compared to those from the northern climes the U.K. So when our Webmaster Graham Hallett chose one of the wettest days this year to organise a Ronart get-together in the wilds of deepest Surrey, he might have been forgiven for thinking that no-one would arrive in their Ronart. But contrary to type-casting, we are a hardy lot down south and 6 members duly arrived in their cars,. In addition one wife plus two members who are still building their cars made up the numbers.

Who turned up? By the time I arrived, having been held up on the M25 in the middle of a downpour, 4 Ronarts had already arrived at the Sun pub in Dunsfold (no wonder it rained.) Having forgotten to pack my waterproof trousers, I made a rather squelchy entrance to the pub and proceeded to make puddles on the floor (not a bladder problem I hasten to add). Once I had started to get my insides wet with a welcoming pint I joined the merry throng of Ronart enthusiasts. So who turned up and what were they driving?

Well, I was in my Burgundy Mk 1 v12 WIB 7057 (chassis 22). Ahead of me were...
JBM 741N (Mk 1) S6, Silver owned by David Lyons (chassis 31)
VFM 13K (Mk 2) S6 Ferrari Red owned by Graham Hallett (chassis 63)
OKM 541P (Mk 2) V12 in Silver owned by Chris Bellhouse
LYO 715. (Mk 2) S6 British Racing Green owned by David Small (chassis 80)

As the darkness fell and the heavy rain clouds overhead turned everything black, so the last car arrived, a silver Mk 2 S6, XSV 587 (chassis 55) driven by Tony Legon. At first we all thought it must have been a great feat of endurance, imagining Tony battling through floods and rain etc. - only to find out that he only lived a few miles away and had been delayed on business rather than by the elements! Although the weather was not very good, it did stop raining for a while and gave everyone the chance to go outside the pub to compare notes and cars. Members Frederick Trodd

and Carl Rasey (+guest) who are still building their cars took the opportunity to check out the cars and to compare the various tales of woe, and to receive encouragement in their endeavors.

Then we left... David Small was off to France and left before the rest of us, but as to how far he got before the rains came is not known. Chris Bellhouse and his wife also tried a sneaky get away before the rains came, however trying to sneak off in an injected 6.7 litre V12 is a little difficult! But they had their waterproofs and full-face helmets so they should not have got too wet. As for the rest of us, we said our farewells and headed off just before closing time, and just as the rain started falling once more. David Lyons and myself set off in convoy back towards Guildford, then a quick dash up the A3 and an even quicker dash around the M25.

The journey home... But it was not to be. Poor David had only a flying helmet (no goggles?) whereas I had my full-face crash helmet and so was able to keep up a fast pace so I headed off into the distance, only to come flying up behind a police car. Discretion was called for and so I adopted a more leisurely speed, the result was that I took on more water than I would have and I was shortly rejoined by David. However a little way before the M25 turn off the heavy rain turned into a deluge and I lost contact with David. The M25 was quiet and so I pushed homeward at about 70mph but even at this speed, the ingress of water was considerable. Just past the M4 turn off I experienced aquaplaning, the water taking me across one lane without warning (my tyres are the narrow high-profile type). A sobering experience, and I slowed to 40mph or so for the remainder of my journey on the M25; a safer bet but more difficult to see. I arrived home gone midnight as wet as I have ever been. I can only imagine how wet David was. The only good thing though was that my car ran perfectly and did not overheat once! My resolution now is to have a pair of waterproof trouser as a permanent fixture in my car. Despite the soaking, it was a good evening and our thanks to Graham for organizing it. But do try to pick better weather next time!

Note.. It was evident that the wider tyres as fitted to most of the Mk IIs do give a much better grip on corners. This was very evident during the drive with David along the country on the way to Guildford. However from discussions we had outside the pub, it would seem that the Mk 2 cars have more problems with the front suspension travel than the Mk 1's. Comparing spring lengths would seem to confirm this but then again Mk 1 springs are vertical whereas Mk 2 springs are angled in towards the center of the car.

How about some of you chaps further north organizing a similar Rogues Chapter?
- Ed.

TRACK DAYS
by **Graham Hallett**

I took part in my first-ever airfield track day recently, and really enjoyed it. I certainly intend



Club member Graham Hallett at the Castle Combe Track Day

d to do some more of these but it would be great if some other members were also interested in taking part. The airfield was at Wethersfield in Essex and the whole thing was very friendly and not at all intimidating, as I had feared. The day cost £115, but that included two tuition sessions FOC, and unlimited track-time. Usually the day is cut up into 20-minute sessions, but on this occasion there were only about 10 cars and so we were just advised to give our cars a rest periodically.

What was there? The cars included an Elise, a Caterham, a Minari, a Dare, a Westfield, a racing Fiesta, and a Mondeo with a mini-cab notice on it. The driver of the taxi was obviously well-known there and a total nutter – his wife was passenger and they clearly enjoyed themselves but style was not the word to describe his driving. Around midday he changed his wheels because one set of tyre-treads had been completely removed. We all agreed that a fare in this taxi could be risky, and we imagine that the car might one day be up for sale as “low mileage, careful lady owner; never raced or rallied”. I drove my daily car which is a Mercedes 3 litre, 24v cabriolet, LHD and automatic, so on the face of it not a very suitable car. But I have always been very impressed with it on the road, and now regard it as absolutely magnificent. Everyone was very tickled to see this big Merc whizzing around faster and faster through the day. Early on it was fine and so hoods were down but later it poured with rain and so I felt very smug with my air-conditioning, ABS, anti-skid, and gentle classical music on the CD. The owners of the Lotus and the Caterham both had a drive, professed themselves gob-smacked, and in the heavy rain I think they were not much slower in the Merc than their own cars.

Castle Combe... Subsequently I did another of these days at Castle Combe (again few cars, free-for-all, all day, and a wider variety of cars including a couple of real racing sports cars) and this was a luxury track compared to the airfield. However, there was a snag – the decibel limit was 100db and there were some very disappointed non-participants including a virtually new, standard Porsche Turbo, which failed the test. I was rather offended that they took one look at my Merc and waved me through without even raising the microphone! So I don't think any Ronart would qualify unless we could shoehorn those little extra silencers (there was a shop on the course doing a roaring trade) onto the ends of our pipes just for the day. We'd look a bit like Boadicea's chariots with pipes sticking out of each side of a V12 W152.

Lets have more! Anyway I commend this fun activity, and Ronarts are the sort of cars that ought to be seen out there. Several of the drivers were of a similar age (early 50's) and there was no shame in my novice status. Because there is no competition or timing, the atmosphere is one of driving just as fast as you feel comfortable. I can see that I have worn my tyres somewhat (several thousand miles-worth in 160 laps) so that is the hidden cost, but I have resolved to get a spare set of wheels & tyres for the Merc, and will do the same for my Ronart when it arrives. If you are interested, just give me a call and we'll try to co-ordinate. T: 01737 832686 ghh@mail.com

SPAIN 2000

Part One - by David Small

We meet up... After all the tantalising communications about the trip which we had

received over many months from Claire Cordery-Campbell and Mike Kanter, June 10th had at last arrived and we were driving down the A3 to Portsmouth for the Bilbao ferry. We had our windscreen on, with fly screens in the hump, just in case the area of Northern Spain for which we were heading, known as 'Green Spain', should decide to make itself greener whilst we were there! We need not have worried. We met our fellow Ronartists at Portsmouth Travel Lodge; Mike and Ros Kanter, Tony and Lesley Legon, David Lyons with his American passenger, Carl Marsch. Carl, who was a keen Anglophile, with a great knowledge of English literature, culture and sports cars, earned his living as a crane driver working at the port of Los Angeles. He had seen the Ronart in his copy of 'Sports cars of the World', visited our club website and learned of the Spanish trip. He made contact to see if he could join us as a passenger and David Lyons sportingly agreed to take him along. As a fluent Spanish (Mexican variety) speaker Carl would prove to be both useful and entertaining.

Mini cruise... We left Portsmouth on the Pride of Bilbao on the most perfect evening of the year so far, a cloudless blue sky and the sea a flat calm. The two nights and one full day at sea gave us a chance to unwind and get to know each other. The boat was huge and very equipped; it was indeed the mini cruise we had been expecting.



Arriving in Bilbao

Day three... Excitement mounted as we arrived at Bilbao, disembarked and four Ronarts hit the Monday morning rush hour traffic in search of the Guggenheim Museum of modern art, which was to be our first

stop. We found it but, being a Monday, it was closed. Some of us were more disappointed than others! Our first overnight stop was to be at the Parador at Santillana Del Mar, about 100km. West of Bilbao. As this was principally a driving holiday we opted to travel inland using a mountain route on minor roads. We were soon to get a flavour of the fantastic driving experience that lay ahead of us of empty roads, stunning scenery and petrol (leaded) at 50p a litre, plus, of course, perfect weather. Our first stop for a lunchtime break gave us an introduction to the huge level of interest and enthusiasm for the cars to which we would become accustomed over the coming days. When the time came for us to depart the entire cafe at which we were eating emptied onto the street and applauded as we roared off. We headed back into the hills and encountered a problem common to an open-wheeler in a hot climate. The road had recently been re-surfaced with fine gravel laid on tar, which was melting, in the hot sun. The wheels flicked gravel

into the cockpit on every bend, resulting in sticky tar on clothing and upholstery. Fortunately, the Legon's immaculate white linen helmets (very 1930's Mille Miglia) were undamaged. After a memorable drive we were greeted at the Parador by the charming Ronarter Jacques Grandjean and his delightful wife Christiane. They had traveled about 400 miles from near Lake Geneva, mainly in pouring rain, with only fly screens. What exceptional qualities are needed by the wife of a Ronartiste!

Day four... Santillana Del Mar is an ancient and beautiful town (some say the best in Spain) which we were sorry to leave the next day. However cars were washed, fluid levels checked and we headed for the Altimira caves en route for our next overnight



Can this really be Spain?

stop, the Parador de Argomaniz. Unfortunately, the only road to the caves was being completely rebuilt and the resultant dust had us and the cars covered in seconds. Unfiltered carbs were suddenly not such a good idea. We arrived at the caves and were soon surrounded by dozens of other visitors who seemed particularly glad to see us. We soon understood why. Due to

deterioration of the caves' early wall

drawings only twenty visitors a day are allowed underground, and they must book *three* years in advance! For the unlucky 95% of visitors a museum display has to suffice. The cars were rightly seen as more interesting than photographs of cave drawings! Back down the dusty access road but alas we could not escape; the jib of a huge digger was across the road blocking our exit. This was to enable the driver and his mates to take photographs of the cars. As soon as they were satisfied we were allowed on our way again. Although the ladies doing the navigating were usually first class we realized that we were lost after an hour or so driving. Carl asked a driving instructor, who had a young pupil with him, for directions. 'Follow us' was the reply. The instructor clearly felt that Ronarts could be driven only at high speed. This became the day that his pupil had her first lesson in fast driving, Spanish style. The very speedy five-car procession must have looked like something from the Keystone Cops. The Parador at Argomaniz was, like all Paradors, a building of great historic and architectural interest, but slightly spoilt by some nearby holiday development. Having parked, David Lyons mentioned that his overdrive was taking at least a minute to engage. Low oil level in the gearbox was diagnosed, to be checked a.s.a.p. Apart from that all cars were running well with no overheating problems, despite temperatures in the eighties. Moreover, despite having different carb set-ups we were all using virtually the same amount of petrol.

INSURING YOUR RONART

Part One - by Peter Langmaid

Mike Kanter had the misfortune to prang one of his near classic cars earlier this year,

subsequently encountering more than a few problems with his insurance claim. It therefore seemed a good idea to prepare an article on the subject of insurance for the newsletter. (*Note: we do not accept responsibility for errors in this article – Ed*)

So which insurance do you choose? The three main types of insurance are *third party only* (the minimum required by law), *third party, fire and theft*, and *comprehensive* and all Ronarts will be insured under one of these policies. Before the letters flood in, yes there is *Motor Traders Insurance* and a certain V12 Ronart is (or was at one time) operating under this type of policy. So what cover do you get under each of the main types?

Third Party will cover the vehicle as far as the law is concerned; if you are involved in an accident this policy will cover you against third party claims i.e. the other vehicle or vehicles involved. Damage to your car is not covered irrespective of who was to blame for the accident, or if no other vehicle was involved (skidding on ice into a ditch, for example). Loss of your car through theft is not covered, nor is fire. ‘Third Party Only’ will not cover you for damage to **your** car how so ever caused – you will have to claim from the other party involved to get any financial compensation if applicable. You should also be aware that the insurer will not help you in any way with making a claim against another party – you are on your own! The cost of third party cover normally makes up 80 percent or more of the cost of comprehensive insurance... but read on.

Third Party, Fire and Theft cover is the next stage up and offers a better degree of cover, in that fire damage to your car is covered as is theft of the vehicle. But with the increase in cover comes the fine print or clauses which have to be read through carefully. These items come under headings such as ‘exclusions’, ‘endorsements’, ‘policy excess’ and so on. The cost of this extra cover is roughly 5 percent more than basic third party cover.

Comprehensive cover, sometimes prefixed by the word ‘fully’, is the highest level of insurance and will include third party, fire and theft of the vehicle, plus it will allow claims for damage to your vehicle even if there is no third party responsible. But once again, with the increase in cover comes a corresponding increase in the amount of small print. Not only are the basic clauses for third party, fire and theft still included, additional ones such as windscreen, legal help, recovery after an accident, no claims protection, driving other cars etc. will be present in all policies. The extra cover provided accounts for roughly 15 percent of the premium.

Pitfalls - now, to list all the pitfalls of all the various car insurance policies would take up volumes and probably involve the writer (or the club) in litigation somewhere along the way. So this report is intended as a rough guide, gleaned from personal experiences over the years. So first of all, we are all too well aware that the major ‘high street’ insurance companies have never heard of the Ronart W152 (their loss, not ours!). So we therefore turn to one of the specialist brokers or agents who fully appreciate what the car is: they understand us, why we want to

drive the cars and go out of their way to help us find that insurer who will cover our pride and joy, for a mere trifle.... Well, it might happen one day.

Restricted mileage. The first realization is that we Ronart drivers will have to accept a restricted mileage policy, normally between 3000 to 5000 miles per year. For most it will not be a problem, and indeed, most insurers will let you exceed the agreed limit on payment of an additional premium. But be warned, get the extra mileage covered before you exceed the basic limit. Failure to do so gives the insurer a perfect excuse not to pay any subsequent claim.

Valuation - then comes the value of your Ronart. This is a little more tricky. Many insurers will not accept cars with a valuation of over £25,000. Let's assume you either bought your car second hand, or have built it from a kit; in this case your car probably cost anywhere between £15,000 to £25,000. But what is its real value? In the event that it is stolen or destroyed in a fire, Ronart Cars will charge you in excess of £40,000 to replace it, and then it will not come with a Jaguar engine and transmission but an American V8. So already we have a discrepancy between the value of your car and the cost of replacing it in the event of a total write-off. Another variation is a 'parts only' policy/valuation. In this instance, the value of the car is say £25,000 but the car is only insured for £19,000: this being the cost of a new kit, extras as per the original car and a donor car. It excludes any labour costs. This type of policy will be of interest to those who have built their cars from kits rather than those purchasing 'ready-made' versions, and at least one Ronart has been insured under this type of policy. Tip: get your car valued by a reputable garage or vehicle engineer. Take plenty of photos and a video of the car. Keep all receipts and make a note of all those extras, all will be of help in the event of a dispute as to the value of the car. (*Ed – try for 'an' Agreed Value Policy', you will probably need a certificate of authentication that the insurer/broker will provide; and the club will happily sign this off. This will guarantee that you will be paid 'in full'*) The value of the car is the one area that is quickly passed over when one is in the middle of completing those seemingly never ending proposals forms. Having completed all the paperwork you still do not get a policy, instead you just get a cover note which is less than vague as far details of your cover is concerned. A 'cover note' is what it says it is, a note to cover you for 'Third party risks only' as required by law.... Your insurance really only starts once payment has been received by the insurer and the policy issued.

Comprehensive cover. Finally you get to discuss the 'comprehensive cover'. You now get to answer questions like 'will your spouse drive the car?' Easy – no way! 'Will your son or daughter likewise drive the car?' Even easier – absolutely no way! "Will you be commuting in the car?" No quite so easy this one as you would like to pose in the morning traffic in the beast, a certain smug grin on your face, the envy of your work colleagues... "yes" you say, "no" says the agent/broker, insurer will not agree on this policy.

Usage. Next comes racing, rallying, time trials, all in quick succession. You give the agent/broker a look of horror – as if you never dream of doing such things in your Ronart! He doesn't believe you but ticks the 'No' box anyway. Similarly, additional

drivers under 21yrs, convicted drivers, drunk drivers, business travelling, hire and reward, pace-making are all answered in the negative. And 'yes', it will be garaged, 'yes' it will be secured when left unattended (how do you secure an open top car that has no roof?) and 'yes', I mean 'no', I do not have any convictions pending for motoring offences. With a final check on the engine size, and that it is as per the standard factory issue, you leave the Insurance Agent/brokers premises pounds lighter but with that precious cover note in you clasp! Legal at last you cannot wait to drive off in you glorious, thundering beast of a car....

In the next issue, Estimates, repairs and settlements.....

(So what was Ed's problem with his recent claim? He had exceeded the agreed mileage at the time of the crash, wrote off the vehicle and the insurance company would not pay up. This was despite the insurance company quite happily renewing the policy the previous year when the same was declared and charged for accordingly. A brisk letter to the MD of the insurance company explaining some realities immediately changed their minds BUT don't count on it.)

N.B. It might just be that your car disappears one day and you have to make a claim on your insurance – is your car on the Ronart W152 Register? It might be of great help to you if it was...

Send in those details now to Peter Langmaid – see back page for details.

RONART INTERCOM

by Tony Legon

The pleasures derived from driving a Ronart vary from driver to driver. No doubt for some, one of the pleasures is not having to listen to their partner for hours at a time. For others though who can't travel to the end of the garden without getting lost, the need for a navigator may be essential, even though heated discussions regarding which side is the real right and which side is the other left may need to be conducted first. Having established these fundamentals I decided that a means of communication was needed between my navigator and myself. Even though my own sense of direction is good the thought of silence from my wife for a whole car journey I find frightening as it can be likened to a calm before a storm.

The challenge! I tend to wear a leather flying helmet when I drive the car and remembering all those war films, 633 squadron and the like, I didn't think it would be too difficult to get some sort of intercom to fit inside it, however I was wrong. The main area of difficulty is the microphone and its fixing, there were a few options to consider:

- Old aircraft systems from before the advent of hard helmets mostly need special flying helmets that can have the microphone fitted to them and the fitting is often designed to supply oxygen as well. They are cumbersome and mean that by the time goggles are worn no part of the face is exposed. To me this defeats the object of open top motoring.

- Conventional headsets with boom microphones have earpieces so large that they cannot be worn under a close fitting flying helmet.
- Motor bike systems don't work because they are designed to work with either an open faced hard helmet or a full-face helmet. In the former the mic' is attached to the side of the helmet just in the front of where the helmet covers the ears and the latter the mic' affixes behind the chin guard.

The Solution: The solution lay in the sort of headset that secretaries often wear these days. These have small earpieces that will fit underneath the leather flying cap but unlike the Walkman type headphones they also have a boom mic'. The only problem this presented was that the voltages and impedance used in these modern computer connected devices would not work with the amplifiers available.

This meant installation would be easy and no interference from the car could affect the performance. All that remained for me to do was to protect the mic from wind noise, after all even on a windless day the mic' could be travelling at 100 MPH (who said that? shouldn't be allowed! disgusting speed!).



The first part of the solution was to purchase a standard intercom unit from one of the leading suppliers, e.g. Terratrip tel. 01332 880468. I then took the whole unit along to a small local electronics firm, in my case Watts Radio in Kingston and explained that I wanted them to make a secretaries headset work with this unit and its voltages. 10 days and about £35.00 later and Hey presto! the unit was ready and had been made to run off a PP6 9-volt battery.

On the particular headset I had purchased, the mic was slotted into a fitting that had vent holes on the other side to the speech holes and so these needed to be filled in to stop any wind passing through them. I did this by taking the fitting apart removing the mic itself and gluing thick cardboard across the slots on the inside of the fitting. Then

the mic unit was re-assembled and a foam cover, about the size of a thimble, was fitted over the whole of the mic. At this point I very nearly sent the whole unit to Blue Peter to see if I could win a badge, however I resisted the temptation. The unit was now ready for testing.

The unit has its own on/off switch and light and to date I've never left it on. The only interference I get with the unit is from my mobile phone, which periodically sends a distinctive crackle over the wires that I believe happens when you pass from one cell to another.



I fitted the unit initially using the PP6 battery set up but I found that a single battery would only last between 3-4 days use, assuming four to five hours driving per day. So I wired the unit directly to the car battery using shielded computer cable which has meant that I get no interference from the ignition circuits at all

The Benefits: I have used the unit for about 2 years now and have found it to be invaluable. The main advantage of it being that no matter whatever else is going on, whether I'm looking one way and my wife the other we can still talk freely. She may have her head buried in a map but can still call out map directions. She may be asking did we know that policeman back there who was waving at us? Or I think Ros is saying it's time to put wet weather clothing on. It just makes communication that much more comfortable. For my part it has been money very well spent and makes long journeys much more pleasant and map communications that much easier. For verification of the last comment check with any Ronarter who went to Spain this year!!

Go for it: As I have had my system for a while now I checked that all the parts mentioned above were still available. The current price from Terratrip for their Terraphone Intercom is £48.00 for the professional set and £35.00 for the club unit. I have the professional unit as this is the one that has the separate on/off paddle switch and can be adapted for two way radio to the pits as well. This price is for the amplifier unit only. Holdens, the mail order catalogue people did stock this unit and it appears on page 27 of their catalogue, however they have now stopped supplying this make and instead supply the Peltor range. These are much better quality amps' and their price of £95.95 to £170.00 reflects this. In the Peltor range they also advertise an intercom kit to fit other helmets but I'm assured that these are still too bulky to fit under a flying helmet. It is quite possible that these more expensive amps' may work even better than my set up but mine is quite adequate and a lot cheaper. I have also had a quick word with the chap at Watts Radio in Kingston-upon-Thames and he assures me that to make any more sets is no problem at all, as long as I show him what he did to make mine work.

I have listed below the relevant names and addresses.

Terratrip UK Ltd Ship Farm Horsley Derby DE21 5BR Tel: 01332 880468	Watts Radio The Apple Market Kingston-Upon-Thames Surrey Tel: 020 8546 4099 Contact Adrian	Tony Legon 3 Watts Mead Tadworth Surrey KT20 5RL Tel: 01737 813648
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RONART REGISTER**BY PETER LANGMAID**

David Small and Carl Rasey... This issues register report kicks off with the news of the highest chassis number reported so far – number 80! The lucky owner of this British Racing Green car is David Small who hails from Surrey. No photo of the car as yet but as you will all realise, I will not give up asking! Another register form

returned announced that chassis 26 had finally emerged from its various boxes of bits in to the light of day. The car was started back in 1989 by its current owner – is this the record for the longest time taken to build a Ronart?



Unfortunately the answer is no, for I know of at least two other cars from this era that have yet to turn a wheel in anger! Chassis 26 is owned by Carl Rasey from Kent, and is giving him hours of fun trying to get the various bits to fit together. The car is not quite finished as I write this report in May, but judging by the photograph supplied (yes, a photo!) of this British Racing Green car it cannot be long before it will be finished. It has one or two special features, details of which I hope Carl will include in his build report for the newsletter (our thanks in advance!)

Graham Hallett... Our worthy Webmaster sent in the details of his newly acquired car which is now identified as chassis 63. This Ferrari Red automatic was originally built for Bill Smith back in 1997, and is slightly unusual in that it is registered as a Ronart Jaguar and bears the original Jaguar chassis number in the log book. *(This car was built by Ronart Cars Ltd and the chassis number is of course incorrect, it should be the number shown on the Ronart built chassis, front cross-member. An MOT station could legally refuse it a certificate if they found this out – Ed)* The other news is that Graham has a Carbon/Kevlar bodied V12 on order from Ronart Cars; Graham will be providing the V12 (E type) and manual gearbox and will be completing the car himself. Graham is **hoping** for delivery this summer.

Finally, one Ronart was built with an AJ6 Jaguar engine; this results in the exhaust exiting the car from the off-side rather than the near-side. The car is in British Racing Green, and is believed to have won one or two prizes in cars shows. But the owner has yet to either send me his registration form or a photograph of the vehicle concerned. The owner will be named and shamed unless these are received for the

next issue!

MEMBERS NEWS

Just one more time, since Peter Langmaid is now doing an excellent job of reporting separately on members Ronarts in the 'Register' we have changed the title of this section to 'Members News' where we will endeavour to:

- ✿ Introduce new members.
- ☺ Provide some gossip on members' activities.
- ✍ 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

Hugh Shearer

Hugh comes from Hindhead in Surrey, he is looking for a second hand W152 and has already visited some members who are looking to sell I believe. I know he is enthusiastic 'cos he has dropped in for a chat at the club stand at Ali Pali, then again at Silverstone. The dearth of auto W152s is delaying purchase at the moment. A hearty welcome to you, we hope to meet you again at another of this year's events, how about coming to the Christmas Lunch?

MEMBERS NEWS

Bill Smith has sold his W152-S6 to our Web Master Graham Hallett, who could not wait to take delivery from Ronart Cars of his V12, not that he has cancelled his order.

A rare auto gearbox 4.2ltr model with black hood & sidescreens, windscreen, wipers and heater, it was built by the works in 1997 and there is a rumor that Graham will convert it to manual.



David Small sent in an excellent article on the Spain 2000 trip; many thanks David, it gave me a giggle to read about it and I was on the adventure.

Tony Legon has provided a great account of the benefits of having an intercom in a W152, but more importantly he tells how *you* can have one as well, do take a look at the article in this newsletter. Tony has spent quite a time researching it as he built his some years ago and parts availability has moved on. Perhaps you would let Tony or myself know if you end up building one as well.

John Ellis wrote to say how much he enjoyed the Coys Silverstone weekend with the club and then came up with the invitation to members to take to the track for the Curborough Track Day, courtesy of the Vindicator Club. Thanks for all your help John at Coys; it is a delight to have new members like yourself in the club.

Gary Watson is not a member of the club but he did spend £13K building a W152 rolling chassis recently for racing, then his interest passed to another project, he is a Cobra boy at heart. It was to be a V12 dogleg box but mobile like a Getrag (like I am suppose to know what that lot means?). He did wonder if any member was interested in the chassis, but I understand it has now found a new owner who may even go S6. I put Graham Hallett in touch with him, as he is involved in a V12 build at the moment, so maybe we will have an update on this project for the next newsletter.

Peter Langmaid has been excelling himself with articles for us, many thanks Peter. One of the latest is visiting the subject of leaded petrol, which is becoming seriously available again. A complete list of garaged throughout the UK who are stocking it will be published. We'll save this one for the next newsletter Peter.



Club member, Graham Hallett at the Castle Combe Track Day