

Issue No. 28

The Ronart Driver

January - March 2000

THE RONART DRIVER

QUARTERLY NEWSLETTER OF THE RONART DRIVERS' CLUB

ISSUE 28 JANUARY - MARCH 2000

CONTENTS

Editorial	2
A Summer trip to France.	6
The Comedy Zone	10
Snippets	11
Spares for the W152	12
Ronart W152 Register	13
Register News	16
Club Contacts	17
Club Calendar of Forthcoming events	19
Insurance Matters and Enclosures	20

Cover Page: A jolly good time was had by all at the 1999 Christmas Luncheon

FROM THE EDITOR

THE "LIGHTNING"

The latest news is that Ronart Cars now plan to produce two versions; a coupe will be added to the 'targa' top version seen so far. This coupe will have a GT type shape, the roof back following the lines of the top of the humps if ya git my meaning.

CHRISTMAS LUNCHEON

Probably the best yet was the general opinion, just as well as it was sold out. The raffle prizes were obviously the right choice as we sold over £200 in tickets, far more than usual. To our surprise a lot of regalia and accessories were also sold, in fact at one point the table that the clothing was on resembled a jumble sale in the village hall as our enthusiastic members searched through the piles trying to find their size. Thanks to Benjamin Weitzmann for all his hard work in this area, Benjamin also reviewed our exhibition activity during the year and the plans for 2000. Simon Sutton updated us on how the membership was going and Peter Langmaid said a few words about the register of cars, don't forget to send him the data on your car if you have not already done so please. Arthur pronounced the Jaguar based W152 officially dead from a production point of view and told us of the Lightning development and production plans. Most of this was detailed in the last newsletter. Finally we heard from Tony O'Keefe, the Curator of the Jaguar Daimler Heritage Trust, we heard how he is actually paid to collect old Jags and Daimlers, this includes things like XJ220 and XK13. This is the official Jaguar museum in Coventry, which runs as a charity. It

earns it keep by, for instance, hiring out its classics for weddings; I hate to think of the prices they charge but when you see the kind of people who hire them you know they are taking big numbers.

RDC Web Site - Graham Hallett, our new found Web Master gave everybody a run through of our shiny new internet website that he has built, this was by no means a small achievement and we are indebted to Graham for the time and energy he has spent on this. From time to time we will be featuring members and their cars on the site and we will assume that individual members have no problem with this unless specifically advised otherwise by them. This could mean including data about the town they live in, telephone numbers etc, so please contact Graham or myself if you do not wish to be ever mentioned.

EVENTS TO ATTEND:

Donington Classic Race 2000 - we have just received notice and an invitation to put on a display of cars, from the JEC (Jaguar Enthusiasts Club). The event, which is being organised by the JEC and the AMOC (Aston Martin Owners' Club), will include Group C cars. Old Ronart lags will no doubt remember the miserable event we attended here 2 years ago when the place was reduced to mud and 15 or so Ronarts were well and truly stuck at the back of the car park. I am assured it will be different this time and we will be in the infield. The date is June 3 & 4th so I guess we would aim for the 4th although I do understand there will be a BBQ on the Saturday night. This could be good for those planning to arrive on the Saturday. Only problem for some is that it is very close to the Spanish trip, but perhaps those interested would diary the event.

Track day – again from the JEC, we have been invited to Mallory Park, Leicestershire on 17th February. Would all those interested to a have blast round, please call Terry Dye on 01453 842399. It costs £85 for JEC members and £100 for non-members, not bad value if you can make the whole day, 8.45am to 5.00pm. Terry tells me that it now costs £5000 - £10,000 to hire a track for the day, depending on the circuit and time of the year. Because of the short notice I did give him the contact details of several members who I thought might be interested, ie those who have been to track days before or those who live quite nearby. As of mid January I believe one member has confirmed he will be going and two more are possible, we normally find 4 or 5 Ronarts turn up given enough notice. But I must say that the only way you will catch me driving the Ronart for 3 hours each way to the circuit, at this time of the year, is on a trailer. This I am looking into and assuming my camper van is capable of pulling it, I will go up the night before. This is of course part of the JEC Racing Program, which we reported on in the last newsletter. The classes have now been finalised as:

'E' Type Challenge

'Jaguar World' XJS Challenge

'6 Pot Challenge' for Saloon Cars
'Powered by Jaguar' Sports Car Challenge (i.e. includes Ronarts)
XK Challenge with HSCC

We will do our best to report where and when the meetings for the 'Powered by Jaguar' Sports Car Challenge will be held, in the club calendar section of the newsletter.

The London Classic Motor Show – once again it takes place at Alexandra Palace (Wood Green, London on 18 & 19 March), and the club has a stand. Any of you local boys who are willing to join us for a few hours at the weekend to help man the stand and enjoy the day, please call Benjamin Weitzmann on 01923 779966 or myself. Last year the club invested in a telescopic flagpole to improve our stand, which can also be used outdoors. This year we have bought in some stuff called 'Ground Armour' to further improve the appearance; it's a sort of breathable green ground cover that can be used indoors or outdoors to cover the floor of the show area.

SPANISH TRIP

Due to the availability of ships for the journey to and from Bilbao the dates for the trip have now been changed to leaving Portsmouth 8.00pm Saturday 10th June, arrive Bilbao, Spain Monday 12th June at 8.00am. Departure from Bilbao will now be Monday 19th June at 12.30 midday, arriving back at Portsmouth 4.30pm, Tuesday 20th

This of course coincides perfectly with Le Mans, so good luck if you're thinking of doing both events..

KIT CAR MAGAZINE

The club has received a letter from Chris Smith, MD and subsequently had a phone call with him. He is starting something he calls the Great British Kit Car Club. The bottom line is that for £50/year we can affiliate to the GBKCC and we receive:

- Kit Car Magazine free - one copy worth £35 (individual members will be entitled to a discount yet to be determined - my suggestion to him; otherwise I see little incentive to join as a club, despite the 'benefits' shown below. The club copy could be sent around to say a circulation list of members interested, it would cost 92 pence in postage for each member on the list who could receive it, read it and send it on to the next person on the list.
- Discounts from some suppliers
- Track days at an 'affordable' rate.
- Monthly newsletter.
- Promotion of our club, presumably in the Kit Car magazine.

The club's main contacts are currently pondering their navels on this; your thoughts would be welcomed. Do you think we should join?

NEWSLETTER "STUFF"

Now come on you lot, we have improved the quality of the newsletter presentation so

let's have some material to put in it, we are probably at an all time low right now on article stocks. If this continues we will have to start to reprint some of the articles from the older newsletters, actually that's not a bad idea as we can go back to 1993. With the change of membership and the fading memories of the old laggards I doubt anybody will notice. So, the challenge for this newsletter is to spot the reprint, actually there was one in the last newsletter but nobody reported noticing it.

RECOMMENDED GARAGES FOR WORKING ON RONARTS

You may recall our request for suggestions to help other Ronarters; the idea was to create a reference list. I know there is a need 'cos I am occasionally asked if I can supply help in this direction. Not much response from you lot I'm afraid but I did receive a call from a chap called Hugh Shearer who is thinking of ordering a new Ronart (by the way Arthur has orders for the new Ford based W152 all ready). He mentioned to me Sigma Engineering in Gillingham, Dorset for all your mechanicals, he is apparently sh!! hot on Jag stuff. I can also recommend a chap called Tony Shaw, who is based in Thrupton Industrial Park, Thrupton Circuit, Hants, if you need work done on V12s – T: 01264 772416. He is very reasonable on price and knows the engine like the back of his proverbial hand. I had serious oil leaks from mine and unlike everybody else I spoke to he did not say that the engine had to come out (£700 to remove & refit before you even fix the problem). He knew how to rectify in situ, and that even included the rear crankshaft oil seal; he knew exactly the weak areas in the engine for oil leaks and could diagnose over the phone.

Happy Ronarting,

Mike.

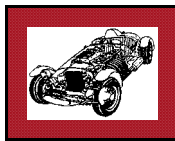
**Mike Kanter. Larkfield, Goscombe Lane, Gundleton, Bishops Sutton,
ALRESFORD, Hampshire, SO24 9SP, UK.**

Tel: (44) (0) 1962 735377

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Email: mkanter@emsgroup.com

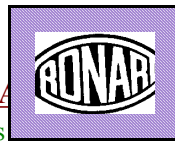
GSM: (44) (0) 385 326898



MM
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FR
series



the diary of Graham Banks

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

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..... *Read on.....*

Monday we went up the side of Mont Blanc in the cable car and had lunch at the top. It was over 80 degrees in the valley and it was minus two at the top. Lunch was spent inside the observation deck looking out. In the afternoon we drove down to the Swiss border and back just to see some more of the delightful scenery.

On Tuesday after what was all too brief a stay it was time to set off again. I pulled the car round to the front of the hotel and had the luggage brought down. We loaded up and I went to settle up. When I came out Vivien said there was a small colouration on the tarmac under the front of the car. I lifted the bonnet, all I could see was a drop of fuel round the auto choke, (the AED) on the first carb. I'm sure all Ronart's have something leaking out of them at some time or another and I was not unduly worried. I knew it would be excess fuel brought about by starting the car up on the AED and then immediately stopping it at the front of the hotel.

The plan was to drive back up to Reims for the night and on the way stop at the Reims racing circuit. We had planned to visit it on the way down but the weather had put paid to that.

The drive out of Chamonix towards Geneva was again spectacular as some of it was on elevated roads high above the valley floor. The car was running well and the weather was a little cooler. This meant we did not need the Kenlowe on during normal running. The only time it was necessary was when we approached a payage on the autoroute. The routine for this became automatic. We would see the payage, get out the money, switch on the fan and drive to the pay booth. It seemed as though the more times I put the fan on, the greater the smell of petrol. We stopped for lunch and I had a look under the bonnet. There had always been a slight weep of fuel in the area of the first carb and the AED and this had never been a problem in the past. It was there when I looked now but it did not cause me any concern.

We carried on towards Reims but I was starting to become a little concerned. The fuel gauge was going down a little too quickly and the smell of fuel at the payage stations was becoming strong enough to be uncomfortable in our noses. We reached Reims without further problems and by driving up the N31 where we knew the circuit was we finally found it. It was rather disappointing to see because whilst all the infrastructure was still there it was in a poor state of repair. We stopped for some photo's and in the evening sun the car looked very evocative against the wall of the pits. It was enough to make the local traffic slow down for a look and they must see

dozens of this type of vehicle. After a blast along the pit straight listening to the exhaust bark ricochet of the individual pit walls it was time to move on. We had traveled over 350 miles and were feeling a little tired. I had a further look under the bonnet and a pool of fuel had appeared in the short time we had stopped. We needed to find somewhere for the night and I would then sort the problem.

The recommendation in the book was in the wrong direction and I was starting to worry about the fuel loss. The last thing I wanted was a fire! There was no local accommodation available, we therefore referred to the book and decided we would only find something if it was a little off the beaten track. We found a recommendation for a chateau at Ste-Preuve and decided to head for it. I estimated it would take us about 40 minutes to get there.

An hour later and we were driving slowly along a narrow country road looking for the Chateaux de Barrive. At last we saw the sign, which was just as well as the fuel gauge had dropped alarmingly in the last couple of miles and it was now not registering. We pulled up to the entrance and looked into the courtyard. There were several classic vehicle already parked up including a Gullwing Merc a Blower Bentley and a more recent Ferrari F40. We had no fuel in the tank, it was getting dark and the place looked like it would cost a month's salary a night to stay in. We had no option, I pulled up to reception and went to see what was available. A very pleasant woman, who turned out to be the owner said they were very sorry but they were full. At this

point she saw a very disappointed Vivien , and she then proffered the suggestion, perhaps there was one room we may want. She apologized as she said it was very small, but it did have a shower and it was warm, did I want to see it? It was also the cheapest room in the place. You bet I wanted to see it. The room was fine and we unpacked the car. Whilst the luggage was being taken up to the



room I parked the car up and lifted the bonnet. Fuel was leaking from the connection on the first carb float chamber and the AED. I felt underneath for the connecting bolt with my hand, and it promptly fell into it, complete with the threads from the float chamber housing! Oh boy, do we need this much fun! The car was not going any further. I trudged back up to the room and had a shower.

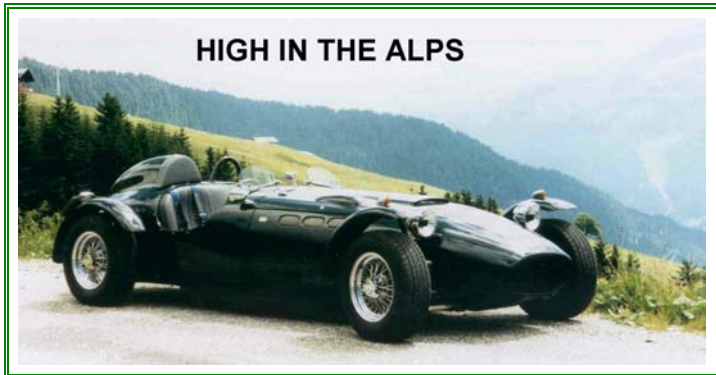
We had arrived at the Chateau looking somewhat grimy from the day on he road and therefore when we went down for an aperitif, the waiter, who had helped with the luggage did a double take when we appeared wearing our finest. It was a beautiful

balmy summers evening as we sat in the courtyard of the Chateaux sipping our drinks looking at the magnificent array of cars. Ours was certainly getting more than it's fair share of attention, if only they knew it was immobile. We worked out a plan of action over dinner.

After dinner it was back to the room. I used the mobile to contact a relative back in the UK. I asked them to find the number of Burlen Fuel Systems. All I could remember about them was part of their address. I knew it included Spitfire House but I had no idea of the town or county. Within 10 minutes directory enquiries had come good and we had the number. We hoped we would be able to sort it out in the morning.

Wednesday morning was a scorcher. By this time we had explained over breakfast our dilemma to our host, a very pleasant German called Jos Bergman. I asked him if he had a

workshop I could use to take the carb off and ascertain what was required. Jos was extremely keen to help and we pushed it to the workshop together. I had taken sufficient tools with me



and whilst I worked on the car, Jos chatted away explaining that because they were so far out in the country they had to be self-sufficient. As soon as I got the carb in pieces I knew it would require a new filter bowl. After 30 years of use, metal fatigue had taken its toll and the alloy housing had finally cried enough. I made sure that was all it needed and went back to the room to telephone Burlen Fuel Systems.

They could not have been more helpful. I described what the carbs were and what was needed. I also explained we were stuck in France and needed the parts sent by courier. Chris at Burlen said he would look at it for me and it would take about an hour. I rang back in an hour and Chris was as good as his word. He had a filter bowl and the necessary gaskets and yes he could send them by courier. The only problem was, whilst the courier service could guarantee 24-hour delivery in the UK and most European countries for some unknown reason they could not guarantee it in France. I said not to worry just send it out. If we ended up staying another night it would still be cheaper than transporting the car back home on a trailer.

We went down and explained to Jos what the situation was. There was no problem on

his behalf, we could leave the car there as long as we wanted. The only slight problem was, whilst they had a room available for tonight, they were fully booked for the rest of the week! With the thought of spending the following night in the stable block we decided to enjoy ourselves using the facilities of the Chateau. We spent the day in and around the pool and walking. We even came face to face with a wild boar! It was very pleasant day, again dinner was superb.

Thursday morning dawned to an overcast sky, it had rained overnight. It reminded us of the type of weather we experienced when we first arrived. We went for breakfast. By this time we had made friends with some of the other residents and they asked how things were going. We had also made friends with most of the staff and they were all aware we were awaiting a parcel. After breakfast we went back to the room. We had only just got into the room when we saw a van arrive in the courtyard. We could not believe our luck. It was only 9.30 in the morning and the part was there. We rushed down and sure enough the correct parts had been sent. Within an hour the carb was assembled and fitted back on and the engine was running. It sounded great. We made the decision to head for home. We felt we had now used all our luck. The sky was overcast as we headed for Calais but it stayed dry. The crossing was uneventful and it wasn't until we were half way up the country that the heavens opened. We were well and truly back home.

The journey was made all the more enjoyable by the accommodation we stayed in. We used a book called French Leave Finesse. It's available direct from the Author, Richard Binns, 4 waterside, The Moorings, Myton Road, Leamington Spa, Warwickshire, CV31 3QA. We cannot recommend it too highly. It's a very good read for his pithy comments, and the state of the French tourist industry, if nothing else.

Thanks for a very interesting account Graham which should be an inspiration to other members thinking of doing a trip abroad, BUT not until you have done the Spain 2000 Trip with the club in June this year.

COMEDY ZONE

YOUR QUESTIONS ANSWERED!

SPARES

Q: The club has always tried to advise members on sources of old Jag spares in its newsletters, what will happen now that Ronart Cars is using Ford parts?

A: We will advise you where you can but old Ford Anglia and Prefect parts – how's

that for service

USED RONART PRICES

Q: What effect will the move to Ford parts have on the resale value of my car, will it go up because there will be no more Jag versions and the Ford version costs appreciable more? Or will it perhaps go down as it is extinct.

A: Yes

SPEEDING

Q: How do I escape a speeding conviction in a Ronart?

A: A man in his 40s bought a new Ronart and was out on the roads for a nice evening drive. The top was of course down as most can't be up, the breeze was blowing through what was left of his hair, and he decided to open her up. As the needle jumped up to 80 mph, he suddenly saw flashing red and blue lights behind him. "There's no way they can catch a Ronart," he thought to himself and opened her up further. The needle hit 90, 100.... then the reality of the situation hit him. "What the hell am I doing?" he thought and pulled over. The cop came up to him, took his license without a word, and examined it and the car. "It's been a long day, this is the end of my shift, and it's Friday the 13th. I don't feel like more paperwork, so if you can give me an excuse for your driving that I haven't heard before, you can go." The chap thinks for a second and says, "Last week my wife ran off with a cop. I was afraid you were trying to give her back."

(written for the majority, ladies should swop out man/women etc)

IMPORTANT HISTORIC RONART DATA

Q: Who took delivery of the first W152 with a pedal box and was it a kit or built up car?

A: Ask Arthur, how should we know !

Q: What was the official time taken to build a MkII W152?

A: Sorry can't tell you - Classified Information

SNIPPETS

In the archives of my drawers (madam! Please) I found just one more precious article by Chris Shuldham-Shaw – Ed.

INTERNAL CAR COVER - SPECIALISED CAR COVERS

Referring to an earlier note on this subject, my cover arrived some 3 weeks after order. I chose the medium blue from a swatch of 10 colours. Specialist Car Covers have made a Ronart pattern so, if nothing else, their product should fit. In the event, it is an

excellent fit and very well made. There seems to be sufficient material to accommodate a full windscreen and hood should these be fitted later. Even if there is not, SCC have offered to take the cover back and add an appropriate section to the "skirt" on both sides. The material is silicon treated and washing the cover is not recommended until absolutely necessary. It is light and soft and I have no reason to doubt SCC's claim that it will not scratch even delicate paintwork. However, anything, no matter how soft will tend to scratch if it is dragged over a car whose surface is already dirty. The cover is not cheap, but you get what you pay for and, in my view, it is a good quality product.

METAL POLISH

Through the Eastwood Company whose brochure was circulated to RDC members, I purchased a small tub of "Simichrome" metal polish. Open the lid and you are faced with a malodorous pink gunge resembling a glob of over-ripe salmon pate.

Debit: The price is absolutely horrendous.

Credit: It works. And how!!!

Certainly it is more effective than anything I have previously used. Also, one needs very little polish to achieve the desired result so it can be made to last. With Ronarts in mind, the speed with which one can get a superb shine on all metals, but alloy components in particular, is particularly satisfying. Highly recommended, but not for general home use unless you want to spend a fortune.

(Ed note: Eastwood Company is no longer trading as such in the UK, it is an American outfit that pulled back it's subsidiary over here. However I have found that one of the chaps running it has set up on his own now as TS Eastwood Restoration Supplies, he is very helpful and can be contacted on 0117 9352479

DEMON TWEAKS

I have just received the "Demon Tweaks" catalogue. Wow! Last year's was pretty good, but this one is absolutely bulging with goodies: some 300 pages, no less. Well worth a place on one's motoring bookshelf.

*Specialised Car Covers,
Concours House,
Main St.,
Burley in Wharfedale,
Yorks, LS29 7JP.
01943 864646.*

*Demon Tweaks,
Hugmore Lane,
Llan-y-Pwll,
Wrexham,
Clwyd, LL13 9YE.
01978 664466.*

SPARES FOR THE RONART W152

The club asked AW for a statement since some members are concerned now that the Jag based version is no longer available and the Ford version is yet to be seen. We are pleased to report that:

- Ronart Cars Ltd. is committed to supporting both MkI and MkII W152 parts; there are no plans to not support this activity.
- All the body moulds are still available and owned by Ronart Cars Ltd.
- The MkI & MkII chassis jigs are owned by Ronart Cars and the chassis can therefore be remade.
- The only parts that cannot be simple supplied are the header tanks and the wing stays. This is because they tended to vary so much throughout the period of manufacture. In the case of the header tank this was sometimes because of special needs of the kit builder or the spec requested by owners, on cars built by the factory. So for these parts you will need to supply a pattern. If you view this as a problem in the event of a serious crash, you would be advised to ensure that you have a sketch of the part(s).

Delivery time will vary from ex-stock to 3 weeks for 'small parts', but up to 5 weeks for say a major body panel.

THE RONART W152 REGISTER

By Peter Langmaid

1999 saw the Ronart Drivers' Club W152 register gain a few quite a few more entries, in addition several records came complete with photographs of the vehicle concerned. As this is the first newsletter of the New Year it seemed a good time to review the register's progress, also given that the Ronart W152 MkII has come to the end of it's production run and presumably is be superseded by the MkIII or whathaveyou.

Chassis number 1 (SPY8504001AW) - produced in April 1985 by Spyder Engineering. Belongs to the prototype car which is in the possession of Arthur Wolstenholme / Ronart Cars Ltd. Of course this is the car which probably convinced

the majority of Ronart owners to buy a W152!

Note: SPY indicates Spyder Engineering, the first two numbers refer to the year, the second two to the month with the last three number being the 'manufacturing sequence' number. The final two initials refer to the chassis designer (Arthur Wolstenholme).

Chassis number two - produced in July 1987. Originally built by Patrick Smith it was the first of the 'production' cars, albeit in kit form. This car was subsequently sold by Patrick and bought by a certain Mike Kanter (little did he realise that he would have to set up and run the RDC as well!). After many years with Mike the car was sold in late 1998 and shipped to Japan.

Mike bought another second-hand (pre-owned?) Ronart W152 to replace 'production car No 1': by a strange coincidence this car, chassis number 54 turned out to be the first of the Mk2 cars produced!

Chassis numbers 3 to 8 were also produced in July 1987 and completed Ronart Cars' initial order for chassis. Basic details of the cars are held by the register. These cars had 'rose-joints' on the front steering arms and the anti-roll bar rather than the standard track rods ends and nyloc blocks of subsequent cars. It is not known if all these cars retained their rose-joints, nor if any of the subsequent cars also had rose-joints as an option.

Chassis 9 to 12 were produced in October 1987, various minor modifications having been made to both the chassis and the bodywork. Chassis 010 was the first left hand drive car, which went to our German dealer.

Chassis 13 was never produced by Ronart Cars; also, none were produced in 1988. However, chassis production recommenced in August 1989.

Chassis 14 to 22 - Once again these had various modifications to both chassis and bodywork. Late 1990 saw the next batch of chassis produced, with the first of these being another chassis number 22, produced in October 1990 with the number SPY 9010022AW through to chassis number SPY9010025AW.

The next batch of chassis to be released by Ronart Cars appear to have been produced back in 1989 for they run from SPY8910025AW (this is not an error, the number *is* 025) through to SPY8910027AW.

Next comes another chassis 27, this time with chassis SPY9010027 and the chassis now continue up to SPY9010031. The chassis number '32' is not identified at present.

Production continued in November 1991 with SPY9111033AW to SPY9111038AW.

January 1992 saw the production of chassis SPY9201039AW with chassis SPY9212045AW being produced in the December of that year. Number 045 is the second left hand drive chassis.

At present there are no details for chassis No. 46.

Chassis number SPY9304047 was produced in 1993 with this and all chassis up to number '053' being produced by Spyder Engineering.

There was a long gap in production until the release of the W152 Mk 2. The first of the 'Ronart Cars' produced chassis was released in March 1997, bearing the number 'RON9703054'. Present research indicates that this run of chassis continued up to RON9703059.

RON9705060 and RON9705061 are the next confirmed chassis numbers, followed by RON9712068

At present we do not have any details for cars 069 through to 075.

RON9802076 and RON9804077 complete the W152 register as of January 2000.

Slow progress is being made on completing the register and I have to say that I do not have details (or photos) of many of the present member's cars. I would ask those that have not supplied details of their car, to complete the enclosed form and return it to me including a couple of photos if possible. I can accept the details and pictures via email; details are included on the form. If you have already sent me details of your pride and joy, but not pictures, then I would love to update your car's entry with pictures. Maybe you have changed the colour or added/removed a windscreen. As an inducement to have those register entries flooding in, I am now offering an A4 COLOUR copy of your entry - free of charge ! To fill up the rest of this page, I have included pictures of Ronarts provided by owners and from my own sources.

So who does SNV 761M belong to? Graham Banks twin roll bar beauty!



Da
vid
Do

dd's handbrake 'special'



Henry Weitzmann's car in build.



Today the XK120 windscreen has



1st L H Drive Ronart Essen 1993



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nged.

So get out and get under those cars and find those chassis numbers, dig out a photo or two of your W152 and send them to me ASAP!

Peter Langmaid.

Disclaimer: This data is supplied in good faith from the material provided by the owners, it has not been verified by Ronart Cars, in total.

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.

MEMBERS NEWS

There are no new members to be announced with this issue, which is very unusual like last quarter, could it be that the work on the Lightning has slowed down new deliveries of W152s?

Bill Smith called us to say that he is selling his red W152-S6. A rare auto gearbox 4.2ltr model with black hood & sidescreens, windscreen, wipers and heater. It was built by the works in 1997 and has covered less than 3000 miles. Registered in 1972 it benefits from free road fund tax. The condition is said to be excellent and Bill is looking for offers in the region of £20,000. *Call Bill on +(44) (0) 1827 880252*

Chris Shuldham-Shaw wrote to congratulate us for all the hard work putting the club magazine together, he finds it a useful reference document. He tells us that his Royale Saber is nearing completion after many delays, it's a fine car he says but will never quite be a Ronart, it's a car of the head as opposed to the Ronart being a car of the heart (we know just what you mean Chris). Chris you will always be welcomed at any of our events, even in a Saber.

Peter Langmaid wrote about concerns on insurance values particularly since the W152 in its present form is no longer to be produced. It is our intention to produce an article on this in the next newsletter, it's a very thorny subject Peter and you are right, guidance is needed for many owners I am sure.

Graham Hallett, our new found Web Master completed the club's shiny new internet website that he has built. Once again I would repeat without apology that this was by no means a small achievement and we are indebted to Graham for the time and energy he has spent on this. From time to time we will be featuring members and their cars on the site and we will assume that individual members have no problem with this unless specifically advised otherwise by them. This could mean including data about the town they live in, telephone numbers etc, so please contact Graham or myself if you do not wish to be ever mentioned.

CLUB CONTACTS

Simon Sutton/Membership Secretary

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

Henry Weitzmann/Agony Uncle and Club Treasurer

Don't hesitate to annoy Henry with your technical problems. He may not know the answer but he assures us 'he knows a man who does'. Henry also dispatches the newsletter.

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 Events Co-Ordinator

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 mans the stands but we do need help so please call Benjamin if you feel inclined. He also assists in newsletter production.

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.

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

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

Graham Hallett/Web Master

Graham has done the fantastic job of building and maintaining the club's web site, if you have not already done so, so take a look, you will be really surprised at the professional site we have thanks to Graham. email: ghh@mail.com or Telephone:

01737 832686. [Club Website - www.ronartdriversclub.com](http://www.ronartdriversclub.com)

CLUB CALENDAR OF FORTHCOMING EVENTS

Don't forget to let us have any suggested events and we will add them to the calendar. If you're planning to go to an event 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.

<u>DATE</u>	<u>EVENTS</u>	<u>DETAILS</u>
Thu 17 Feb	JEC Track Day	RDC members invited to participate. Mallory Park, Leics
Sat/Sun 18/19 Mar	London Classic Motor Show	Alexandra Palace, Wood Green; RDC exhibiting. Contact Ben Weitzmann if you are want to show your car/ help on the stand.
Sat/Sun 11/12 Mar	Sports & Kit Car Show	Stafford County Show Ground Stafford. Club stand available, volunteers?
Sun 26 Mar	Joint JCC/JEC Jaguar Spares Day	N.A.C Stoneleigh, Warks Details: 01483 421333
Sun 23Apr	JCC Race Meeting	'Powered by Jaguar' Sports Car Challenge Snetterton, Norfolk.
Sat/Sun 29/30 Apr	International Classic Motor Show	NEC Birmingham. Tel. 0121 767 3812
Sun/Mon 30Apr/1May,	Classic Car Event	Shuttleworth, Biggleswade, Beds Greenwoods exhibitions
Sat/Sun 30 Apr/1 May	National Kit Car Show	NAC Stoneleigh, Warks
Sat/Sun 6/7 May	Beaulieu Autojumble	Beaulieu, Hants
8/19 Jun	RDC Spanish 2000 Trip	7 days in Spain and 3 on a mini cruise. Call Claire 01203 690680
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, Dorset 2/3 Ronarts usually go.
Sun 9 Jul	JEC Northern Day	Harewood House, Leeds

Fri-Sun 21/23 Jul	Coys International Historical Festival Ronart Drivers' Club Summer Meeting ?	Silverstone Circuit, Northants Historic racing, club exhibits, craft stands, memorabilia, Autojumble.
Sat/Sun Aug.	Classic Car & and Country show	Losley Park, Guildford, Surrey. 1000 veteran, vintage and classic cars. <i>'A great family event' – contact Mike Kanter</i>
Sun 20Aug	JEC Southern Day	Highclere Castle, Newbury, Berks
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 9/10 Sep	Beaulieu Autojumble	Beaulieu, Hants. T. 01590 612345
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
? Oct	International Motor Show	NEC Birmingham Ronart Cars Ltd exhibiting ?
Sat/Sun 4/5 Nov	Int Classic Motor Show	NEC Birmingham . One of the best shows of the year
Sun 3 Dec	Ronart Drivers' Club Christams Luncheon	Venue to be confirmed. Any Ideas ?

INSURANCE MATTERS

Most of you will know the clubs recommended broker is Osborne & Sons Insurance Consultants) Ltd of Sutton Surrey, where we enjoy a true 10% discount and friendly knowledgeable service. The club is frequently asked about insurance so we thought we would ask the Manager (Dave Button) there to comment on some issues in relationship to the limited mileage insurance most of us run. If you are not happy with

the person at the other end of the phone; you may feel you are dealing with a rookie who is giving you bad info for example, do ask to speak to Dave Button. The info below is offered as a guide to help members, it's based on the rules but interpretation is another thing. As most of you will know insurance companies want your premium BUT they don't always want to pay up when you most need them.

1st Q: What happens if you exceed the maximum mileage stated on your policy:

A: You should keep an eye on the mileage, ring up the broker as soon as you can and pay the extra to go to the next level available; but be aware there may not be a next level with the insurance company that you are with. In this case you will need to reinsure with another company.

2nd Q: What happens if you have not noticed that you exceeded the mileage until renewal. The answer seems to vary here. You may have to pay the difference between what you have already paid and what you would have paid for full unlimited cover. Some brokers may even not charge you at all; it seems to be down to the person you talk to which may reflect the particular insurance company you are with.

3rd Q: What happens if you have an accident and have exceeded the limited mileage?

A: Technically they could claim that you are not insured. In practice they would probably pay up a third party claim but you could find yourself singing for damage to your own vehicle. The inspecting engineers do not check mileage.

4th Q: What happens if I have no valid MOT at the time of an accident?

A: Your insurance is invalid; you are therefore in big trouble if you have an accident!

5th Q: Will they want sight of the MOT after an accident?

A: If your car is written off 'yes' otherwise no, AND they may check its validity with the testing station. Remember the MOT certificate has the current mileage on it, so if it's over the limit go back to 3rd Q.

ENCLOSURES

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

- Screw Fix Catalogue
- London Classic Motor Show leaflet
- Ronart Register Form
- Regalia and Accessories Brochure