

HUMPS AND PIPES

Summer 24
Issue 82

So what Engine do you have?

What is unusual about this picture is that each of these 3 cars has a completely different engine. The red car of David Moreton has a 4.2 XK engine, it is a MK I car, the middle green car of Ian Bradbury's has a Jaguar V12 and bringing up



the rear is Peter Jones' Ex Gordon Dover's Jaguar V8. The last two cars being MK II variants. To my knowledge only 3 other W152's have any other engines. There is a Jaguar AJ6 engined car, belonging to our long standing member David Mansfield and I believe one W152 has a V8 Chevrolet engine in it and I am also told someone has put a Lamborghini V12 engine in one. If you know of any other engines fitted please let me know.

Chairman's Words of Wisdom

Dear Ronart Drivers,

this time I would like to share some thoughts about the weather and the impact of trusting a weather forecasting app.

A few weeks ago I had an appointment with a group of cyclists for a nice trip. One of our friends popped up with a big smile on his face, his weather forecasting app had shown him a likelihood of only 10% of rain, with only 0.1 to 0.3l of rain in the next eight hours. We were deeply impressed by the preciseness of the information and to make a long story short, we all came home drenched and wet to the bones.

That makes me wonder if it really makes sense to trust a statistical calculation, as that is how a weather forecast is compiled, as we all learned from Patrick, who brought this aspect to our group perspective on our chat forum. Is it better to follow the statistics more than our own impression of what is actually going on. You may have a look at the cows in the field, like David told us to do, you can also watch the swallows, like I do when there are some, or you can simply have a look into the sky, as most other people do. And yes it might be raining, which is no big surprise this year especially with us having rain almost every single day.

Nevertheless I will drive my Ronart as often as possible ignoring any apps and enjoying every single mile, listening to the music of my engine and yes, it might be raining and yes I might get wet, but this is another story....

Jürgen

My wife asked me to go wash the car with my son, I said a hose and leather would be better. Apparently that wasn't the correct answer!

Notes from the Editor:

Please do tell me if you are happy with the content. Listed below are the answers you will most likely want to give!

1. Absolutely fantastic, 100%
2. If only it had always been like this.
3. Couldn't have done a better job myself

Any of the above are acceptable! On a serious note please let me know if you want to see more of any type of topic or even less of something? Doing this job is all new to me and I hope this issue is a little more professional looking. Issue 81 (my first) the priority was to get something out to you all, after all it had been a year since Issue 80 and many corners were cut, to just get something out quickly. I was, also, on a steep learning curve as to what and how to format all the past copy that had been sent in, what the printable size of the page was, who to get to print the magazine etc, etc. So this issue should look and feel better, most likely still poor but I hope a better version of poor than before.



Freddie had another birthday, I know, I know he bloody well had one last year too. I mean some guys are just plain greedy aren't they? It was a good turnout and many Ronartiers and their significant others were in attendance. I managed to snap this picture of the

Garage with its fine display of 3 Ronarts and an XJR 308. I mean..... Now we are talking seriously greedy!! All in one Garage.

Finally and further to the last H&P when we celebrated the Golden Wedding of David & Liz Mansfield, just like the Clapham Omnibus along comes another one!

Ed: What a super boat and from Portsmouth.



Many, many congratulations and best wishes to David & Sue Small for reaching this amazing milestone. I know we all wish them well and it appears they are enjoying the Summer afloat.



Sardinia 2024

Not a Daimler Dart nor Ronart in sight

I have also heard that Patrick Smith our French connection has sold his W152. He has built at least 3 cars to my knowledge and built the very first Kit that AW ever made. Happy future to you Patrick from all of us.

The Winslow Classic Run – Sunday 12th May. by Julia Jones_

The Winslow Classic run is an annual fund raising event organised by their local Rotary Club and the route takes in the country lanes through parts of Buckinghamshire, Northamptonshire and the Cotswolds with the aid of a Tulip route map.

This is the second year Ronart club members have attended. Last year we had five couples taking part and this year we had Peter and Julia Jones – W152 V8, David and Janice Moreton – W152 S6 and Ian and Helen Bradbury – W152 V12.

This was a very special outing for Ian and Helen as it was their maiden voyage in their newly completed Ronart after a five year build. And very splendid it is. And no mechanical problems whatsoever. He clearly knows what he's doing!

We were blessed with a lovely sunny and dry day. There were about 80 cars taking part, with quite a few really old vintage models which looked like the length of route might be a challenge. But as ever, the Ronarts got a lot of interest and the cameras of course loved them.



After free coffee and bacon butties we were off. Leaving the start in convoy with 80 miles to cover, it was slightly alarming that we

all lost each other within the first 2 minutes! The Jones' were leading and perhaps headed off too quickly, Ian and Helen missed a turn and Janice and David inadvertently turned over 2 pages of their route map instead of one. After a few phone calls and a bit of reversing we managed to regroup and were incident free for the rest of the day.

The routes selected for these Rally's really our lovely and gives a welcome reminder that we do live in a country that has the most beautiful landscapes and countryside.

40 miles in we stopped at the Red Lion in Hellidon. A beautiful hamlet offering a great Ronart photo opportunity. Then onwards for a few more miles before a spur of the moment decision to stop for tea and cake at the splendid country pile of Fawsley Hall. The next hour was sat in the splendour of the Great Hall in large sofas, which did mean not a lot of driving was taking place. Consequently having completed 50 of the 80 miles we decided it was getting late in the day and with both the Moreton's and Bradbury's living quite close to where we were, we said goodbye to Fawsley Hall and headed home.

It is a lovely day out. Maybe 80 miles is a bit of a stretch with coffee, lunch and tea stops to enjoy but who knows, maybe next year we'll make the finish line!

Ed: I might add I was one of the cars on the run the year before and we didn't make it to the finish either!! It was though a super run out for the cars and we stayed overnight in the old school house in the nearby village of Stratton Audley. Our Host was a very eccentric lady but lovely nevertheless. If you are ever that way and need to stay give the place a try.

Lyn Valley Classic – Sunday 9th June

What a great location for a car rally – Lynton and Lynmouth – which sit on the spectacular North Devon coastline within the Exmoor National Park. It was here, overlooking the sea, that 300 vehicles gathered for the 10th anniversary of the event, attracting enthusiasts from far and wide to give a fabulous array of classic, sports and supercars along with tractors and motorcycles.

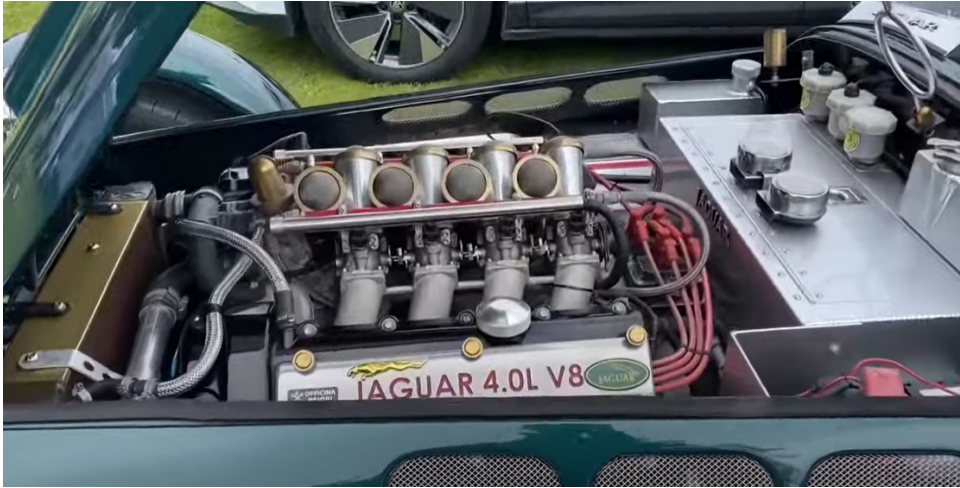
This was the first time Ronarts had been part of the show with 2 cars attending – Julia and Peter Jones and Gordon and Helen Mills.

Ed. Gordon
Mills Blue S6
parked next
to a GT6
MkIII.



It was a lovely bright and dry day and several hours were spent looking around the cars, enjoying the location and taking in the hustle and bustle of the event. Most of the classic cars were on display on the Green in Lynmouth, which included our two Ronarts, and right above, atop the steep surrounding cliffs in the town of Lynton, there was £20m. of Sports and Supercars were on display. The two locations are joined by a zigzag footpath or accessed by the famous Funicular Cliff Railway built in 1888, which is the highest & steepest water powered railway in the world.

Jodie Kidd, former super model, racing driver and huge car enthusiast, was the guest of honour and she gave the one prize of the day for “the best in show” to a white 1959 Lister Jaguar.



Ed. Jaguar
4.0Ltr V8
Jag powered
W152

We witnessed the “rev up” of the supercars, and the Lister Jaguar stole the show with its straight-through exhaust and the loudest engine noise imaginable! Jodie Kidd did however confide that she had been torn between the Lister and Gordon Dover’s Ronart (now owned by Peter Jones). Given the love and attention Gordon gave his Ronart this would have been a fitting prize.



Ed: This is a very humble report into the facts as written by Julia. The reality is that Peter (Ex Gordon’s car) came second as is evidenced by the picture on the left. Either that or Jodie Kidd has taken extreme exception to this photographer

This is an annual event and perhaps we might see more Ronarts attend next year. Given the location it would make for a lovely short break. There is so much to explore in the area – The Valley of the Rocks, Exmoor National Park, the beautiful 1.5 mile walk along the Lyn River to the wonderful Watersmeet Café nestled in a wooded valley next to the rushing river, and also wonderful coast path walks. The A39 Atlantic Highway from Cornwall to Minehead which passes through Lynton and Lynmouth is rated as one of the top 10 roads in the UK for great driving and spectacular scenery. So a great spot.

Maybe see you there next year, and who knows next time, it might be a Ronart that wins “the best in show”.

Ed: I think this is an excellent idea and one we must look into. Peter would you be able to get us some dates for next years (2025) event?

Work on XSV 587

With the car safely tucked up in the my lovely garage, (I’m sorry to go on about it but I have missed having such a place for so many years) anyway I wanted to sort out some oil leaks and look at small weep from the radiator. As it turned out the weep from the radiator [see red arrow] was a real bit of luck which should be noted as so often one only ever moans about misfortune. I attempted to tighten the jubilee clip on the top 10mm overflow out pipe from the radiator and it just sheared right off. Not a bad thing to happen in one’s garage, especially as 2 days before I had



been on a 150 mile round trip to the Surrey/Kent border. So I needed a new radiator repair man. These are chaps are getting fewer and fewer but after a few phone calls I located an old boy (even though slightly younger than me) not too far away who has been working on Rads all his life. An interesting note here in that my W152 had used the donor radiator from the XJ6 it was derived from and whilst others with similar set up had often had trouble with overheating in the South of France my car has always ran on the cool side. Anyway one look at the radiator by the Rad Man and he said that has never come out of an XJ6! It is a high performance item. So I will never know the real story other than had my donor car had had an uprated rad fitted? Anyway after 27 years I felt it was time to have a new High Efficiency Core fitted and this was duly sorted. For those of you who have AW's aluminium rads and think they are a tight fit my original one fits in the chassis with a clearance of 0.75mm each side! I call that a tight fit. New water hoses all round, plus a bit of fettling and all is 100%. Also nothing wrong in using 28mm central heating pipes when you need a really good bend!



Ed New shiny Radiator re-cored and pressure tested, ready to be fitted

Not such a good outcome on the oil leaks but that is another story.....

Cotswold Run

28th July

Peter and Julia Jones had had a thought to meet up in the Cotswolds and so the day came and we all headed for Burford Co Garden Centre, just outside of Burford. Kay and I had arranged to meet Mario and Mireille at Chievely Moto services where the A34 bisects the M4. Kay & I arrived slightly late due to traffic chaos, (The A34 was shut) the weather was stunning had summer finally decided to start? Whilst waiting Mario and Mireille were fleeced £9.00 for two coffees! This was to be an omen for later on in the day. The food at the Burford Garden Centre needed me to take out a new credit card! - ED

Over to Mireille for the rest of this adventure.

What I love most about any Ronart Trip that I have done with Mario so far, is that we always set off early on our own, and at every meeting point more Ronarts, and more lovely people join us, until we have a nice convoy. On Sunday 28th July it was no different, we left Reigate at 9am in the morning, to meet Tony and Kay at 10.30/10.45 at a motorway stop near Thatcham, en route. We got there a bit early, and already had many admirers for the Ronart. Once Tony and Kay arrived, we were now two Ronarts and had a lovely drive through Oxfordshire and Cotswold countryside to the next stop, Burford Garden Centre. With me navigating, we obviously arrived there exactly on time, and found three more Ronarts already there. David Moreton & his son Will plus Ian and Julie Bradbury and John and Vivien Ellis.



Peter and Julia had chosen the venue for lunch expertly, the Burford Garden Centre is an incredible place. Beautiful things to admire, stroke or take pictures with, many things to buy for the home and garden, definitely worth a visit. I walked around with Kay, and all we could was ooh and aah.



ED:. This Morris Minor Flat bed pick up was the Highlight of the Garden Centre. It must be remembered that It is at times like this that the very small Ronart boot comes into its own. Mine was particularly small as I had prudently filled it with as many tools as possible thus rendering an

expensive shopping experience completely out of the question as there was just no space left to take anything home with us! This does not count as a "Tech Tip" but perhaps it should.

For lunch we sat all together at a huge long table, and the chatting started. Then Jane and Spike arrived and joined us. It was so lovely to see them and we all thanked Jane for her enormous effort to make it there.



It was also John Ellis' birthday and in true Ronart fashion, we made him blush by singing Happy Birthday to him as loudly as possible. After lunch we spent some more time admiring the shop and plants, and met a new Ronart owner, Piers Levy, who joined us for the rest of the afternoon.

From the garden centre, we had a great drive with seven Ronarts in convoy (my favourite), on our way to Jeremy Clarkson's "Diddly Squat" Farm Shop. Although it was great to see all seven



beauties lined up, the farm shop was a bit disappointing, so we just stopped for one drink of his Hawkstone Brew, then moved on to a nearby pub, The "Tite Inn" at Chadlington for a few more cold drinks. Which were sorely needed on this very hot day.



What made this day so special was that so many Ronart drivers were there from different corners of the UK.



A row of Ronarts at Diddly Squat Farm

The way Peter had arranged it so that those from the Midlands could easily get there, as well as us from the South (Tony) and South East (Mario), it meant we managed to get together those who often only meet once a year. This made it very special, I had really nice chats with John and Vivien and Ian and Helen, people who I normally only met at AGMs. A great thank you to Peter and Julia for a lovely day.

ED: Well said Mirielle, thank you.

Next on the Agenda is:

On 17th August and this maybe history by the time this edition falls on your doormat, we are off to Kempton Steam Museum for the firing up of the Sir William Prescott Triple Expansion Steam Engine. If that is a mouthful wait until you see it. The engine is four stories high! The museum steams it up a number of weekends per year. This is quite a feat for the museum volunteers as in the days when the engine was a working piece it would have had an army of coal stockers and maintenance men

Following this trip to Kempton is the big trip down to the Dordogne and onto Angoulême Race weekend. A few more Southern Area Noggins before the Annual Christmas Event.

So watch this space for updates, on dates, venues and times.

Someone pointed out to me the other day just how much more it costs to put air in your tyres these days. I can remember when getting air for your cars tyres was free. Now you will be lucky if you can get air for £2.00. Apparently it is all to do withInflation!!

Next year 2025 a group outing to The Netherlands is being organised and so far 10 Cars are booked. Details so far are as follows.

NL Trip Itinerary (provisional)
18 – 25 June 2025

Date	Activity	Cost
Weds 18 June	Evening Ferry Harwich – Hoek van Holland	£200 (2pp)
Thurs 19 June	Arrive early morning; visit de Zaanse Schans (tradition craft workshops, windmills etc) Evening stay in Zaandam.	£150 (2pp)
Friday 20 June	De Cruquius; Lunch then drive to Heusden, evening stay in local hotel.	£25 (2pp) £150 (2pp)
Sat 21 June	Visit Zaltbommel (same area), local market etc. wave at Mireille's mum, stay at same local hotel.	£150 (2pp)
Sun 22 June	Drive to province of Zeeland, with many stops in picturesque places for coffee/lunch etc. Destination historic medieval town of Veere. Stay at local hotel.	£150 (2pp)
Mon 23 June	Visit Deltapark, the 'workisland' for constructing various dams and waterworks. Stay at same hotel.	£50 (2pp) £150 (2pp)
Tues 24 June	Drive to Belgium (not too far) either visit Brugge, or visit Pierre (or both depending on timings and possibilities). Stay at local hotel.	£150 (2pp)
Weds 25 June	Drive to Dunkerque to catch ferry to Dover (not far).	£100 (2pp)
Total		£1275 (2pp)

Apparently this was not quite what the ladies had in mind!



Womans Page! Something for the fairer sex...maybe?

However the picture does have its own merits.

So curious reader, my knowledge of the Ronart car grows and grows with each outing I go on and my love and admiration blossoms.

On one of our outings I learnt that the Ronart wheels are much like a ladies Brassier! Yes that is what I said! The wheels that lift and separate the chassis from the road are individual to each car. You can not buy a car from Arthur with wheels attached. The car once made, must have wheels that perfectly fit the individual car you buy. Much like a bra. One bra boys! Does not fit all. Ask a lady.

It was a conversation I will never forget. Gordon Mills was explaining his surprise, when many years ago, Arthur rang to say his newly ordered, turn key Ronart, was ready as such and when was Gordon going to get the wheels to attach to it? "What? the car doesn't come with wheels!" Exclaimed Gordon. "Arthur I thought I bought a whole car?" Gordon replied, somewhat understandably bemused. Arthur, in only Arthur's fashion said, "Well no not really and you will need wing mirrors too!" The car is as individual as a woman, and needs adorning with care. No one would want the original steel wheels nor the donor cars wing mirrors but instead you would want the correct wire wheels and the result is stunning, get the wrong bra and....well ladies need I say more. Who knew we shared so much!

Kay.

Technical Page

Ed: Throughout the years on many, many occasions Freddie Trodd has come to the rescue when a W152 has broken down. I don't mean run out of fuel or a mere puncture but I mean serious issues that had anyone other than "The Great Man" not been there would have meant a recovery truck was needed. Instead Freddie muscled himself to the front declaring "I can fix that." And so he did! So for those who just want a gentle reminder this part of the magazine is titled.....

Freddie's fixes.

As written by Freddie: Before you read on I would just like to say that all the events we have picked out only happened after the petrol heads, of whom there are quite a few, all reached the consensus that a "Bodge" was the only way to get the car home without resorting to a pick up!

Ed: Having seen many Trodd "Bodges" all I can say is... "Wish the manufacturer made it like that in the first place!" Freddie also wishes to thank the following for their help at the time with spare parts and extra hands. So thank you to David Moreton & Small, Tony (Ed) Chris Logue and Bennett, Mario and Robert Latham. Plus anyone else I have omitted due to my poor memory.

Trackday at Mallory Park

On a track day, belting around, flat out and why not, after wasn't that why we were there, David Small's car his Green Rocket, went up in stream of hot water. The car limped back to the pits before it seriously overheated. The view of the engine from the pits was extremely difficult. There was blood, oil, steam and a fog of drunk beer all in the way. Oh and a triple set of carburettors too! A core plug was missing! Yes missing. Presumably out on the track somewhere? So I fished through a box of bits and pieces and 'Hay Presto' found a replacement. Trouble was the missing plug hole

was extremely hard to get to. Positioned near the top of the cylinder head with a carb' right on top of it. So to the fix. All of us had small emergency socket sets with us, so by combining about 5 or 6 sets we managed to make up a 2 to 3 foot extension piece with a 9/16th socket on the end. To this, using gaffer tape made into two sided tape we stuck the replacement core plug to the socket and gently threaded it through the obstructing mechanical components until it was lined up with the offending hole. This took a lot of jiggling because, we were either too drunk or too shaky from our efforts on track or just too incompetent! Never the less eventually the part lined up and with an almighty blow with a large hammer it was struck into place. This all took about an hour after which David took to the track again and put in some very respectable lap times.

Clutch Lever Arm

On one of the trips through France, possibly on the way back from David Mansfields French House, our dear friend the late Barrie Cannon started to experience problems changing gear because the clutch seemed funny. Barrie was never one for technical terms! A stop was required and so the wagons were corralled outside a farmers barn. The farmer was a very affable chap and let us use his barn as a workshop. The car was jacked up but little could be seen and nothing seemed obviously wrong. However upon peeking through the hole where the clutch lever exists and also by looking through a drain hole in the bellhousing I was able to ascertain that the thrust race which slides along the release lever and somehow come dislocated and was now hardly operating the clutch at all. To make matters worse we were on the way to a ferry embarkation. So time was of the essence. Looking around the barn I spied a old rusting piece of 3/16th steel rod I also had some very stiff wire in my spares box. I worked out that with a combination of bending the steel rod and then twisting the thick wire around the thrust race it might just be possible to get Barrie back to the

port, as long as a hardly changed gear at all! Now for the tricky bit all this had to be done whilst working through a one inch hole! Here my many years experience of peeking through keyholes came in handy! I managed to align the thrust race with the rod and then fixed the rod in place to stop the problem immediately reoccurring with some of the stiff wire and then taped the whole lot up over the drainage hole with gaffer tape around the outside of the bellhousing. Not pretty at all but I thought it might enable a couple of dozen gear changes to be made before it all fell apart. Much to my amazement and to the eternal gratitude of Barrie not only did we make the ferry but he even managed to drive all the way to his home in Romford Essex without the “bodge” dislodging.

More from Freddie next issue.....



ED: Ever wondered how far we've come since say.. since March 1988 Well since then we have quiet printers with much better resolution, we have V8 Ronarts and Humps & Pipes instead of a newsletter!

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