

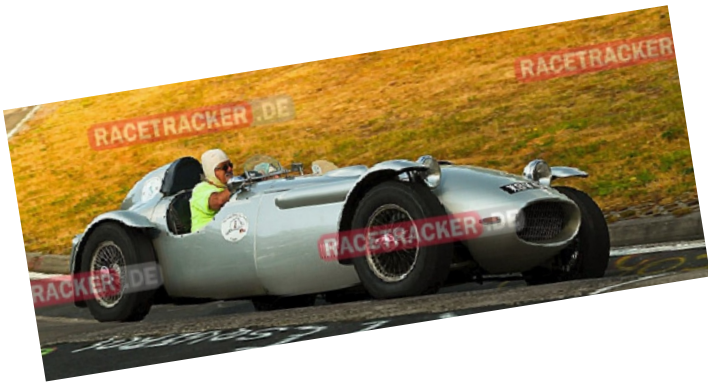
HUMPS AND

SPRING 24

Issue 81.

PIPES

Hello and welcome. Been a while and apologies for that. But we are back and running and looking for printable copy. I know you all have stories to tell, so let's share them.



The Chairman's Voice

Dear Members,

It was just a few days ago that we met in Great Yarmouth for our 31st AGM. More than 40 members and partners attended and what a pleasure it was to see you all again.

As always, everything was very well organised by Benjamin, a big thank you for that. After a number of years Heidi stood down as treasurer of the club, Tony as web coordinator, Chris as responsible person for regalia and Steven as editor of H&P. A big thank you to you all for the your work you did for the club and another a big thank you for our newly appointed club volunteers, Elisabeth as treasurer, John as web coordinator and Tony as editor for H&P.

A very warm welcome to our new member from Norfolk David Forster and his wife Jenny who came to the AGM in his Ronart, one more beautiful and unique car with a number of variations, inspiring others for some changes and work to be done on their own cars. Isn't it wonderful that every Ronart is different, showing the signature of its owner as individual as we all are.

One of the highlights of this AGM surely was that

Elisabeth and David Mansfield decided to celebrate their 50th wedding anniversary with us, a really great honour, it reminds me about what a fantastic and extraordinary group of people you meet in the Ronart Drivers Club, and that the club has such a special place in our lives.

Congratulations from all at the RDC to David and Liz Mansfield on their 50th Wedding Anniversary. (Ed)



We left the AGM with a number of proposals for trips, exhibitions and gatherings for this year and also for 2025. We are going to write our next chapters of the story of the Ronart Drivers Club. I am looking forward to seeing you soon in our wonderful cars.

Sincerely

Jürgen

Chairman

Changes at the top

Or at least where we are!: As per the AGM

The Officers now are:

Chairman: Jürgen Balthazar

Secretary: Fr. Benjamin Weitzmann

Treasurer: Elizabeth Weitzmann

Web Coordinator: John Ellis

Agony Uncle: Freddie Trodd

Regional Organisers: Midlands -Peter Jones

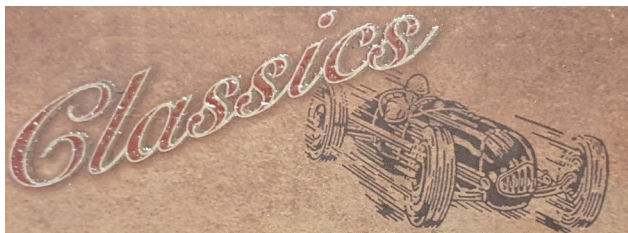
Southern - Mario Zuccarello

South-West-Mike Kanter

H&P Editor: Tony Legon.

Archivist: Rex Blanchard Smith

See Contacts page for details.



The Editor's bit: Who is your new Editor? Well most of you know me, but for those that don't, I have been a member for 29 years was once Chairman. Like me my W152 has been around the clock and back! **So now to what's new.** We have just had a super AGM. Now that in itself, especially for the Corporate minded, is just a Non-Starter. There is no such thing as a "Super" AGM. They are usually boring affairs, full of minutiae that only effects one pernickety person and goes on and on and on. Our AGM's are not like that at all. Everyone is engaged, some to a lesser degree than others, sure but all tend to contribute. Also there is a tendency to use the title AGM to cover the evening Gala meal too. For those who have never been it is a semi-formal get together with super food laid on and a time to catch up with old friends. It is also a time to find out about how other members cars have approached common issues and found neat fixes. It is not a conventional AGM! So once again many thanks to Benjamin for organising such a splendid hotel and evening meal.

So what of H&P. I can only apologise for the fact that no issues have been generated for some time now. A situation beyond my control and what has happened or hasn't happened is now in the past.

We move forward and I am looking forward to being part of that. It will mean that some of this edition is a little out of date. I feel though, that it is important that if a member has sent in copy that it is published! I hope you all understand this sentiment. So I am always on the lookout for new copy for the next edition and what you send will be published, I assure you. So don't be shy, send me your anecdotes, tips, amusing stories and whatever you want to see printed in this illustrious magazine.

Contact Tony Legon

07768 392934

tony.legon@Btinternet.com

From the archives: David and Janice Moreton driving up over the Alps. In the background Freddie Trodd, Chris Bennett and David Small.



RDC WEBSITE UPGRADE:

From John Ellis, Website Coordinator.

Recognising all the hard work that dear Graham Hallett did to put the Ronart Drivers Club on the internet map, at last year's AGM it was resolved that we should update our website.

We subsequently engaged Paul Shotan of Artworks Unlimited to re-design it.

Temporary hosting of the site during the re-development phase was with Apex1Studios, who, thanks to Paul's long standing association with them, did not make a charge for this facility.

For a few weeks, access to the RDC website opened a 'Holding Page' explaining that re-development was underway.

Now that much of Paul's work is complete, permanent hosting of the website is being transferred to Apex1Studios, who have kindly included highly desirable 'Secure Socket Security' FOC.

The RDC website login address remains unchanged as ronartdriversclub.org.uk

This now gives access to the rebuilt site, which we hope meets with most members' approval. Do please log in and take a look.

Access to pages within the Members' Section is by the password **W152** - restricted to RDC members please!

If you are happy to be added to the Members' Details page, please let me know. Please email or WhatsApp your comments to me; if anything irks you, if anything is missing and how you think the site can be improved.

Please send me a good picture of your Ronart, tell me its date 'on the road' and your town of residence, so I can add it to the Members' Cars section.

To best portray all our wonderful cars, the Club, our trips, technical matters, news, events and activities, your input is important now, and in the future, with as many photos and videos as you can provide.

Photos are best sent by WhatsApp to me on 07973-655958

Videos please send by 'We Transfer' - a free large file transfer service www.wetransfer.com - to ellis@spindrifuk.net

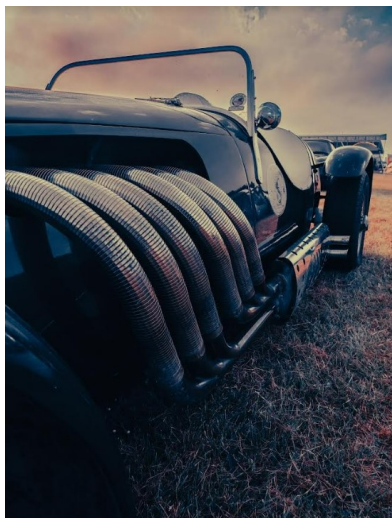
Text documents and pdfs by email please, to ellis@spindrifuk.net

Final shaping of the new website is to some extent still 'work in progress' and will remain an evolving process. I continue to have patient, generous, (and FOC!) support from Paul Shotan while I hone my skills on which keys to press. The RDC site can only be kept alive, current and relevant, and bring the membership closer with your input; so PLEASE KEEP SHARING anything and everything Ronart with me.

John Ellis

Please, all of you take a look, it is truly impressive. Well done John and Paul, thank you. (Ed)

Up Coming Events



Gordon Mills car at Silverstone last year. A lovely thought provoking, scene setting ambience. Picture by Andy Marriott.

Peter Jones, the club's Midlands contact has put forward some dates for your diary.

The Lyn Valley Classic – Sunday 9th June
Lyndon, Devon.

Sunday Lunch in Burford, Cotswolds - Sunday 28th July Venue yet to be arranged.

Kempton Park Steam Museum - Saturday 17 August Details available call me (Editor 07768392934)

So what of XSV 587 & Chris Goffee

XSV 587 Owned by me (Editor) is the 2nd Mark II car produced and went on the road in 1997. It is a 4.2 S6 car and has the dubious distinction of being one of 3 possible 5 Ronarts to have driven the Full



Monaco Grand Prix circuit during a Grand Prix weekend. This winter of 2023/2024 was the first time XSV 587 was tucked up in a dry garage since 2018 (bar 1 year). An achievement reached by me moving to a new home in Fareham and having the available land to build a new large garage. I was hoping to do lots of work on it over this winter/spring but as usual so much other stuff as got in the way.

Chris Goffee is 79, he no longer appears on the BBC Top Gear programme but he is still working as a Journalist!

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



The Ronart road trip to Germany of 2023.

What can I say! we did it all, and we did it the Ronart way. One for all,

and all for one !

Before it had even begun, the camaraderie, which defines the Ronart Drivers club, was in mighty evidence, with David Small offering his beloved Ronart to Peter Jones because his own car was showing signs of unreliability I knew that would make you smile because it is the very uniqueness (unreliability) of the Ronart that makes the club thrive. The pit stops where every bonnet is up and every man is bent double discussing the problem,



the sudden Roar of life that denotes the car is fixed and the joy of being on our way that

brings the club together. Even when the fault is discovered, after much tightening of plugs, jiggling

of connections and stroking of chins, to be just a tiny piece of blue paper in the fuel line, as it was in John Ellis' car, It could have been spotted by a woman, of course, if there had been space for her to peer under the bonnet. Can you imagine? " Oh look!, toilet paper, I believe!" That, and the beer at the end of the day.

The first pit stop on our way was a BBQ at Pierre's house in Tounai, Belgium. Pierre owns a MkI V12 W152. It is a hard to spot location but is well worth the effort. Pierre and his family did us proud. Fabulous food, perfect hosting, mixed with sunshine and laughter. We will come again and again and again! As the actress said to the Bishop.

The only problem was Tony Legon's tyre had sprung a rather serious leak. Pierre phoned a friend whilst the others prepared to ask the audience, and miraculously, an original E type tyre and wheel appeared and was fitted before strawberries and ice cream could even be served. oooh!

A holiday really begins when you arrive at your destination. The hotel was not a disappointment. The staff were delightfully particularly Richard, who quickly became Peters 'bestie.' The other guests were mesmerised by the line up of Ronarts in the car park, and we took it in turns to give them guided tours under the bonnet. That actress again, chatting to the Bishop!



6 W152's outside our Hotel in Germany

We took in an educational guide of the local museum

given by the beautiful Bridgette who patiently answered all our questions on the volcanic activity of the world over the last 50 million years and beyond. We saw how the earth moved, and it had nothing to do with the Ronart? The next day, a tour of a monastery and a brewery where we learnt there is a beer approved by the pope for the monks and a beer smelling of bananas made with women in mind! The start on Thursday was an early one. I was given 7 minutes to get up, shower, and get in the Ronart. I arrived with wet hair and quickly discovered how Rod Stewart got his iconic hairstyle. We did a hair raising drive to the most beautiful fairy tale castle I have ever seen. Rapunzel Rspunzellet down your hair... unless you arrived in a Ronart! The heavens opened, and a thunderstorm of great magnitude began. Thunder and lightening ripped the sky asunder and gave the castle an errie glow. But it was the tornado, with no warning, that made our guide send us into a locked

down 5 stories up in a castle. He told us ghost stories until we could be released. I could not make it up.

The highlight of the entire trip was the race round the Nuriberging Nordschliffe

The technical knowledge needed to make you comprehend the fun and adrenaline rush is beyond me,



but, the experience requires you not to breath for 7 minutes and then expel all the air from your body within seconds of finishing. The hair style you finish with is the child of Tina Turner and Rod. And the smile on your face is fixed like the joker in a pack of cards. It is also the moment you realise what you mean to your man. If he drives semi sensibly when he is itching to let go of the throttle and spin with the other Man boys on the track, you know you're important. Until he stops and gets out of the car, the dissection of the experience can last

for months and only requires a fellow driver, no car, lots and lots of gesticulation and possibly, not necessarily a beer.

The whole trip ended with the most bazaar but delightful river cruise that went from one bank of the Mosel to the other Beginning and ending in the Eiscafe & Weinbistro Oh, course, that was not what was planned, but plan B is always more fun !

If you have not yet been on a Ronart road trip, put it on your bucket list.

Or better still organise one! This one was organised by Jürgen and Sabine Balthasar (who did the ladies proud by slipping in a shopping trip). It was an experience that will never be forgotten, worth its weight in Ronart spare parts! It will be hard to beat. but.... Tomorrow is a new day, and the earth we now know (thanks to Bridgette) does move ! With the help of a RonartIt moves faster, better, and is much more fun !

(Thank you Kay for such a scintillating article. Ed.)

Participants:

David & Susan Small, Tony & Jean Cliff, John & Vivien Ellis, Robert & Barbara Latham, Chris & Heidi, Tony & Kay, Peter & Julia Jones and Jürgen & Sabine Balthasar

It has just got to be time for some Tech stuff! Surely by now.....”please, pretty PLEASE”?

Heat Soak & Keeping your cool by Chris Bennett.

Fortunately my car [6cyl] gets to temperature and remains stable at temperature; the Ali rad', extra-large fan, rad' stats, all doing what they were designed to do.

BUT as with all of our cars once stopped the cooling system becomes inactive the residual heat in the engine; block, head and exhaust manifold transfer back into the engine, temperature increases aka 'Engine heat soak' The situation made all the worse following a run on a scorching hot day. Once stopped the engine and engine bay along with everything under the bonnet just cooks! Yes of course the fan operates running for a while but all its doing is cooling the rad', the engine does not benefit from this cooling so just gets hotter and hotter. All modern cars have a more intelligent cooling system, an electric water pump (EWP) and electric fan controlled by engine temperature irrespective of whether the engine is OFF or ON. The effects of 'heat soak' are washed away in seconds as the cooling system continues to do its job whilst the engine is turned OFF. When retro fitting an EWP to an older car you have two options; retain the OEM water pump or remove it with the added benefit of

gaining a few more horse power. Before you do the latter bear in mind controls for this install are a tad more complicated.

I decided to retain the mechanical pump, maybe I will remove it another time. I utilised the Australian EWP manufacturer; Davis Craig, proven specialists in EWPs. The EWP should be installed in the main rad cooling circuit and should be immersed at all times therefore the position of choice is the bottom hose.



Bottom Hose when viewed from above, standard installation.

The EWP fits nicely and compactly within the space of the bottom hose on an S6 engine bay.

Controls: Many options here, I kept it simple; the pump operates in tandem with the rad' fan. Once water temp has dropped and the fan turns off the EWP is set to run for a further 2-3 minutes circulating all coolant around the engine and rad'.

This fits in very neatly in this space. (Ed)



QED A cool unstressed engine.

IMPORTANT NOTE: These units **MUST** be

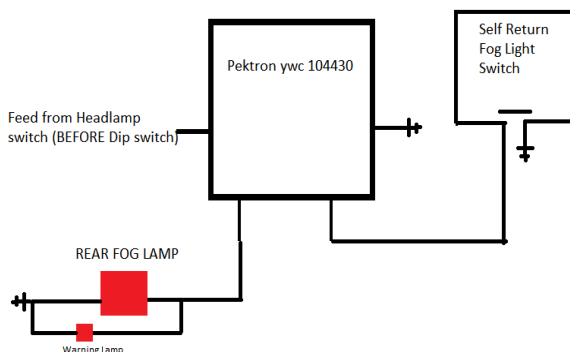
run once every month to ensure 100% reliability.

Ed: Great article, thank you Chris.

Rear Fog Lamp Control Circuit

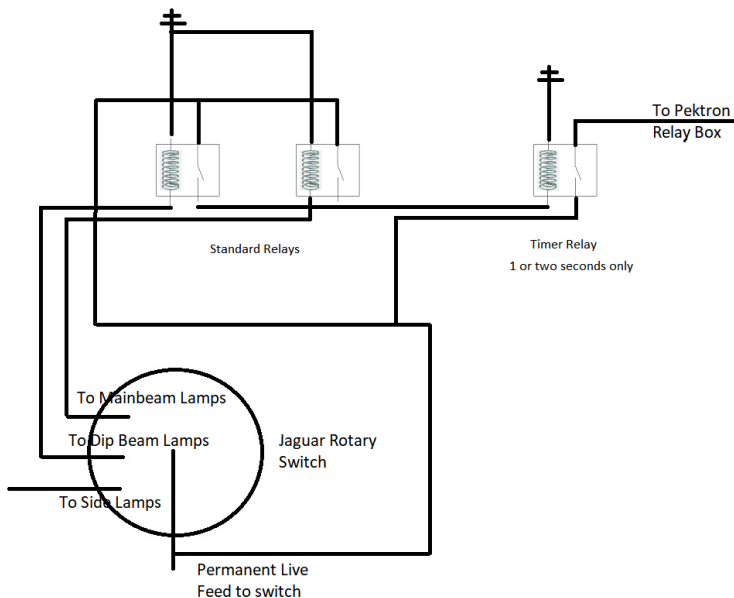
For some years now it has been a requirement for the IVA test that the rear fog lamp turns off when the dipped headlamps are turned off and does not come back on when the dipped headlamps are re-energised (unless deliberately switched back on). This function requires that the rear fog lamp is relay controlled with a circuit which 'drops out' when the dip lights are extinguished. A simple way to achieve this is to use an existing, mass produced, relay control unit. One such unit is the **Pektron**

YWC104430. This was used previously on a whole range of Rover and Landrover vehicles, as well as some Japanese cars and so used items are readily and economically available. The unit can be wired using standard 2.8mm spade terminals. An elegant solution can be produced if a 4 terminal 'square' block connector is used along with terminals having retaining tags. The wiring diagram shown below, shows how the Pektron unit can be connected to a conventional light circuit. This arrangement assumes that a standard 'side/headlamp' switch is used and that the 'dip/main beam' switch is a separate item. The feed to the rear fog lamp relay unit should come from the headlamp switch and not the dip switch. If it is fed from the 'dip/main beam' switch then every time the headlamps



are switched from dip to main beam the rear fog relay will drop out, requiring the rear fog switch to be re-set. Once the headlamps are energised, the rear fog lamp can be toggled on and off using the self-return switch. On cars which utilise the single large light switch (Old Lucas design, standard fitment to Jaguar Mk I and II and early

E-Types) combining side, dip and main beam, this also exhibits the rear fog light 'drop out' problem, when switching between dip beam and main beam. This can be solved by using an additional circuit as shown in below. By utilising a 1 or 2 second timer

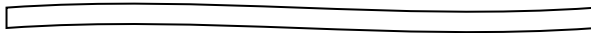


relay it is possible to maintain power to the Pektron rear fog lamp control unit while the headlamp switch changes modes from dip to main beam or vice versa.

Article by Ian Bradbury of Towcester Classic Cars.

Another great technical piece, thank you (Ed).

Events and meet up's for later in the year etc.



The Southern Area is proposing to meet: 25th June, 21st July, 18th Aug, 22nd Oct & 21st Nov.

The 18th Aug may become the 17th if the trip to Kempton park Steam Museum takes off. Get in touch with me, Tony. (Ed)

Finally to just mention that a large group of Ronarts are off to the Dordogne region of France, later on this year, for a few days and then ending up in Angouleme for the spectacular classic car race weekend that is held in this hill-top town every year. We are hoping for 9 W152's to make it.

NEXT YEARS BIG TRIP



Depart Thurs evening, (11.00pm from Harwich) and return Tuesday PM from Dunkirk. The trip will en-compass a visit to the DeCruquius Pumping



Station which pumped all the water out of the Haarlemmermeer in the 1850's. It is the home to one of the largest historical steam engines, naturally the engine was made in the UK, Cornwall to be precise!

Also included in this trip is a visit to a Clog making facility. Then journeying South to Picturesque town of Heusden.



I hope all this water stays put and doesn't drop on us.



On the penultimate day we will visit the Oosterschelde Storm Surge Barrier, which makes the

Thames Barrier look puny! Finally if time permits we will travel into Bruges on our way back towards Dunkirk. This looks to be a truly excellent and exciting tour, especially as it is being organised by Mario's partner Mireille who is Dutch. There is nothing like local knowledge to add to the experience. At this years prices the costs are estimated to be in the region of just under £1000.00 per couple, to include Ferry and Accommodation, so just food and petrol to add. Naturally this trip with all the scheduled visits will take a fair bit of setting up so getting firm numbers in advance is essential. So please if you are at all interested in participating, **please** email Mireille with your details on [<mireillehebing@gmail.com>](mailto:mireillehebing@gmail.com). The trip was announced at the recent AGM and a lot of members expressed an initial interest then. To keep matters simple could all those who stated an interest at that meeting, **PLEASE** confirm this by email to Mireille, by 31st July 2024. I can assure you I will be putting my name down. (Ed)

CONTACTS

Jürgen Balthasar: Chairman +49 1736894381
<js.balthasar@web.de>

Peter Jones: Vice Chairman 07803 729470
<pjassociates@clara.co.uk>

General Secretary: Benjamin Weitzmann 07887
484080 <Benjamin@weitzmann.co.uk>

Treasurer: Elizabeth Weitzmann 023 9243 9711
<ascensionportsea@gmail.com>

H&P Editor: Tony Legon 07768 392934
<tony.legon@btinternet.com>

Technical Advisor: Freddie Trodd 01483 224387

Web Co-ordinator: John Ellis 07973 655958
<ellis@spindriftuk.net>

Archivist: Rex Blanchard-Smith <rexbs2@tiscali.co.uk>

Regional Contacts:

South: Mario Zuccarello 07973 320085
<musicworks@gmx.com>

West: Mike Kanter <kanter.mike1@gmail.com>

Midlands: Peter Jones (see above)

France: Patrick Smith <smith.patrick691@gmail.com>