

Members' Information

TECHNICAL ISSUES

The Club's aim is to help owners resolve issues which are specific to their Ronart W152 or Lightning: we seek a solution through either our members or Ronart Cars.

So, below is a slowly growing list of problems & resolutions which we hope will help somebody, sometime.

And below that, a list of issues we are compiling to assist members who still have to get their W152 cars through the SVA/IVA test.



W152

Problem Area	Symptoms	Resolution
Electrics	Low voltage: dim lights, reluctant starting	Obvious, but tried every other possibility before finding that new battery had a defective cell (Graham Hallett). Moral: always fit good brand.
Rear Shockers	Rattle in rear suspension	Lower bush compresses with wear; there is a mod to fit large washers either side of the lower bush to prevent movement. (Gordon Mills)
Rear Shockers	Bang when going over bumps/potholes	Often a bump-stop-rubber is not fitted to rear dampers. These can be retro-fitted. Also, raising ride-height can mitigate the symptoms. (Graham Hallett & Tony Legon)
Rear Radius Arms	Rattle in rear suspension	The rubberised bush at the axle-end of the radius arm flexes as the suspension moves and can bang the axle brackets. There is a modification which involves a large nylon spacer on either side of the bush. This has the effect of reducing the clearance and cushioning the blow. (Graham Hallett & David Small)
Wheel Spinners	Tighten up over time.	Regularly loosen-off and re-tighten moderately (Graham Hallett, Orson Equipment)
Petrol Pump	Fuel feed falters or falls	SU Petrol pump clogged with swarf from petrol tank gaskets. (Dislodged by enthusiastic cornering at Laon - Tony Legon)
Petrol Tank	Springs leaks.	Suspected fatigue, mitigated by strengthened supports under the bottom of the tank. Best solution is to make stronger tank. (Dennis Baker & John Ellis)
Petrol Tank	Overflows when full.	Either put restrictor in breather tube, or cut out breather tube and put self-sealing breather in the filler cap. (Freddie Trodd can describe the fix)
Rear Wing Stays	Fatigue and break	Usually rhs fractures because of extra weight and wind-resistance of the number-plate assembly. For a long period a strengthening fillet near the chassis mount was omitted by the factory. If this fillet is missing it is an easy welding job to fabricate and strengthen the mounting (both sides). (Graham Hallett & Peter Jordan).

W152 SVA Test

Item	Problem	Work-Around
Number plates		Temporarily use modern type
Petrol filler cap	Protrusions	Leave off
Windscreen		Leave off
Aero Screens		Use BS-marked version or, better, leave off entirely
Rear View Mirror	Radial	Racing mirrors n/s and o/s OK because within the outline of the car. There must be an adjustable central mirror of a certain size; the normal pedestal-type mirror will fall on sharp edges - maybe a temporary racing mirror will get through.
Bonnet catches	Protrusions	Leave off old-style quick-releases; key-lock type are OK.
Front suspension nuts	Radial	Fit plastic covers to bolt-heads; fit hose over whole track rod.
Steering wheel	No holes allowed	Borrow plain wheel from Ronart Cars
Wire wheel spinners	Winged spinners not allowed!	Borrow late hex-headed nuts from Ronart Cars
Inner panel switches		Mount whole panel using plastic screws or velcro (to show that it will break away under impact)
Instrument bevel radial		Use SVA-friendly bevels (Speedy Cables)
Dashboard	Radial of edges	Wood dash can be radiused. Alloy dash will fail, so glue rubber moulding temporarily or fit wood dash temporarily.