

English Extract

# WAN@KEL

## JOURNAL

**NSU** **Ro 80** CLUB DER SCHWEIZ

HERAUSGEBER

**Ro 80** Club International



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## **@page 3: EVENTS AND DATES**

24.09.-27.09.2015

**NSU Ro 80 Club Switzerland Family Barbeque**

Rapperswill (CH)

01.10.-04.10.2015

**Ro 80 Club International Autumn Meet Up**

near Berlin (D)

10.10.2015

**NSU Ro 80 Club Switzerland Technical Get Together**

Schoch garage in Urnäsch (CH)

28.11.2015

**NSU Ro 80 Club Switzerland's "Chlausabend"**

place and program not yet certain (CH)

05.02.-08.02.2016

**Ro 80 Club International Winter Meet Up**

near Rosenheim (D)

06.03.2016

**36<sup>th</sup> Ordinary General Assembly of the NSU  
Ro 80 Club Switerland (CH)**

This is just a small selection of all the events. A complete overview, extensive information and application forms for all club appointments can be found on the following websites:

**WWW.RO80CLUB.ORG**

**WWW.NSURO80.CH**

Please bear your reservations in mind for all meetings!

### **<FRONT COVER PICTURE**

*Barbara Philipp "guarding" the Ro 80 during the filming of "Live and Let Die"*

Picture: Gunter Olsowski

### **<BACK COVER PICTURE**

*An Ro 80 in front of the suitable "Caravan Fifty" at the Union Lido in Cavallino*

Picture: Fred Forster

## **@page 4: NEWS FROM THE BOARD**

Dear members of the Ro 80 Club International,

A Ro 80 with blue lights on the front cover? Fact or fiction? Neither, it's a picture from the "Tatort" (crime scene) series by ARD, filmed in June and July 2015. More information further on.

### **The Internationalisation Continues**

Members who aren't fluent German speakers have until recently found it difficult to understand the Wankel Journal and the other club publications. As the flyers and buying guide have been translated into Dutch, we are now attempting to appeal to our English speaking members. The initiative was started by member Andreas Bertsch in Graz. At the NSU Meet Up in Cavallino, he became acquainted with the British Ro 80 scene thanks to Phil Blake who mentioned that a lot more British Ro 80 drivers would be interested in the club if they could understand the information.

No sooner said than done, and after talking with me, Andreas employed a professional translator to translate large parts of the Wankel journal No. 75 and the flyer into English. This was then sent via email to all international club members as well as the British Ro 80 "community" via Phil Blake. The feedback speaks for itself:

*"I would like to congratulate the club on this development. As a non German speaker it is so nice to be able to read the articles rather than admire the pretty pictures" I hope this trend will continue, especially with technical articles. Regards, David Keaveney, Ireland."*  
or *"Thank you so much for the "English" version of the Journal....George Ormsby (Canada) and "Many many thanks for this unexpected (despite being much wished...since many years) surprise: this is definitely a big step forward for the Ro 80 community and will surely attract more members/friends, making our club appreciated and more fun too (I did appreciate the joking tone of some of the*

*articles...which I did not imagine at all...WJ appeared to me as a very serious and professional product...) From another perspective I do understand that sustaining and possibly extend this initiative is a major effort for the Club ...hence I can only insist on expressing appreciation, while waiting to read & discover much more with next releases. Grazie mille!! Marco M. Pignata".*

We at the board are certain that this initiative is bearing fruit and will therefore continue to support further similar operations, to ensure the "International" in our name is justified.

### **Members and Trade Fairs**

We gained four new members at the classic car shows in Tulln (A) and Friedrichshafen – increasing the total of members acquired this year via classic car shows to 12. As mentioned in the last Wankel Journal, we will revise our equipment and performances for the next year, with the appropriate assistance. We will most likely be assisted by an agency from Bremen, who has relevant experience with the rotary engine (see report: "No more hiding, stand by your Wankel!").

### **RX7-Club**

The RX7 Club is featured in this Wankel Journal for the first time, with a few info pages. The agreement was struck with President Willi Schneider at the classic car show in Essen and is being implemented for the first time.

### **Image-Film**

Staying on the subject of filming while moving on from the "Tatort" episode, we managed to organize the first day of filming for our club film. Our filmmaker Frerk Lintz from Berlin was available on short notice, and filmed several Ro 80 scenes in Frankfurt, along with an exclusive interview with Ulrike Tukur.

Other days of filming will be in August in Lindau (TES) and in October in Berlin during the Autumn Meet Up.

### **Last but not least**

Club members can find in this issue the protocol of the Annual Meet Up 2015 in Lindau and a current list of all members.

I wish us all a nice late summer and a successful autumn and look forward seeing you all at the meet ups and get togethers!

*Your first chairman,  
Gunter Olsowski*

For our non German speaking members:

*Dear Members,*

*From now on we will offer you a translated extract of our "Wankel Journal" as a pdf file without pictures but with a link to the according item. Our member Andreas Bertsch from Austria started this initiative as a pilot for the last journal and everybody, from whom we have an email address, will get this translation.*

*So if you are also interested, please send me your email address and it will be distributed to you.*

Best regards,  
First Chairman  
Gunter Olsowski

## **@page 6: SPARE PARTS PRODUCTION NEWS**

*Andreas Meyer*

For many of our reproduction spare parts we get a prototype which has to be installed at least, if not tested. Until now I have usually used my old '67 model and sometimes the cars of some club friends of mine. I have never enjoyed playing around with perfectly good cars where changing the parts wasn't even necessary. Often, the parts had to be removed again and then reinstalled after being corrected. For this reason I bought a cheap car with the body in decent condition (as I mentioned previously in issue 74) which will be used as a test vehicle from now on. As is to be expected the car had a few issues after 39 years (!) of disuse but it is now out on the streets – even if it looks a bit colourful.

Two prototype parts have already been installed. A plastic window regulator rail, as the rails briefly reproduced in the 90s are almost sold out. After much deliberation, we decided on a plastic version, which has been installed and works perfectly. We will begin with production shortly.

Many people are eagerly awaiting the other part – the parcel shelf. Delayed several times due to more pressing things, we have finally received the first sample piece. The parcel shelf is made entirely out of plastic and looks just like the original. The sample piece has been installed in the test vehicle, currently standing outside day after day in the height of summer to make sure it doesn't warp under the clear glass as well. If everything goes according to plan, we will be able to begin with production in the winter.

Other things currently being planned are polishing and recoating the trochoids, and remanufacturing spare ceramic rotor seals. A first prototype rotor seals will be tested soon. A more detailed report will be enclosed in the next issue.

A repair kit for the servo motor is also being planned and will most likely be available this year.

## @page 7: FROM SWITZERLAND

### MEMBERS OF THE NSU RO 80 CLUB SWITZERLAND INTRODUCE THEMSELVES

**Name:** Malte Jelinski

**Year of Manufacture:** 1958

**Location:** Nierlet-les-Bois / Kanton Freiburg

**Driver's License:** 1976

**Special Features:** deaf

**How many Ro 80s:** 1968 white, 1973 red, 1975 blue

#### *The red 1973 Ro 80*

When I got an email recently from Walter Graf asking about this profile I was a bit disconcerted. But firstly, you can't just say no to someone with the same job (teacher), that would be immoral, secondly I only know of a very few other Ro 80s in French-speaking Switzerland, but would be interested in undertaking excursions... and thirdly, it's nice to be featured in a big Wankel publication just like "Roger Tennisman" or "Barack Ohala" in other magazines.

I was born in August in Heilbronn (almost an NSU by birth!) and my parents moved to "Fribourg" in Switzerland in 1962. I learnt to read by browsing through a friend of my father's *Auto, Motor und Sport* ("Cars, Engines and Sport") magazines and later on also at school. And then, the first fatal encounter: friends of my parents came to visit us in Switzerland, with a brand new white Ro 80 series-1. They didn't trust the new technology completely and the wife drove, ironically, leading her husband in an Opel Kadett B, just to be on the safe side. In other words, there was no squabbling in the car. For us, it took a lot longer for the satnav to ensure calm and relaxed car rides – NSU really were far ahead of their time!

#### **The spare parts in the boot would have been enough to rebuild the whole thing**

Obviously, I was able to have a closer look at the Ro and find out more about it. The space available for luggage in the car boot was scarcely bigger than in my parents' Beetle, as

it felt like the spare parts they had brought with them would have been enough to rebuild the engine from scratch. And then, the test drive! With a quiet hiss that quickly developed into a high-pitched whistling, completely unlike anything I'd ever heard from the old Beetle, the UFO glided through the village street. I sat myself on two cushions to make sure all of my neighbours could see me! How exciting, I was so ahead of the times! (too ahead of the times?) as I thought then, I bought my first Ro 80 (see the picture, p. 8).

My life calmed down and became more conformed: school, education, the driving license with Mother's 1302 Beetle, summer jobs in garages, where I was able to build my first cars: a 2CV, two R4s, a T2b et al. My priorities changed over the years: motor bike club, finding a house, Opel Kadett, then Omega, wedding, renovating a house, children (signalling the end of the motor bike trips) and several Renault Espaces.

#### **The virus was waiting in a barn**

But then the incurable disease returned again in full force! In the dark corner of a barn, completely unexpected, underneath around 30 cm of dust and straw, the virus was waiting to infect me again: a Lloyd Alexander, in need of repairing. A Volvo 164 soon followed, then a Citroen Traction Avant... always unexpectedly and coincidentally. I was powerless.

The second fatal encounter followed: a white Ro 80, year 1968, with a defective engine but good bodywork was for sale not far from me and for a decent price. Instantly I was reminded of my childhood. I needed to have the car!

In the meantime, a real illness: meningitis attacked my inner ears so badly that I became fully deaf. But in this case, "Vorsprung durch Technik" (advancing through technology) – "la technique est notre passion" also applied, and I received cochlear implants over the years 2012 and 2013 and can now hear pretty well, if it's quiet. Sadly, it's electronic and all sounds, including those of the Wankel engines, sound very distorted and simplified, but still...

## None of it's my fault!

In the newspaper years later I discovered my red Ro 80, technically good but with a mediocre body. To begin with I was planning on installing the engine in the white one, but the red car passed its MOT without much hassle... and an acquaintance of mine left me his blue Ro 80 before moving away (everything in moderate condition, but not hopeless!)... An incurable virus! Clearly, none of this is my fault! Since I managed to find my wife's childhood dream – a 2CV Charleston – she seems to be dealing better with my virus.

The first proper trip I undertook with the red car (armed with an emergency food reserve and an army knife, you never know) was in early 2014, to the Technical Get Together in Urnäsch. Everyone was so considerate of my disability, checked, adjusted and optimised... I was demoted to the audience as the helpful club members got to work... next time, I'll take matters in hand myself. It's a shame that all of the club activities in east Switzerland are so far away. Every time it's at least 250km there and back and my trust in the Wankel engine is not yet that great – but I'm working on it. Perhaps a trip to French-speaking Switzerland could be organized? En tout cas, soyez les bienvenus.

My hobby is to play around with at least 15 year old worthless cars nobody wants any more, to entertain myself and to make sure I keep learning things. At the moment I have an old VW Passat TDI, a Volvo 240 estate, an Audi A8 (best used for skiing due to its four wheel drive) etc. – whatever crosses paths with me. My philosophy: the more you have, the likelier it is that at least one of them works.

*My first Ro 80*

## @page 8: New Members

**Welcome!**

***We would like to welcome the following people as new members of the club, having joined since the 1<sup>st</sup> of May 2015:***

*(in the order of entry)*

Mister **Richard Petrie**, NE43 7BP Stocksfield (UK)

Herr **Holger Uhlig**, 1230 Vienna (A)

Herr **Wolfram Henning**, 90584 Allersberg

De heer **Mike Kloosterman**, 5961 AS Horst (NL)

Herr **Siegfried Steinacker**, 71672 Marbach

Herr **Helmut Lang**, 69190 Walldorf

Herr **Gerald Wagner**, 98553 Schleusingen

Herr **Matthias Bodry**, 88045 Friedrichshafen

Sig. **Nicola Antonio Corti**, 6828 Balerna (CH)

Herr **Hansjörg Butz**, 55459 Aspisheim

**@page 9: {Profile of "Stammtisch"}**

**BRANDENBURG / BERLIN GROUP**

Another part of our chapter in which the members introduce themselves to the readers

**Name:** Brandenburg/Berlin Group

**Leader:** Gunter Wieden, supported by Klaus Podgora

**Founded:** June 2012

**Area:** states of Brandenburg and Berlin

**Abode:** not fixed

**Meet Ups:** by arrangement, usually 3 times a year

**Participation:** between 10 and 20, depending on the event

**Miscellaneous:** the various groups organize an excursion every year

**Dates:** information and dates of the various events are sent to everyone via email

**Contact:** Gunter Wieden

*Finkenschlag 36, 15838 Am Mellensee*

*tel: 033703-7223*

*gunter.wieden@gmx.de*

## @page 12: UNION LIDO 2015

Article: *Andreas Meyer / Pictures: Andreas Meyer & Heiko Rossnagel*

### It didn't go quite as planned...

A two week long holiday in Italy with my Ro 80 and a caravan; the first week at the Union Lido for the NSU Meet Up, the second week at Lake Garda. But sometimes things change – the holiday was cancelled, but I still had the time to get to the 35<sup>th</sup> International NSU Meet Up in Cavallino. As it didn't make sense to take the caravan with me for a trip as short as Wednesday to Sunday, I made the short-notice decision to pack my tent. There wasn't any rain forecast...

Around Wednesday lunchtime I met with Erwin Kasper and Hubert Schönhammer with his son Benedikt at the border crossing at Walsenberg. It was about 35°C when we left for Italy, our two Ro 80s in convoy. The Tauern motorway stood us in good stead and after refilling right before we reached the Italian border, we carried on. Erwin's Ro 80 fell further and further behind however, and suddenly it wasn't moving at all. He explained to me over the phone that there was a loud rattling coming from around the rear axle. Erwin and Hubert couldn't find anything, and I waited for them at the next car park. Sometime later, they arrived as well, but the rattling was still there. Together, we had another look but still couldn't find anything. We drove on. Even after looking again during a coffee break as the rattling had become even louder, we couldn't find anything. After a long traffic jam, we arrived in Cavallino at around half seven.

### It was the folding table!

People were already waiting for us when we arrived and we finished the day with a barbeque. The source of the rattling was then quickly discovered... it was the folding table in the car boot!

On Thursday we signed ourselves up, wandered around the huge campsite and met many friends and "old acquaintances". Several of us went on a day trip to Venice. The

weather in Italy was the same as usual – sunny and warm, almost too warm. On Friday, the same as the last Cavallino Meet Up, it was time for the time trials on the Pista Azzurra. The big excursion followed on Saturday, and was (unlike the last Cavallino trip in 2002) organised excellently. The main road was closed so that we could drive to the south point of Jesolo. There we had a break and drinks were served, before we then drove back. We took a group picture in a field opposite the camping site. The Italians took over our idea with the drone! To finish off, we drove back to the camping site and concluded the meet up with a festive evening.

On Sunday we drove back, not via the Tauern motorway this time, but through the Dolomite Alps and the Felbertauernstraße. This route was 80km shorter, but our satnav claimed it would take 1,5h longer. There was so much traffic on the Tauern motorway however that most likely took the same amount of time on the way to Cavallino. And we were able to get some really good pictures...

Conclusion: All in all, it was a successful event. The excursion was organised extremely well and everyone had fun on the Pista Azzurra as well. And the weather was beautiful as well... The camping site is far too big for such an event, however. As not everyone is prepared to stay in a tent or a caravan overnight and stay in hotels or other rented accommodations, the members were all spread out over a wide area. Often people had to get in the car just to visit someone... The "food and drink service" in the marquee was far from well organised, it could definitely be better. The next International Meet Up will be in 2018, and I hope we could hold it in another part of Italy. There are so many beautiful parts of Italy, it doesn't have to be Jesolo all the time...

- 1) The Union Lido Reception
- 2) Finally the tent is standing
- 3) Perfect barbeques
- 4) Bungalows
- 5) Club representation
- 6) Presentation on the Pista Azzurra
- 7) Ro 80 in race mode

- 8) Excursion
- 9) Break on the excursion
- 10) Positioning for the group picture
- 11) Trip home over the Kreuzbergpass
- 12) Break in Padola
- 13) Felbertauernpass
- 14)

**@page 15: THERE'S ALWAYS  
SOMETHING TO DO ON THE RO!**

*Article: Peter Rußwurm / Pictures: Marc-André Klein*

On Saturday 27<sup>th</sup> of June 2015, the Koblenz group held their annual work shop day in a classic car workshop. Lots of people took part

and there was a lot of enthusiastic spannering. There was even enough time left for motor sport discussions afterwards!

Once again, the importance of checking the ignition and the carburettor settings at regular intervals was proved.

After all that hard work and good company everyone was back home by the evening.

We look forward to the next work shop day in 2016!

- 1) *In front of the work shop*
- 2) *Two members spannering*
- 3) *He's up next*

## @page 16: AUTUMN MEET UP IN BERLIN AND POTSDAM

Article: Gunter Wieden & Steffen Hofmann

Dear Wankel-friends,

the branch in Brandenburg/  
Berlin would like to invite  
you to our meet up in Berlin  
and Potsdam.

Steffen Hofmann has  
reserved rooms in the NH-  
Hotel Potsdam-Berlin.

The hotel lies approximately  
2 km from the Berlin  
border. It is around 15 km  
to Potsdam.

This is what we have planned:

### **ARRIVAL: THURSDAY 1<sup>ST</sup> OF OCTOBER 2015**

NH-Hotel Potsdam-Berlin conference centre  
*Zehlendorfer Damm 190, 14532 Kleinmachnow, tel. + 49  
33 203 49 640*  
free parking in front of the hotel, underground parking 8€

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Meeting point for small excursion at 15:30 in the hotel lobby:

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Trip to the former border control point Dreilinden with a visit to the tower. Parking in front of the tower.  
After about 45 minutes, there will be a short walk to the memorial on the motorway.

### **DAY 2: FRIDAY 2<sup>ND</sup> OF OCTOBER 2015**

Journey to the centre of Berlin

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Meeting point at 9 AM in the hotel lobby

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Joint trip to the Berlin Olympia stadium, about 18 km from the hotel. The stadium is outside of the green zone. There is a large car park, possible tour of the inside of the stadium. Photo opportunity!  
**FROM 11:00** joint ride on the historic double-decker bus to the centre of Berlin. End of the ride in the middle of Berlin.  
Break and hike to the Brandenburg gate. Travel back with the 100 line and the underground to the Olympia stadium.  
**AT 19:00** evening buffet at the NH-Hotel in Kleinmachnow

### **DAY 3: SATURDAY 3<sup>RD</sup> OF OCTOBER 2015** (anniversary of German unification)

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Meeting point at 930 in the hotel lobby

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Trip to the crown estate Bornstedt, tour of the Sanssouci palace gardens, drive through the historical Potsdam after lunch break, and the Glienicke Bridge.  
Hike from Italy via Switzerland to England in just one hour.  
**AT 19:00** dinner

### **DAY 4: SUNDAY THE 4TH OF OCTOBER 2015**

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Day at leisure

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Opportunity for another tour of Berlin or Potsdam

#### **NOTE:**

In order to plan properly, please sign up as soon as possible with

Steffen Hofmann and reserve a room at the  
website [www.nh-hotels.de/hotel/nh-berlin-](http://www.nh-hotels.de/hotel/nh-berlin-)

*potsdam-conference-center*, or via telephone at  
*+49 30 22 38 85 99*

## @page 17: CLASSIC WORLD

### BODENSEE

#### DO WE HAVE A BAG SNATCHER IN OUR CLUB?

##### “He’s not going to, is he...?”

No, he wouldn’t do something like that! Or would he? Never!!!” What should I do, I asked myself? Just ask: “Hey Andreas you didn’t just take that woman’s bag during that test drive with the interested classic car show guests did you?”

My imagination was running wild! It turned out to be an heirloom he was trying to find a new owner for, which he had got out of his car after the test drive. This led to the new picture for a new section – “Fun with A. Becker”, perhaps? I can’t wait for the next entry.

The 38,500 visitors to the classic car show were met with perfect weather condition. This is also helpful for an organiser ensuring the old planes and the classic cars both display their respective abilities. Yet again, the Classic World proved itself to be an experience not only for the eyes, but also for the ears and nose.

The Club was also very successful at the classic car show, gaining 3 new members. And who knows how many will join later as, as we mentioned earlier, lots of people waited to have a drive in an Ro 80. People from all age groups seemed excited and happy after leaving the car. This method of gaining new members seems to be a good idea to use again!

Thanks for the wonderful classic car show appearance to all our enthusiastic helpers: Hansjörg Bauerle (vehicle positioning and coordination), Karl-Heinz Schaz, Andreas Becker (test drives), Georg Christ (vehicle), as well as the helpers on Saturday: Andreas, Magda and Jürgen Meyer as well as Steffen Hofmann and Gunter Olsowski.

*Heiko Rossnagel*

- 1) *Andreas isn’t a purse snatcher*
- 2) *The view outside*
- 3) *Our popular club stand*
- 4) *Mr. Eiermann visiting our stand*
- 5) *A test drive in the Ro 80*

*Heiko Rossnagel*

## @page 20: ES LEBE DER TOD

Article & Pictures: Gunter Olsowski

**This is the title of an episode the very successful *Tatort* (“crime scene”) series of the Hessische Rundfunk (HR) filmed in June/July 2015 in Wiesbaden/Frankfurt, featuring the LKA (criminal police bureau) detective Felix Murot and his assistant Magda Wächter**

Ulrich Tukur, one of the most famous and prominent German actors today, portrays the headstrong commissioner; his assistant is played by the famous actress Barbara Philipp. In the first episode he appears in, *Wie einst Lilly* (“As once Lilly”), in 2010, main character Felix Murot enjoys his dream car. A light blue Ro 80, which he trades in for a Mercedes. This was also the beginning of my “Ro 80 career” – if that episode didn’t exist, you wouldn’t be reading these lines, or they would have been written by another member. Stung into action by seeing an Ro 80 in such a central position, I was able to find a car in a fairly short time and bought my ’75 Tizian at Hartmut Buchholz in May 2011, joining the club shortly after. In February 2013 I was suddenly offered the opportunity of buying the car that had inspired it all; after the prior owner and member of the club Dieter Magersuppe had passed on, the car from the TV show itself was for sale. After checking with Andreas Meyer and Georg Burkert, I spontaneously decided to buy it. Shortly after my impromptu ownership had begun, I informed the Hessische Rundfunk that I had gained possession of it, in the hopes that it could appear in *Tatort* again, having not appeared since the second episode *Das Dorf* (“The Village”). In the meantime, episodes 3 to 5 were filmed without an Ro 80 – which didn’t decrease HR production’s cult status. The episode *In Schmerz geboren* (“Born in pain”) even won the Grimme prize in its year of release, 2014.

### ***Tatort*: Offices in Vorarlberg technical college**

On Monday the 18<sup>th</sup> of May 2015 the tide turned. My phone rang just as I was finishing the preparations for a seminar; a number from Frankfurt. Stefan Preuss, the prop master of HR, introduced himself and asked me if I could allow them to use my Ro 80 for

filming. “I’d love to! When?” –“In June and July, five days of filming in total around Wiesbaden/Frankfurt, three of them will be at weekends.” Until then, the episodes had usually been filmed around autumn, but after checking my calendar I determined it was doable. A quick fix up by Karl-Heinz Schaz because of the doors, which didn’t close properly, and I was good to go.

### **All around the spa gardens**

The first two days of filming took place on the 5<sup>th</sup> and 6<sup>th</sup> of June in Wiesbaden. I was scheduled to meet the film crew around midday, with the car parked in the spa parking lot. My daughter Jana, who is also a club member and was interested in the film shooting helped me make sure the car shone after the drive from Pforzheim. Then, the first surprise: the Ro 80 wasn’t actually being driven. The car was placed on a trailer and covered in cameras and microphones for the front and inside shots. The trailer then dragged the Ro 80 through the streets!

Not much later, Ulrich Tukur arrived and was please to be able to drive “his” Ro 80 again. After being placed in the car and hooked up to the various microphones, the shooting began with around 6 rounds of the spa gardens, until the scene was perfect. Thankfully, we were able to open the sun roof as the weather was very hot.

### **Wine tasting and pharmacy**

The following day the filming was scheduled to begin in the late afternoon, so I had ample time to drive to Aspisheim on a spontaneous visit to the famous car dealership Butz. Hansjörg and Heiner Butz were both there and showed me their extensive Ro 80 stock; Hansjörg was even able to quickly sort out an irritating creaking from the rear axle that had been bothersome during filming the day before. When visiting an area famous for its wine, a little indulgence is allowed and I soon found myself at a small wine tasting in Weingut Eckhardt in Aspisheim, where I was welcomed by Ro 80 driver Bernd and his wife. The subsequent visit to the Taunus pharmacy was not due to the amount of wine consumed; it was where the next shooting

was scheduled. The Ro 80 (with blue lights!) was positioned next to other police cars in front of the pharmacy, as other scenes were filmed in front of and behind the pharmacy. Sadly we weren't able to get the second Ro 80 (Hansjörg Butz came to the filming as well, with his partner and a '69 Padma) into the episode "by accident". Around 9 in the evening it was over, and I was able to return to Pforzheim.

### The musical Ro 80

Ulrich Tukur is famously not only an excellent actor but also a gifted musician. He is often on tour with his band, "Ulrich Tukur & Die Rhythmus Boys". While filming in front of and in a Wiesbaden villa, he noticed that the decorative trim on the rear window could be used as a musical instrument with the venting slots, and attempted it during several breaks from filming (he has the instrument now – but more about that later). I also met the charming Barbara Philipp for the first time, who was excited to be working with the Ro 80 again. We seized the opportunity and took a set of pictures of her in the Ro 80 (see front cover). Steffen Hofmann was also present for this day of filming, and stayed until filming was over and informed the driver how to look after the Ro 80, as I was leaving the car with the HR in Frankfurt and catching the train back.

### Only two more courses?

The next take was scheduled for the evening of the 29<sup>th</sup> of June on an abandoned estate in Ranstadt/Wetterau. I drove to watch the shooting in my titian-metallic Ro 80, my marathon Ro 80 already in position for filming when I arrived – a young man from props drove it from Frankfurt. When asked if everything had gone alright during the drive, he replied,

*"It went pretty well, but the third gear doesn't seem to be working" Whenever I engaged it noting happened, even when I accelerated!" – "And where was your right hand after switching gears??".....*

Everything was fine, of course, he had simply left his hand on the knob too long and then been scared of breaking something.

This was the first time the Ro 80 was allowed to drive by itself, and we scheduled a quick test drive with Ulrich Tukur to help him get the feel of the car. He seemed to really enjoy being at the wheel of an Ro 80 again. After a few takes of the car arriving on-scene the production was wrapped up and I drove my second Ro 80 to the Spessart hills where I was able to stay the night at Steffen's, after a relaxed visit to the Biergarten, whilst the man himself drove the other Ro 80 back to Frankfurt.

- 1) Prepared Ro 80 (see p. 20)
- 2) Ulrich Tukur tests the seats
- 3) The viewers' perspective
- 4) Hansjörg Butz at work
- 5) Murot and his car
- 6) Another Ro 80?
- 7) Uninvited guests in the villa
- 8) The crew at work (see p. 22)
- 9) Meeting up in Wetterau (see p. 22)
- 10) Cut! (see p. 22)
- 11) The take is shot (see p. 23)
- 12) Public art (see p. 23)
- 13) Frerk Lintz intervieweing Ulrich Tukur (see p. 23)
- 14) Handing over the instrument (see p. 23)
- 15) Tropical pastime in Frankfurt (see p. 23)

### The interview – the film

Sunday 5<sup>th</sup> of July 2015 – last day of filming with the Ro 80 at JVA Preungesheim in Frankfurt, probably the warmest day in July. I had asked Ulrich Tukur back when filming in Wiesbaden if he was prepared to answer a few questions for our club video, and he had happily agreed and suggested the 5<sup>th</sup> of July as there was a long break in filming scheduled. After discussing this with his production leader he gave us the green light, and as our filmmaker from Berlin Frerk Lintz had time to come to Frankfurt, the only issue that remained was finding a way to begin shooting for our film on the same day as the Tukur interview.

Aside from Andreas Becker, who picked me up early in his Ro 80 from Lindau and got us both to Frankfurt, Steffen Hoffman, Wilfried Zimmermann and Hansjörg Butz all drove to Frankfurt in their Ro 80s in the tropical heat. For Hansjörg's 871, the heat proved too much and the winding in the electric fan burnt through so that it had to be left in the garage. The three remaining Ro 80s were enough to film some impressive scenes in Frankfurt, however. In the afternoon, we returned to the set for our interview with Ulrich Tukur. And it was amazing!

Without any briefing, Ulrich Tukur began a tribute to the Ro 80 on the spot! One could tell he was fascinated by the Ro 80. After all, his family had to choose between an Ro 80 or a Mercedes, and his father sadly opted for the Mercedes.

Afterwards, we handed him a first part of an Ro 80; the afore-mentioned "music instrument", aka the rear decorative trim, which he claims he will use on his tour for a Cha-Cha-Cha. Thoroughly exhausted after the hard day's work, we retreated to Steffen's holiday apartment on the Maine where Andreas, Steffen and I shared quite a few beers to finish the day perfectly.

**For your information: the HR *Tatort* episode *Es Lebe der Tod* should most likely be shown in summer/autumn 2016.**

A big thankyou to the *Tatort* crew of HR, led by director Sebastian Marka, as well as Ulrich Tukur for the excellent and friendly assistance.

## @page 26: OVER 250 ROTORS AT ROTARYSTOCK 2015

### RX-7 MEET UP IN LELYSTAD, HOLLAND

The third Rotarystock was held on the 11<sup>th</sup> of July in Lelystad (Holland), the RX-7 Club Nederland's meet up held every two years. Aside from RX-7s of various generations, many other rotary engines were to be seen. To begin with, of course, the various Mazda Wankels, like the RX-3 and the RX-5 and 8; Mazda drivers from Belgium, Germany, England and Switzerland had come with their cars. Our member Dirk Slembeck was also there.

The NSU Club Nederland was tasked with bringing Wankel Spiders and Ro 80. I was asked to be part of the jury of the Concours d'Elegance, as a person outside of the Mazda world. My Ro 80 was therefore not able to take part or win a prize in the Non-Mazda category – being both a jury member and a participant in the competition is not usually allowed.

#### **RX-7 FC with four rotors**

It should first be noted that whilst the RX-7 FB model outnumbered the others, the SA, FC and FD models were also present in high numbers. And, of course, the RX-8. How did I reach the number 250 in the title?

Almost all of the 127 cars present had two rotors, admittedly Wankel Spiders and Citroën M35 only have one each, but there was also the Mazda Cosmo with three rotors and a RX-7 FC with four rotors(!), or two engines built together. A Matra Mureena was a stark outsider with a Mazda-Wankel engine, built in horizontally like the original engine.

The jury was faced with some very bizarre things when judging. When we began with the SAs and FBs we focussed primarily on originality and state of preservation/restoration.

But the FCs and FDs were nearly all “pimped” cars. An extra plastic part here and there

(especially as a spoiler), and a lot of cars had an enormous intercooler with the required cutouts in the bonnet. It was very different to what I am used to from our Ro 80 meet ups.

#### **Bump detector vs. level regulation**

It was the same for the RX-8s. The high point was the car of an Englishman with basically every modification imaginable. Doors that open upwards, other spoilers, special pearlescent paint, all kinds of displays for information relevant for the health of the car, and naturally lowered – lowered so far that the owner had to build a bump detector into the front spoiler. A baffled audience member said “My Citroën does that differently with its level regulation.”

Beside the Concours d'Elegance there was a slalom race, and the times were as close to each other as in the Tour de France – separated not by seconds, but by tenths or hundredths of seconds!

By the way, Lelystad, which was founded after WWII and named after Cornelius Lely, inventor of the Dutch dike and polder system, lies 4.8 m underneath sea level. More than two thirds of the town is water.

*Christian von Klösterlein*

- 1) *RX-5 engine. Originality fans beware: the cap of the oil filler neck is not original!*
- 2) *Another custom built version*
- 3) *Four air pipes? What's going on?*
- 4) *Solution: there's a four rotor engine under the bonnet*
- 5) *More intercooler than engine*
- 6) *Quite a lot of this isn't original either*
- 7) *The RX-5*
- 8) *An almost-original RX-7 FC*
- 9) *The RX-7 on the slalom – an Ro 80 is there as well*
- 10) *Can you see the bump detector in the spoiler? Absolutely necessary when it has 28mm ground clearance.*

## **@page 27: SCHLUSS MIT DEM WANKELMUT - MUT ZUM WANKEL**

*Author: Steffi SchlieÙke & Stefan von Raben / Pictures: www.thilomueller.com, trinamo*

**Why we're members of the Ro 80 Club despite having never owned one. And why owning a scrapped rotary engine make us so happy.**

Admittedly, we only dealt directly with the Ro 80 since half a year ago, although we came into contact with it a lot over the last seven years. Hardly a surprise, as our company logo and philosophy are both built on the Wankel engine.

**How we discovered the Wankel engine as an advertising company**

Everything began in 2008 when we decided, after a lot of previous experience working both together and apart, to found our own independent advertising agency in Bremen. As marketing experts, we knew how important a good name, a recognizable logo and a distinctive corporate identity are. We spent many an evening brainstorming late into the night, until the concept for our company fully met our high standards.

What came first, the name, the symbol or the key message, impossible to say. But when we officially began working as "trinamo ... the added value engine for your marketing" on the 8<sup>th</sup> of September, our credo was "*Schluss mit Wankelmüt – Mut zum Wankel*" (Enough indecisiveness – have confidence in the Wankel engine) and our company presentation began with the words "There's a reason the curved triangle in our logo is based on the rotary piston of a Wankel engine. Just like the compact, small engine, we place value on streamlined structures, efficient workflow

and a constant high energy output without unnecessary friction loss.

**Fascination and enthusiasm for Felix Wankel's masterpiece**

Our reason for this was our great respect for Felix Wankel and his concept of completely reinventing something that already existed and made it more refined and efficient. Because just as Wankel was so unsatisfied with the piston engine that he invented the rotary engine as a counter and further development, we also wanted to continually reinvent the "marketing engine" of our clients and raise the, to a higher level of performance.

Whether we are successful for every individual case is a matter left best for our clients to decide. In any case, our Wankel angle is a cause for discussion in every agency presentation. After all, even if people aren't always overly familiar with the rotary engine, most people have heard good (smoothness) or bad (sealing problems) things about it. And of course the Ro 80 is regularly involved.

**Hooray, the rotary engine has arrived**

After having attempted to promote our business with all manner of Wankel engine-shaped objects – from candle holders to fruit bowls to key rings – we decided at the start of the year that we would like to own the original, in the shape of a real scrapped rotary engine. We quickly realized that there was most likely a club of Ro 80 drivers somewhere, and we stumbled across the Ro 80 Club International via the internet.

Of course, we were hoping our email request wouldn't be completely ignored, but we certainly hadn't been expecting things to run as fast and nicely as they did. Not only was the club president very kind in his correspondence, but we found a member of the club in no time (*editor's note: the member*

was Guido Rapsch) who sent us a disassembled rotor, which is now the heart of our Wankel agency and was made the star of a photo series for our website.

After so much kindness and such a warm welcome from the Ro 80 community, we knew without a doubt that we wanted to join the club ourselves. Now we read the Wankel Journal regularly and are very impressed by the commitment and passion of the club members. We will definitely go to one of the meet ups in north Germany, and who knows – if the business continues to run so well, perhaps we'll be able to buy a company car (an orange Ro 80, of course)! We have the rotary piston for it, in any case...

**More about us and our "Wankel" at [www.trinamo.de](http://www.trinamo.de)**

## **@page 32: INSTALLING AN ELECTRONIC REV COUNTER...**

**... in an Ro 80 vehicle with a mechanical rev counter.**

There is an easy way to replace the often unreliable mechanical rev counter in cars with a 3 pole CDI (Capacitor Discharge Ignition or HKZ in German) with an electronic rev counter.

This only works with rev counters from the model year 1977 and onwards intended to be connected to pin 7 of the 8 pole CDI. As this is the connection for the breaker point it is identical to pin C of the 3 pole CDI. This means that the electronic rev counter can be connected to pin C.

Cars retrofitted with an 8 pole CDI and a mechanical rev counter can also be fitted with an electronic rev counter.

**Depending on the rev counter, this is what you have to do:**

The rev counters from the model year 1976 and before should be connected to pin 4 of the CDI, cars from 1977 onwards to pin 7. If the car has a 4-plug engine with 2 CDI units, the rev counter can only be installed to one of the two.

*Peter Rußwurm*

## **@page 32: FIXING DIFFICULT-TO-CLOSE DOORS**

**Note from Christian von Klösterlein: the 7<sup>th</sup> edition of our tips and tricks, which has always proved to be the most popular of our club publications, is being worked on and will be published in autumn. A preview here by Peter Rußwurm.**

**Perhaps an incentive for others to share their experiences as well.**

The Ro 80 was known for its smoothly closing doors. If the doors take effort to close properly, a small plastic part on the door latch has most likely been worn down after years of use. (*pic. 1*)

*Door latch without plastic part*

This plastic part has a wall thickness of 2 mm and definitely needs to be replaced if worn down. I could determine that the wall thickness was 2 mm as there was a remainder of the part in a door I happened to find. Judging by the thickness of the door without the part (7 mm), the total thickness of the door latch must be 11.0 to 11.5 mm. Then the door should close again easily.

I used shrink tubing in 2 different diameters. It should also be possible with a suitable plastic tube however, it depends on personal preference. The length of the section pushed on to the door latch should be exactly 10 mm (*pic. 2*)

*Repaired door latch – an 8/4 mm plastic tube (outer/inner diameter), was pushed onto it*

If the areas of the locking ramp and the lock are cleaned and lightly lubricated along with the striking plate, then the door should close again properly.

If this is not the case, then the lock is probably stiff. This can be determined by pressing the lock striker plate with a hand and subsequent triggering with the door handle. If this is the case, then spraying the axis of the lock striker plate with penetrating oil. If this doesn't help either then the lock should be removed and greased.

*Peter Rußwurm*

## @page 33: **ALLE HUNDE LIEBEN THEOBALD**

### A “BITING” NSU ADVERTISING CAMPAIGN

*Alle Hunde lieben Theobald* (“Every dog loves Theobald”) was the title of a ZDF series consisting of 12 episodes first shown in 1969/70. Carl Heinz Schroth played the dog-crazed Theobald from Berlin who helps his neighbours look after their dogs and children and gets into tricky situations. Even the first showing in 1969 proved a great success; the average viewing figures were allegedly at 55 percent. The leading actor received numerous requests from fans for tips on how to look after their dogs as well as for autographs.

Carl Heinz Schroth retired in the 70s to Vacciago di Ameno on the Lago d’Orta in north Italy, and the author remembers in great detail August 1977, when his parents suddenly began a search for the star, until they found him in a small restaurant...

#### **A new series with dogs and cars**

The NSU press service seems to have had the right idea early on. On the 17<sup>th</sup> of July 1968 (PR 26/68), they informed the media that they were going to offer a “new series with dogs and cars”, and explained their reasoning thus:

“Nothing is more moving than a story about a German Shepherd who walked 23 km in the ice and snow at night to visit his ill owner in hospital. Stories with dogs playing a good role in them are very moving and ensure the publisher a rapidly increasing audience.”

On individual pages, the St. Bernard was featured (with a picture including an NSU 1200), as well as the Cocker Spaniel (with an NSU 1000) and the Great Dane (with an Ro

80). NSU had streamlined their whole model range and renamed several of the models still available. The “Prinz” of the Prinz 1000 fell away in February 1967, and the car was from then on only available as the NSU 1000. The Type 110 became the NSU 1200. And in October 1967, NSU introduced the Ro 80, a long-awaited first-class saloon car.

A large-scale advertising campaign at the end of the sixties made sense, then. But why were the cars pictured with different dog breeds and often female photo models, partly in expensive fur coats (the pictures were most likely taken in the winter of 1967/68 and released in 1968 or 1969)?

The dogs in the car adverts stand for the performance of the individual models. The St. Bernard radiates calm and safety and has a safety function, just like its alpine colleague, while the Cocker Spaniel and the Bedlington terrier (also known as a “wolf in sheep’s clothing”) are more amusing in nature. Unlike cats, dogs are pets for “outside”, and viewers commonly associate dogs with nature and freedom (and speed for greyhounds!). The adverts don’t seem to focus on the dogs being part of the family, as they aren’t portrayed as children’s playmates or accompanying the elderly. And the chosen breeds like Collie or Great Danes – especially in conjunction with their stylishly dressed female owners- give off a great feeling of elegance, obviously intended to carry over to the cars being advertised and the company NSU itself.

#### **The Ro 80 – as revolutionary as Rudi Dutschke**

The page about the Great Dane (released on the 17<sup>th</sup> of July 1968) says: “The Great Dane was to scholars of the imperial era what Rudi Dutschke is to modern German students: a troublemaker that one sent to mingle with the Sunday churchgoers for a laugh.” Rudi Dutschke is known as the spokesman of the West German and West Berlin student

movements in the 1960s. On the 11<sup>th</sup> of April 1968 an attempt was made on his life, and he died of late effects in 1979. From this information, the reason for the way the NSU press service talked about the leader of the student revolts just 3 months after the assassination attempt seems incomprehensible. It is a fact, however, that the professoriate criticised by the student movement were a part of the wealthy target group of the advertising campaign. And that the avant-garde Ro 80 was similarly revolutionary and was like the actions of Dutschke in his time. The NSU press service finish their exposition with a quote from the association of Great Dane enthusiasts:

“German breeding enthusiasm has led to the creation of the Great Dane, a dog that combines the ultimate in intelligence, pride, power and elegance. They are Apollo amongst dogs.’ Whatever the Great Dane is, it is certainly nothing for coupé owners. It needs to be a 5 seater; a proper one.”

In other words, an Ro 80. Happy driving!

*Article: Oliver Möbert*

*Pictures: NSU press service*

- 1)** *Picture no. NSU PR 26b/68*  
*“The Great Dane”, front cover of the Motor im Bild magazine No. 11/68*
- 2)** *Picture no. NSU PR 17a/68*  
*“The Bedlington terrier”*
- 3)** *Picture no. NSU PR 17/68*  
*“The Greyhound”*
- 4)** *Picture no. NSU PR 26/68*  
*“The St. Bernard”*
- 5)** *Picture no. NSU PR o. J.*  
*“The Bearded Collie”*
- 6)** *Picture no. NSU PR 16a/68*  
*“The Cocker Spaniel”*

## @page 35: WINNER OF THE ROßFELD TICKETS

In the last edition of the Wankel Journal, we asked who aside from Sepp Greger has won the most races at Roßfeld. The right answer was:

### Siegfried Spiess

People who sent in the right answer were entered into our draw for 2 tickets for the Roßfeld race in Berchtesgaden, and the winner was:

Josef Schemmer from Gangkofen

*Congratulations!*

## @page 36 WANKEL ACCIDENT IN GOODWOOD

### JAPANESE "COSMO KING" DESTROYS MAZDA 767B

**The Festival of Speed in Goodwood (GB) this year was held under the motto "Flat-Out and Fearless: Racing on the Edge"**

"This motto suits the Mazda Company perfectly, as they constantly overcome customs and strive for something unique", commented organizer Lord Charles March. This was also the reason why the (privately owned) Mazda 767B with the chassis #001 was permitted to drive the traditional course in the south of England in late June. Sadly, the owner and driver Senji Hoshino lost control of his car in the infamous Molecomb corner and crashed, in the fourth of nine bends, into the straw bales and destroyed his 4 rotor Wankel race car built in 1989.

The Japanese man known amongst rotary engine fans as the "Cosmo King", was luckily

unhurt by the accident and has announced that he will rebuild the car as soon as possible.

*Article: Heiko Rossnagel*

*Pictures: [www.worldcarfans.com](http://www.worldcarfans.com)*

- 1) *Shortly before the accident*  
([www.worldcarfans.com](http://www.worldcarfans.com))
- 2) *The 767B after the accident*  
([www.worldcarfans.com](http://www.worldcarfans.com))
- 3) *Video of the accident (scan the QR code with a smartphone or search for "Mazda 767B Crash" on [www.youtube.com](http://www.youtube.com))*

## @page 37: SMALL ADS

### FOR SALE: NSU RO 80

**Year of construction:** 1968

**Colour:** Dark blue metallic

**Specifications:** rear muffler, trailer hitch, Fuchs wheels, Buchholz engine installed at 60.500 km.

**Current mileage:** 74,900

**Interior trim:** black

**Price:** negotiable

**Contact:** *Herr Walter Perwein*

*tel: 0043 (0)664 3420803*

***As a member of the Ro 80 Club International or the NSU Ro 80 Club Switzerland, you can place your small ad here for free.***

Please send the text of your advert (pictures gladly included) to the following email address:

**WANKEL-JOURNAL@RO80CLUB.ORG**

## **@page 38: ABOUT THE MAZDA RX-7 ROTARY DRIVE CLUB EUROPE**

The club for RX-7 lovers is a few years old now. It was founded as the "IG" in 1981 in Moringen bei Northeim, by Horst Hoffmann. Around 80 RX drivers met up in Moringen because of an advert in the magazine *Auto, Motor und Sport* ("Cars, Engines and Sport") for the first RX-7 Meet Up. Under Horst Hoffmann's leadership, a lot more RX-7 Meet Ups followed all over Germany. Dietmar Schmitz took over from him in 1993, and was club president until 2005. On the 27<sup>th</sup> of October 2001, the club became a registered association and was entered in the association register in the Cloppenburg local court. Jan Gustav Ahlers was club president from 2005 to 2011, and since then, I, Willi Schneider, have been club president. The club's headquarters are at 34431 Marsberg, Sauerlandstraße 90. The association register has moved to Oldenburg, where we are V.R. (*Vereinsregister*) no. 150605.

Our main club activities are organizing club meets in autumn and spring and the club stand at the Techno Classica in Essen, beside member support. Our membership numbers has fluctuated between 110 to 150 members over the years. We also manage to balance being both a car and a classic car club, helping with both procuring replacement parts and tuning and technical questions.

Aside from a website ([www.RX7.de](http://www.RX7.de)), we want to offer our members a readable club magazine. As we only need two to three pages for our news every half a year and our members enjoy reading Wankel stories, I asked at the Ro 80 Club and received the green light; thus the first Wankel Journal with our club information to be read by all three

clubs was created. I hope every Wankel enthusiast enjoys reading the Journal!

*Willi Schneider*

*Club president  
Mazda RX-7  
Rotary Drive Club  
Europe*

Dear members of the Mazda RX-7 Club,

Welcome as new readers of the Wankel Journal! Even if the producers of our cars aren't the same, we are connected by the fascinating technology of the Wankel engine. This is most likely the reason why several Ro 80 drivers also own a Mazda. The RX-7 Club has now gained a lot of interested readers.

We're already excited about the many submissions by Mazda club members, local classic car gatherings with RX-7 drivers taking part, replacement part and technical tips, historical articles, club members introducing themselves etc. etc. – just send the articles as a Word file or just as the text of an email with suitable picture (also via email) to the editors of the Wankel Journal and we'll do the rest.

You will now be contributing to two issues per year; the issues in September and March. The editorial deadline for sending in entries is the 1<sup>st</sup> of August for the September issue and the 1<sup>st</sup> of February for the March issue. Please send your articles and pictures to [wankel-journal@ro80club.org](mailto:wankel-journal@ro80club.org)

*Rotating greetings,*

*Heiko Rossnagel  
Wankel Journal editor*

## **@page 41: DUTCH ROTARYSTOCK 2015**

**The fantastic Wankel convention *Dutch Rotarystock* was held on the Midland Circuit in Lelystad (The Netherlands, about 40km northeast from Amsterdam) on the 11<sup>th</sup> of July 2015, which is unique in Europe due to its number of participants, program and the diversity of attending cars!**

Over 100 cars from all Wankel categories were present with their high-spirited owners! The drivers had arrived from Holland, Germany, Belgium, Switzerland and England, and ordered their cars by models. The whole day one could enjoy the sight, sound and smell of the wonderful cars in the bright sunlight.

Whoever didn't just want to show and watch their RX-7 could compete in the Concours d'Elegance or go full throttle in the Time Attack and slalom race.

All in all, yet again a very successful event with a relaxed atmosphere that demonstrated the good relationship between all European Wankel and RX hobby drivers! Hopefully the Dutch Rotarystock will be held again in 2017. I will definitely be there!

*Editor's note:*

*Another report on the Dutch Rotarystock by Christian von Klösterlein (member of the Ro 80 Club International) can be found on page 26*

## @page 42: CLUB ITEMS

HERE YOU CAN FIND OUR NEWEST REPRODUCTIONS AND AN EXCERPT FROM OUR SPARE PARTS CATALOGUE

### Excerpt from our replacement parts program

\*

four point bearing gearbox 6721023801009 150.00€  
plastic carburettor linkage covering 6121617801009 2.50€  
accelerator cable, old or new model 38.00€  
Front or rear brake disc,  
all models (picture 2) 110.00€ each  
Shock absorber inserts a.A. Bilstein/Satz  
(picture 3) 0805600521009 490.00€  
Shock absorber inserts n.A. Bilstein/Satz 0905601521009 490.00€  
Rear shock absorbers Bilstein/Set 0805601521009 440.00€  
Tank filler neck tube 3805900401009 50.00€  
Fuel line rubber grommet 3805905601009 10.00€  
Bumper front left replacement part 3806952701009 65.00€  
Bumper front right replacement part 3806952401009 65.00€  
Rear bumper replacement part 3806952401009 135.00€  
Generator governor a.A. 021903803009 48.00€  
Trim clips 803853577009 1.60€ each  
32DDITS adjustment tool (picture 4) 49.00€

### Literature (reprints unless stated otherwise)

Repair manual 1973 39.00€  
Additions to the repair manual 20.00€  
Spare parts catalogue 22.00€  
Solex carburettor 18/32HHD function description 3.00€  
Solex carburettor 32DDITS function description 3.00€  
Sachs semi-automatic function description 5.00€  
Buying guide 3.00€  
1001tips and tricks 20.00€

### Newly available

Club wine, set of 2 pcs (picture 5) 20.00€  
Dark blue "Ro 80 Club International" polo shirt (picture 6) 28.00€  
(available in the sizes S to XXXL)

**RO 80 CLUB  
INTERNATIONAL – ROTARY  
PISTON TECHNOLOGY  
ASSOCIATION**

**OFFICIAL CLUB ADDRESS**

**FIRST CHAIRMAN +  
ADMINISTRATIVE OFFICE**

**SECOND CHAIRMAN**

**TREASURER**

**SPARE PARTS WAREHOUSE**

**TECHNOLOGY**

**EVENTS**

**EDITOR**

**VEHICLE REGISTER**

**BUSINESS MANAGEMENT  
DUTIES**

**ARCHIVE**

**INTERNATIONAL CONTACTS**

**WEB MASTER**

**WANKEL JOURNAL  
DISTRIBUTION**

**ANNUAL MEMBERSHIP FEE  
66€**

**JOINING FEE 50€**

**BANK DETAILS**

**NSU RO 80 CLUB  
SWITZERLAND  
MEMBER OF SWISS  
OLDTIMERS**

**OFFICIAL CLUB ADDRESS**

**PRESIDENT**

**VICE PRESIDENT**

**TREASURER, ARCHIVE AND  
PRESS**

**TECHNOLOGY AND SPARE  
PARTS**

**ADMINISTRATION, STOCK,  
EDITOR**

**OWNER**

**WEB MASTER**

**INTERNATIONAL CONTACTS**

**ANNUAL MEMBERSHIP FEE  
120 SFR**

**BANK DETAILS**

**WANKEL JOURNAL** – the official voice of the Ro 80 Club International – Rotary Piston Technology Association and the NSU Ro 80 Club Switzerland, created by the combination of the magazines *Die Trochoide* (“The Troichoid”, Germany) and *Die Wankelscheibe* (“The Wankel Rotor”, Switzerland). The subscription price is already included in the membership fee in both clubs. Individual issues can be obtained for 6€ or 7 SFR from the first chairmen. Entries labelled with the organisation’s symbol do not necessarily represent the club’s, their chairmen or the editors’ beliefs. The editors are not responsible for incorrect or unclear information, although effort is undertaken to correct any errors before publication. The use of any information included in this magazine is only permitted for non-commercial use, with annotated sources and in exchange for a specimen copy.