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MAY 2023 | EDITION 376

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The Club meets at the Conservative Club, High Lane  
on the **THIRD** Wednesday of each month @ **8.15pm**

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### May 2023

Weds 17th May – Club Night – Presentation by Chris Platforde about vintage trucks.

Sat 27th, Sun 28th & Mon 29th May – Smallwood Vintage Rally – Smallwood, Nr Sandbach, Cheshire.

Sun 28th & Mon 29th May – Cheshire Classic Car & Motorcycle Show – Capesthorpe Hall, Nr Macclesfield, SK11 9JY. Book on line at [www.classicshows.org](http://www.classicshows.org) or phone 01484 667776 (Price approx. £5.50)

Mon 29th May – Gawsworth Hall 'Youngtimer' Car Show (post 1980 cars) – Gawsworth Hall, Nr Macclesfield, SK11 9RN. Pre-book/register 01260 223440 (£5 for driver & £5 for passenger).

### June 2023

Sat 3rd & Sun 4th June – Classic & Performance Car Spectacular – Tatton Park, Nr Knutsford, WA16 6QN (WA16 6SG for Satnav). There will be a Club stand at this show. Please contact Mike Coffey for registration details.

Sat 3rd & Sun 4th June – Astle Park Country Fair (includes vintage car & commercial displays) – Nr Chelford, SK11 9AD.

Weds 21st June – Club Night.

Sun 25th June – Peaks & Dales Charity Run – There will be one route (Approximately 50miles) commencing 08:45-11:00 at the Marple Scout Hut/ Memorial Park (SK6 6BA) and finishing at a hard parking site in Whaley Bridge. Our charity for the year is Hearing Dogs for the Deaf. For further details and an entry form visit the Club website [www.hhcvc.com](http://www.hhcvc.com)

### July 2023

Sat 1st & Sun 2nd July – Stars & Stripes American Show – Tatton Park, Nr Knutsford, Cheshire.

Sun 9th July – Didsbury Car Show, Didsbury Park, M20 5LR. There will be a Club stand at this show. Please contact Mike Coffey for registration details.

Sun 9th July – Caerwys Classic Car Show – Barlow's Caravan Park, Caerwys, Nr Mold CH7 5BH

Weds 19th July – Club Night – Evening BBQ and Car Show @ High Lane Conservative Club. A good nosh and classics too!!!

### August 2023

Sat 12th & Sun 13th August – Astle Park Traction Engine Rally (includes classic car, motorcycle & commercials displays) – Nr Chelford, SK11 9AD.

Weds 16th August – Club Night.

Sat 19th & Sun 20th August – Passion for Power Show – Tatton Park, Nr Knutsford, Cheshire.

Sun 20th August – Manor Park (Glossop) Car Show, Manor Park Rd, Glossop, SK13 7SH. (£5 entry fee per car – all to charity) There will be a Club stand at this show.

Please contact Mike Coffey for registration details.

Sat 26th August – Poynton Show, Poynton Show Ground, SK12 1BS. There will be a Club stand at this show. Please contact Mike Coffey for registration details.

### September 2023

Sun 3rd September – Annual Club Show – Brookside Garden Centre.

Weds 19th September – Club Night.

### October 2023

Weds 18th October – Club Night.

### November 2023

Weds 15th November – Club Night.

### December 2023

No planned activities.

Keith Yates

It's been very interesting to see how the issue of Smart Motorways has divided opinions but, even better, how it has prompted members/readers to write and express their own views, thoughts or pieces of information on the subject. In this month's issue Ed Burke has written a short article that is based on information he has received from the DoT. But here's a thing though, I'm now starting to wonder if Prime Minister Rishi Sunak has a contact within our Club or if he just looks forward to reading our magazine off the internet. No sooner had we started to look at the pros and cons of Smart Motorways than the 'big' announcement was made – Mr Sunak had intervened and, as a result of the public's' concerns about safety and cost, the building of new Smart Motorways is to be cancelled. Additionally, fourteen planned Smart Motorways (including eleven already paused and three getting ready to go) will now be removed from road building plans; financial pressures (estimated as being over £1billion) and a lack of public trust both being sited. Existing stretches will have to remain but the promise is that a further 150 emergency stopping areas will be added across the network. If we look at this from a North

West perspective, the M56 (Junctions 6-8) and M6 (Junctions 21a-26) stretches will have to be completed as they are both over 75% finished. Anyway, if you are reading this Rishi then we hope you enjoy it – perhaps you could drop us a line and let us know your thoughts on reducing the current 'Historic Vehicle' status from 40 to 30 years.

April's Club Night was very well attended (long may that continue) and we were given a talk by two of the guys that represent 'DigiKnow'. This centred mostly on secure passwords and how not to fall prey to the scumbag scammers that are out there, ready to defraud you of as much cash as they can. Please, always remember that no matter how plausible any of these scrotes may sound on the phone, the Police, HMRC, your bank, credit card company, utility company or Amazon etc, etc will never phone you and ask for personal details, passwords, or to transfer money to some scammer's account. Just hang up, wait several minutes (until the line is clear or use another phone) and then phone the company via a trusted number (eg the one on the back of your Debit or Credit Card). It is so much better to be safe rather than to feel both sorry

## FRONT COVER

...is Lynn and Paul Barratt's 1985 Volkswagen Camper van. It is, of course, based on a Transporter van but this one is an Auto Homes conversion that's powered by a 1.9ltr petrol engine. No doubt, if warmer/summer weather ever arrives this year, the Camper will be out and about getting well used.

and foolish too.

Whilst on the subject of 'tech' things, who could be without a mobile phone these days? I must admit that I try to restrict the use of mine to pretty basic stuff but, that said, I absolutely love the fact that it's got a great camera facility too. I use the camera on a regular basis, not just for taking 'normal' photos but as a reminder whilst, for example, disconnecting wires or dismantling car parts – you know what goes where when you come to re-assembly. A mobile is also very handy when sending photos to family or friends or receiving photos from them. A recent trawl through my 'Gallery' revealed copious numbers of photos but four main subjects – my Grandson, Janet the Husky, Rupert the Pomeranian and, yes you've probably guessed it, lots and lots (and I mean lots!) of car pictures.

It has been suggested to me that the magazine would benefit from a 'Letters to the Editor' or 'Readers' Letters' type page/section. David and I have absolutely no problem with this and, indeed, would, as ever, actively encourage participation in our/your Club Magazine. Perhaps, as with the Smart Motorways issue, you may wish to respond to an article and give your

point of view or some additional information. The only restriction here is that all 'letters' (more likely emails) must relate to magazine content, Club or general motoring matters. Political and the like comment and generally moaning about the prices of fish can't be published.

They say that all things come to he who waits. Some of you may be familiar with my 1982 E21 BMW (the 'green machine') that I've owned now for about 39 years. Anyway and for about the last 20 years of ownership, I've been on the hunt for a genuine BMW, leather rimmed, sports steering wheel. These were an optional BMW extra back in the day but, for whatever reason (probably due to BMW tax!), very few people seemed to specify one for their cars and they are therefore very rare. All the ones that I ever came across were either damaged, knackered, extortionately expensive, from a guy on eBay in some distant Eastern European state or any perm there of. But here's the thing, my patience and perseverance has finally paid off. A few months ago, whilst going through my eBay 'saved searches', what should pop up but the very thing that I was looking for; a genuine BMW sports steering wheel, correct for my car in every way,

complete, in very good condition and from a BMW specialist in, of all places, Solihull. The wait was finally over!!! It was still bum clenchedly expensive but, with the chances of ever finding another one diminishing by the day, I chowed down on my wallet and bought it. I'm pleased to say that the wheel is everything I'd wanted it to be and it suits the car very well – I'm treating it as the 'green machine's' 40<sup>th</sup> birthday present. Now, if there's some reader out there that's got three of these

steering wheels stuffed at the back of his garage, please don't tell me as it'll make me very sad. Also, if you want a genuine E30 BMW 3-Series, leather rimmed, sports steering wheel (or know of someone who does) then let me know because I've got a really good one (a long story but it doesn't fit an E21).

That's it from me for this month. David and hope you enjoy this magazine and that you all enjoy some trouble free 'classic' motoring.

### **H&HCVC New Members**

A big hello and welcome to the following new members of H&HCVC: -

Dylan Jones who joined during March. Dylan is very much a biker and, amongst several of his machines, has a superbly presented 2007 Ural Dalesman bike and sidecar unit in black. Those of you that attended the September 2022 Club Show (Brookside Garden Centre) may well remember that Dylan exhibited this lovely machine and won 2nd Prize in the Motorcycle Section – Going for 'top cup' this year Dylan? John Morris who has an MGB Roadster and Gary Potts who has a very rare Rover 220 GSi Turbo. This 1995, 2dr bodied car is 28yrs old and is one of 169 cars – of which only 25-30 remain – with just 24K miles covered from new.

We all hope that you enjoy your membership.

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# CHAIRMAN'S CHAT



## HALL OF FAME AWARD RECIPIENTS

2012 - Chris Parr  
2014 - Bob Plant  
2015 - Ray Etchells  
2016 - Fred Dean  
2020 - David Bowden  
2022 - Jane Harrop

The front cover of this issue shows the VW Camper Van owned by Lynn and Paul Barratt (he of Ford Capri fame). The VW Camper Van, despite many copies, has always been the one to have. I recall, about 20 or so years ago, that there was an early split screen version parked on the driveway to a pub. It disappeared after a while and I learned that it had been sold for £8000. It was a basket case, only fit for restoration, but what value to day then?

As I announced at the last Club evening, Mike Coffey is about to relaunch the ever popular evening runs, commencing this May as I understand. Whilst on the matter of runs, thanks must go to Andy for the Spring run which, despite the efforts of the local authority, went fairly well. Thanks also to Richard for the Drive It Day run which, yet again, was thwarted by the local authority but fortunately last minute changes were made by him.

I seem to get messages from both the AA and the RAC but as a member of the latter I get more from them. The latest information,

that I have frequently said should come from the DVLA to all driving licence holders, relates to eyesight. It would appear that a lot of drivers would fail the requirement for driving due to poor eyesight. They should be wearing spectacles or, better yet, up to date prescription ones if wearing them already for driving. The Police have been instructed to carry out a safety check on drivers if they suspect that someone is driving with inadequate vision. I'm assuming that the policeman involved would issue some sort of defect notice as they wouldn't be qualified to carry out a road side examination. At present I only need to wear glasses for reading and am told at each test that my vision is satisfactory for driving.

With my designated title of Club Motorcycle Representative, I note that the Vespa motor scooter that was used in the Quadrophenia film has been restored to its former beauty. The scooter in question is a very rare Vespa GS, I am not sure which model, and was bought after the film was made by Roger Daltry;



for those of us old enough to remember, the lead singer of the band Who. The Vespa had languished in his shed/garage, slowly rotting away, until being seen by his 53yr old son-in-law who has restored it to its former glory. This is complete with mirrors and lights. Incidentally, because the machine is over 40 years old the lights do not have to work but where those

bikes are less than 40 years of age, and the paying of road tax is involved, auxiliary lighting must work. On the subject of vehicle lighting, I met someone a few years ago who had a very old Lambretta. Two or more MOT testers had refused to pass it because it was not fitted with a stop-light. This particular model was never originally fitted with a stop-light. So, much for originality.

Steve Diwall

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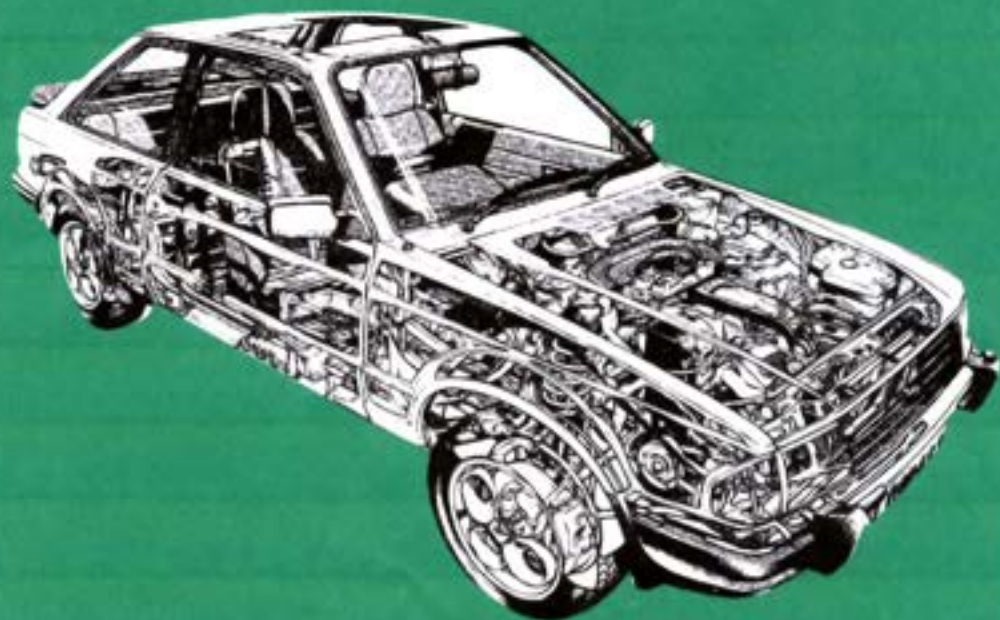
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## MG CATCH UP

*Graham Scattergood*

Hi Gang,

Well everybody I'm back, SORT OF! I'm still battling this back issue but it's much improved with the exercises. I'm awaiting an MRI scan and hopefully I will have had it as you read this, NHS and strikes etc permitting, and I will be nearer to discovering my fate and the necessary action required to hopefully fully rectify the situation.

I did manage to attend the recent club night and the visit of the 'DigiKnow' people. This was much better attended and proved quite interesting and, as they are rather local to myself, I'm sure I will be availing myself of their expertise in the future.

A number of our MG group were in attendance, Ken, Peter, Ian and it was especially nice to see

Phil and Diane Lowery there. I must say that Diane must be doing a super job of looking after Phil because he looked much better than when I saw him last although it was rather sad to hear that, due to his illness, he was having to sell his MGBGT Jubilee Edition and his MX5. Anybody interested in either or both cars can contact me if they don't have Phil's contacts and I will gladly pass on to Phil any interest.

Unfortunately, I couldn't partake in the 'Drive It Day' run from Adlington to Crewe Heritage Centre but I believe there was a good turnout, in spite of the weather forecast.

We now look forward to our May Club Night presentation about vintage trucks. I also hope that the Gawsworth show was well attended and that all club members, who were in attendance, enjoyed the day.

Looking forward to seeing you all soon and toodle pip for now.

## H&H CVC Club Regalia

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# HARLEQUIN FORD MUSTANG

Back in February/March I came across this rather 'striking', early 1970s, Ford Mustang that was spied sitting at the back of a Stockport used car lot. At first glance you'd be forgiven for dismissing this car as being more akin to a broken-winded cab horse than an example of one of the USA's classic 'pony' cars. Close up, the car is much better than its initial appearance might suggest. The patchwork quilt of coloured panels suggests a rolling restoration but the owner has also been quite clever with the use of used but original Ford panels – panel gaps were pretty good everywhere I looked. The original colour, if I had to guess, was probably yellow but, to my eye, it would really benefit from a colour change when it's finally resprayed – gloss black or a deep metallic red could look very nice and would also enhance the lines of what is quite a large car.

Unfortunately, the owner of the car lot was busy at the time of my visit so I couldn't ask him about the car. The question therefore remains, what actually is it? Well, I was very tempted to call it a Mustang Mach 1 with the registration (presumably age related) suggesting a late 1972 or early 1973 car. However, on closer inspection and on the basis that the bonnet/hood is the original and/or original spec' then the lack of twin (Ram-Air) scoops would indicate a Mustang SportsRoof Sprint. Certainly the upright/vertical orientation of the front-grille mounted indicators/turn signals (rather than horizontal) would underline the 1972/73 ageing of the car.

I've not seen the Mustang on the lot or round and about since this sighting – one to keep an eye out for as it'd be great to see it finished.

**Keith Yates**

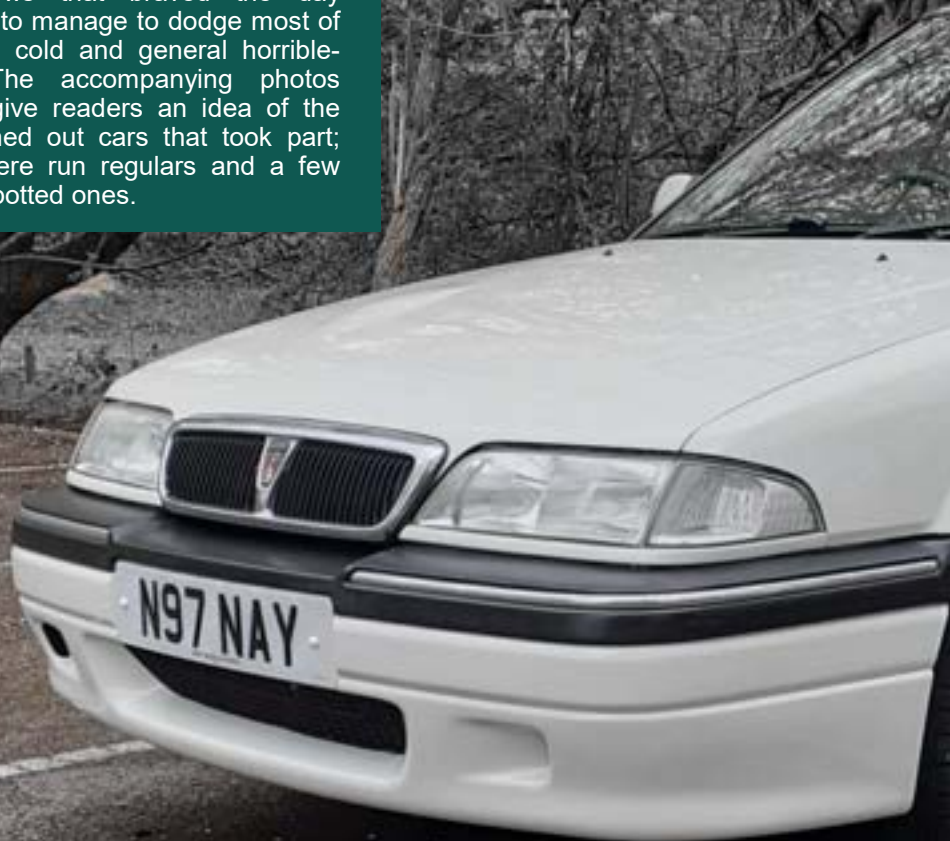


# NATIONAL DRIVE IT DAY

**23 April 2023**

**Keith Yates**

Despite a rather gloomy weather forecast, the National 'Drive it Day' Run was well attended and, as it turned out, the circa 18-20 runners and crews that braved the day seemed to manage to dodge most of the rain, cold and general horrible-ness. The accompanying photos should give readers an idea of the well turned out cars that took part; some were run regulars and a few lessor-spotted ones.









The 40 mile run had been set by Richard Burnham and it took everyone through some very scenic parts of Cheshire. Just before halfway point, Judith and I overtook what I'm almost sure was Ruth and Dave Howard in their lovely little Austin (7) Ruby. Anyway, that's where we think we started to go wrong. About 5mins later we came across the Austin again and, yes you've guessed it, overtook it again – together with a couple on a tandem bike that we also passed twice! Ruth and Dave, if this was you in the Austin then all I can say is that I wasn't expecting to see you twice nor was I expecting the Austin to be moving as quickly as it was. Soon after this we managed to take a left turn to goodness knows where; we did however, see some parts of Cheshire that certainly weren't on Richard's run sheet! Ah-ha, we knew the final destination and post-code so how about consulting the Satnav to get to where we wanted to be? Good idea but that crashed

on us and was therefore as useless as a chocolate teapot. We eventually managed to find Crewe and some brown signs to the Railway Heritage Centre but then, as they usually do in these circumstances, they petered out and left us up the proverbial creek sans paddle. It was then that a very nice lady, employed by the burger pushing Ronald McDonald, came to our rescue. Not only did she kindly point me in the direction of a much needed Gents (we'd obviously surpassed my 40mls bladder limit by this time) but also gave us very accurate directions to our destination – literally just around the corner!

So, we got there in quite good time, joined up with the other runners and crews, had a nice cheese & tomato toastie and had good look around the Heritage Centre. All things considered, not a bad day out – and a big thanks to Richard for all of his hard work pulling the route together and detouring last minute 'closed' roads.







# THE GREAT CLASSIC VEHICLE SWINDLE

By Ed Burke

So, you have spent many pounds and hours restoring your vehicle to a show standard and now it's the time to get it out there for the masses to admire. You're taxed, insured, all fuelled up and ready to go. Next, you go on the internet to get your show entries in for the coming season. That's when you find out that some organizers are not only charging you to enter but, along with a new trend for the local classic vehicle world, a booking fee too.

I have, in the past, not minded a small fee for a charity where no person or commercial body make money out of us (i.e. Manor Park at Glossop where the money goes to the upkeep of the park which we all use for our day out). I also don't mind paying if we are given something for the fee (i.e. the Peaks & Dales where the food, drink and route etc. has to be paid for and organised with the proceeds going to charity with no profit for any one individual or company). But I do mind when we are the show. I have just gone to book a show, which some of our members attend each year, where there was previ-

ously a nominal vehicle fee of £5 for the local Rotary Club, which was fine. This has now been handed over to a booking agent and the entry fee has gone up to £7 (that allows two people to enter) with a booking fee of £1:30 and a further fee of £7 pounds for each additional passenger. So, for a family of four it will be £22:30p for the privilege of helping to create the show.

I am in the local military vehicle preservation club and we have just voted 100% to boycott all shows charging a fee (unless for a good cause). This after a show organiser came to our club night asking us to come to his show and then saying there was a fee. A month later he came back to us saying he would waive the fee, when he realised that without us there would be no show, but the damage had been done and we declined. We did, in the past, get petrol money to attend shows. If we all did the same then it would stop this new trend in its tracks; bearing in mind the current cost of living and the threat to our hobby by the increased overheads.

Perhaps this issue could be

discussed at our next club meeting and maybe we could take a vote after some basic rules have been agreed by the Committee (i.e. charities with no agents fees would be acceptable). We also need to put it to the National Bodies etc. If we don't then it could be a slippery slope for the future. As you know, the W.R.V.S. are not seen at many shows now as they have been re-

placed by very expensive, commercial burger vans etc. I still attend two large shows where there is no fee, no form to fill in and a W.R.V.S. style tent attends to all the food and drinks for a nominal price and they still make money for charity. Also, when the show closes on the first night the beer tent charges a pound a pint "for all" camping.

# REAR AXLE RATIOS

THOMAS WARDLE

Rear axle ratios are a bit of a mystery to most motorists and a complete no-no to others. Let me try and explain so that you can understand how changing the rear axle/differential ratio can have an effect on your vehicle.

Firstly, let me dispel one myth that some people have and that is that the higher the number of the differential (diff) ratio and the faster your vehicle will go. The opposite is actually true. To keep it simple, let's go back to the 50s/60s when vehicles had three/four speed gearboxes with what is referred to as a "one-to-one" top gear ratio. This means that every time the engine revolves once, the prop shaft will also revolve once. So, when you are in top gear, the only "gears" between the engine and the wheels are those in the differential (i.e. the crown wheel and the pinion). The

crown wheel is the large dinner plate size gear connected to the wheels and the pinion is the smaller of the two that is on a shaft that is connected to the prop' shaft. As with all gears, the number of teeth on each will dictate the "rear axle ratio".

Bearing this information in mind and by way of example, if you have a choice between a 4:1 and a 5:1 ratio then the 4:1 means that the engine has to revolve four times, along with the prop' shaft and pinion, to turn the road wheels once. The pinion is a lot smaller than the crown wheel and it therefore has to turn more to turn the crown wheel once; in this example either four or five times depending on the ratio fitted. The advantage of the 4:1 ratio is easier cruising and the advantage of the 5:1 ratio is faster acceleration and superior hill

climbing ability. Faster acceleration and better hill climbing? Yes, because the engine has to revolve five times to turn the road wheels once, the engine is therefore sending 25% more power to the wheels for each revolution. If 4:1 is 100% then 5:1 is 125%.

Is it possible to calculate the speeds that each ratio will give? Yes, if you know one of the speeds on one of the ratios. Let me explain.

The original Ford Transit long wheelbase van (twin wheeler) was offered with four axle ratios which could be specified by the dealer when ordering the van. These were 4.625:1, 5.143:1, 5.833:1 and 6.147:1 ratios. Each of these would have their own uses. For the sake of argument, let us assume that the van with the 4.625:1 ratio has a maximum speed of 70MPH. We already know that if you fit a vehicle with a differential that has a higher number gear ratio then it will not go as fast. So, all you have to do is divide the speed with one ratio and multiply by the other:-

Divide 70MPH by 5.143 and multiply by 4.625 and that equals 63MPH

Divide 70MPH by 5.833 and multiply by 4.625 and that equals 55MPH

Divide 70MPH by 6.147 and multiply by 4.625 and that equals 52MPH

Changing a vehicle's rear axle/differential ratio, or choosing one over another, clearly makes a big difference. It's really horses for courses as, in the case of the Ford Transit, if your van is going to spend its life on a motorway then the 'fastest' differential would be better. If however, your van is going to be carrying heavy loads up steep hills then one of the 'slower' two ratios would be better suited.

To bring this more up to date, cars these days are "over geared". Again, I will use a simple example to explain what I mean.

At one point, the Ford Fiesta was available with a 1.6 litre diesel engine. In fifth (top) gear this car was geared to do 25MPH at 1000RPM. The maximum revs that the engine could go to was 5000RPM so, therefore, if it would be doing 25MPH at 1000 RPM simple maths would tell you that it would be doing 125MPH at 5000 RPM. Well no, not really, as the 1.6 diesel engine could not actually propel the Fiesta to that speed – its actual top speed was 95 MPH. The reality here is that the car's "geared speed" was 125MPH but its "powered speed" (what it could actually achieve on a flat road) was 95MPH. This is a clear example of a car that is "over geared" and that is how most cars are set up these days; it gives easier cruising and better fuel economy.

## **A FORGOTTEN AND (VERY) COOL CLASSIC: NSU RO80**

**KEITH YATES**

Every now and again a car manufacturer will produce a model that will simply wow the buying public and hardened car enthusiasts alike. In the history of automotive engineering and production these machines could quite easily be called milestone models or game-changers. They are usually cars that explode onto the scene, they are probably like nothing else that has gone before, they lay down a marker, set future automotive trends and tend to become instant 'classics' that future generations of car lovers will crave after and/or covet. Some examples? How about the Citroen Traction Avant, the Citroen DS, the FIAT 500, Alec Issigonis's 'magic' Mini, the Jaguar E-type, the Jaguar XJ6, the 1960's Ford Mustang, a Rover P6 2000, an original Range Rover, a Datsun 240Z or a VW Golf GTi? No doubt readers would be able to come up with several more examples but this

list comprises of cars that, any one of which, would be recognized as an instant 'classic', groundbreaking back in their days and certainly very desirable these days.

I suppose that the title of this piece has already given the game away about my agenda here but I'm betting that the vast majority of readers, that may have thought of their own list, wouldn't include an NSU Ro80 with such august and groundbreaking company as that in the previous paragraph. It is, unfortunately, a forgotten classic that desperately needs to be remembered, acclaimed and given its rightful place in automotive history.

Post the immediate Second World War years, the German NSU company gained a reputation for producing well engineered motorcycles and small, rear engined, economy cars. The Ro80 was its first, only and last 'big' car and it took the motoring world by storm upon its



introduction in 1967. It rightly became the European Car of the Year in 1968 and was arguably the most boldly modern, futuristic, innovative and, in design terms, forward thinking car of its decade; it was at least 20 years ahead of its time. The low, slim profile front end, upwards sweep of its side body swage line, the thin window pillars (allowing for a greater expanse of glass) and the raised rear end all contribute to a car that was not only aesthetically elegant but one that was aerodynamically clean and which gave rise to the latter 'wedge' designs of the late 1970s and 1980s. Also, look closely and you'll see DNA and a styling heritage that ran through subsequent Audi 100 models for years after it.

In terms of innovation, the Ro80 was the first production saloon car to be propelled by a twin rotor wankel engine that gave smooth power delivery, 113bhp and a top speed of circa 112mph. It also offered front-wheel drive, power steering, four-wheel disc brakes (inboard on the front), excellent handling, a comfortable ride, and a three-speed semi-automatic gearbox – there was no clutch pedal as an electric switch, within the gearknob, operated a vacuum system as each gear was selected. Just think about the cars that people were driving about in 1967 and the Ro80 was the automotive equivalent of a spaceship landing. So what went wrong? Well, as most car enthusi-

asts will recall, the Ro80's biggest innovation, that wonderful wankel engine, was also its greatest flaw. Unfortunately, NSU had taken a huge gamble on an engine that they had not fully developed and it didn't pay off. After about 10-15,000 miles, owners noticed that their Ro80s were becoming hard to start, lacked power and were very smokey too – the critical rotor-tip seals failed with monotonous regularity. NSU honoured their warranties but the regular installation of new engines couldn't be sustained and rising costs forced a VW buy-out in 1969. With sales nowhere near enough, the Ro80 limped on until 1977 when production ceased and the proud NSU name disappeared. The whole NSU Ro80 saga is, by general consent, deemed to be a failure; but was it really? In bald terms and as a stand alone car then, yes, it would have to be seen as such. However, if you take the engine out of the equation then the Ro80 was the car and foundation on which Audi was built up from. Had that wankel gamble paid off then, who knows, perhaps Audi wouldn't be where it is today. Also, there is another aspect to this. NSU held the rights to the wankel rotary engine, its production and development. Other manufacturers had paid significant money to secure licenses to put wankel engines into their own models – Chrysler and Mazda being just two of them. What we now know is that Mazda



really did a job on the wankel engine and, when put into their models (eg the superb Mazda RX7), it was everything that the NSU Ro80 so desperately needed – in fact, quite a few Ro80 owners did insert RX7 motors under their bonnets.

To conclude, the NSU Ro80 should now be seen as a true classic and a motoring icon and, if you're lucky enough to own one, it's

pretty damned cool too!**PS** – In 1969, the author Adam Hall had a book published that was part of his Quiller series of spy thrillers. This particular book was titled The Striker Portfolio and it contains (chapters 8 & 9) a description of a car chase between a NSU Ro80 and a Mercedes Benz 300. This is probably one of the very best written car chases ever – well worth a read if you can find a copy.

## **ARE SMART MOTORWAYS SAFE? (Ed Burke, The Man from the Ministry)**

Just by chance I've been sent the latest data from the Department for Transport re. Smart Motorways – a bit of a coincidence following the Smart Motorway articles in recent club magazines by Thomas Wardle and Ken Coxey.

Well, are they safe? They are in fact the safest roads in the UK with fewer accidents per mile, fewer deaths per mile and fewer serious injuries per mile.

So, why are they the safest? The reason is that all the traffic is travelling along at roughly the same speed, so that when a collision does occur the impact force between two or more vehicles is lower, in the main, than on a conventional style motorway with a hard shoulder.

Then why all the furore? Well, the problem comes when something breaks down and stops in the inside lane with no protection from the other traffic. It is then in danger of being hit by a fast moving vehicle from behind. The impact

speed is increased and a more serious injury or death will occur.

How do we avoid it? Make sure your vehicle is well maintained and MOT'd to reduce your chances of a breakdown. Try to avoid driving in the inside lane. This might not be legal (lane hogger) if traffic is light but it is safer (although you might get a fine) and if you are in the inside lane, leave a bigger gap between you and the vehicle you are following, keep your eyes on the road at all times (without distractions) and keep glancing in your offside mirror so that you know what's in the next lane if you need to move out suddenly. Also, keep a mental note of how far apart the safe refuges are and try to make it into one if you have a problem. If you can, get everybody out of the vehicle quickly and get over the barrier (from the nearside doors if possible). Finally, avoid them but don't forget that the road you move onto won't be as safe overall.



# SPRING RUN

APRIL 2023

Keith Yates

The route for this year's Spring Run had been set by Andy Robinson. Regular run attenders will know that Andy has form for consistently setting some great routes and he certainly didn't let us down this time. Feedback from crews was extremely positive after driving through some very scenic Cheshire countryside and passing several beauty spots and attractions.

The start of this circa 40mile route was from the Legh Arms car park – the accompanying photos will hopefully give a flavour of the

15-16 cars and crews that took part. From there the route headed towards Flash and the New Inn (highest village/pub in Britain respectively) and then on to a viewing point over the Cheshire Plains. Skirting past Rudyard and Rudyard Lake, the route then passed by the National Trust's Biddulph Grange, Mow Cop Castle and Little Morton Hall before finally finishing at Glebe Farm.

Thanks to Andy for a lovely route and, to quote Wallace and Gromit, a grand day out.









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**Disclaimer**

Please note that the opinions of the Editor and any Contributors are not necessarily those of the Chairman or Directors of the Club.

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