

VERN SCHUPPANI LIMITED

VERN SCHUPPANI
962
FACE
ROAD



Vern Schuppan's racing career dates back more than 28 years, and he has won many titles. He has also been involved in the racing world for many years as a driver, team manager, and promoter.

By working with Vern Schuppan and his team, you can be sure that your racing equipment will be of the highest quality and performance. Vern Schuppan has spent many years developing his racing equipment.



Vern Schuppan winner Le Mans 1983

VERN SCHUPPAN LIMITED

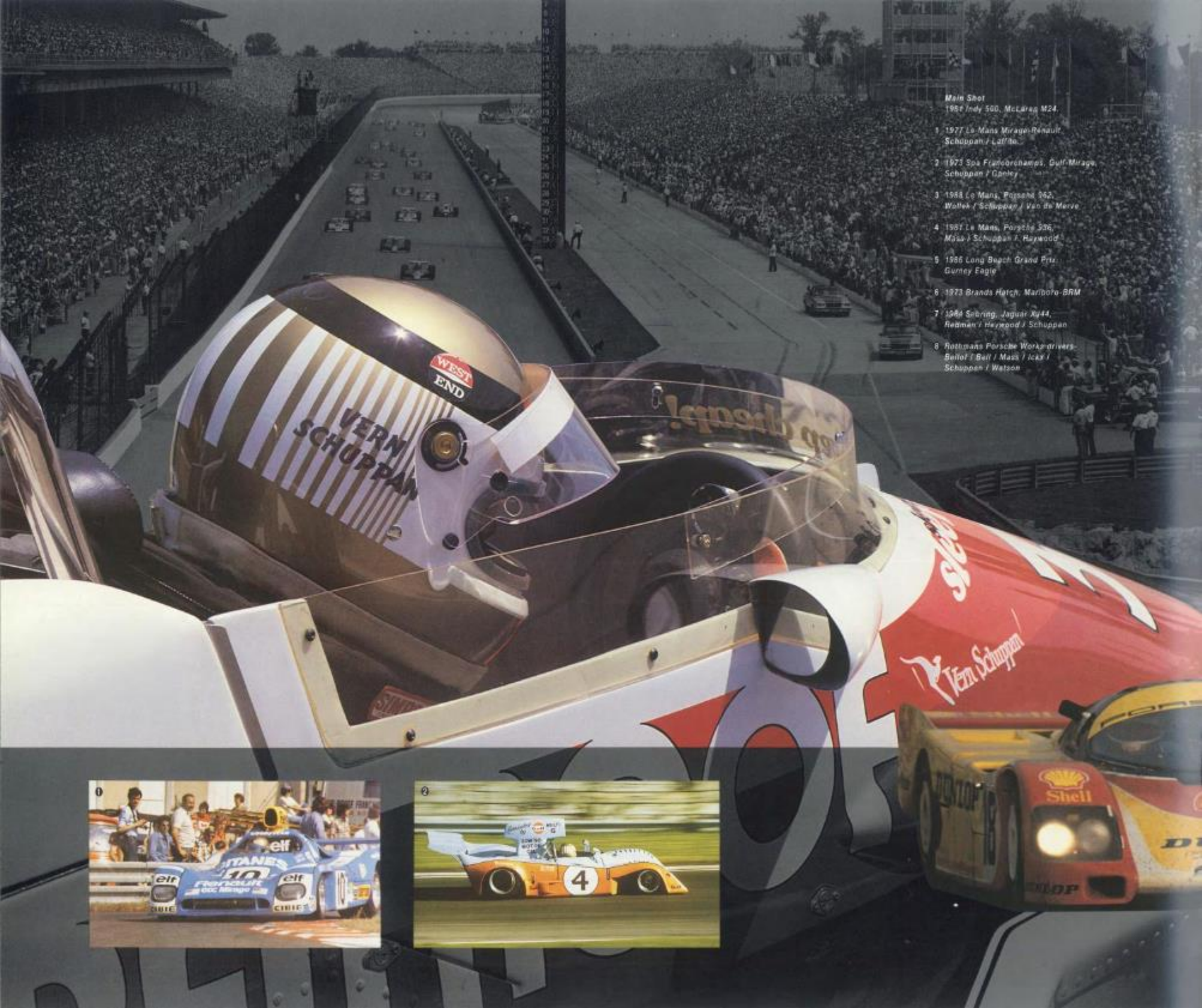
Vern Schuppan's racing career spans more than 25 years, achieving incredibly diverse success throughout the racing world - from Formula 5000 to sportscars, from Indianapolis to Formula 1.

By working with some of motor sport's greatest teams and individuals he has accumulated vast experience not just in driving, but also in design, development and manufacture.

His driving versatility is reflected in his business as Vern Schuppan Limited is now an established resource providing a range of specialist services to the motor racing and automotive industries.

Within Vern Schuppan Limited (VSL), Team Schuppan provides a highly professional, highly motivated and skilled racing team in which international business can confidently invest.

Vern Schuppan's base in High Wycombe, close to Heathrow Airport, offers expert specialist resources capable of developing racing and road cars from initial concept to prototype and beyond...



Main Shot
1984 Indy 500, McLaren M24

1 1977 Le Mans Miragen-Renault
Schuppan / Laffite

2 1973 Spa Francorchamps, Gulf-Mirage
Schuppan / Danley

3 1988 Le Mans, Porsche 962
Wollek / Schuppan / Van de Merwe

4 1987 Le Mans, Porsche 936
Mass / Schuppan / Heywood

5 1986 Long Beach Grand Prix
Gurney Eagle

6 1973 Brands Hatch, Marlboro-BRM

7 1988 Silvering, Jaguar XJ44,
Redman / Heywood / Schuppan

8 Rothmans Porsche Works Drivers
Bellof / Bell / Mass / Ickx /
Schuppan / Watson



VERN SCHUPPAN

The Man Behind the Company

Vern Schuppan's motor racing success began as three-time Australian State Karting Champion. As subsequent driver, entrant, car builder, team manager and owner, his track record has been exceptional, embracing Formula 1, F5000 and sportscars, American Indycar and CanAm classes.

His unequalled Le Mans 24-Hours record of nine consecutive finishes includes one 3rd and two 2nd places before he won this fabled classic in 1983. Vern Schuppan has also driven in Formula 1 for two former World Champions - Graham Hill and John Surtees - and for the BRM and Ensign teams.

In his Indycar debut, he won the coveted "Rookie of the Year" title driving Dan Gurney's Eagle in the Indianapolis '500' itself. In 1981, with a modest budget, he entered his own McLaren car at Indy. Combining driving and management skills, he finished 3rd behind Indy greats Bobby Unser and Mario Andretti.

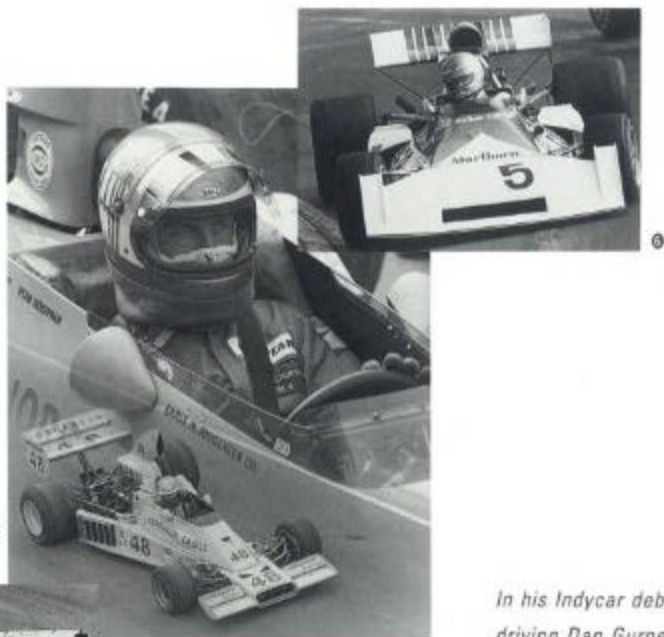
Vern Schuppan has also been crowned Champion in Formula Atlantic, the Rothmans Tasman F5000 series, The All Japan Sportscar series and the Fuji International Championship.

During this long frontline career he has worked with the finest - seven years with John Wyer's great Gulf-Mirage team - ten years a close associate of Porsche's works racing operation - seven years with the highly successful Japanese Nova Engineering/Trust Racing Team.

He formed Team Schuppan in 1987 to contest the 1988 Japanese Sportscar Championship. Using the best cars and drivers, Team Schuppan was soon in the winner's circle.

His contributions to motorsport earned him the honour of Member of the Order of Australia which he received from the Queen at Buckingham Palace in 1985.

Such versatility proves Vern Schuppan's almost matchless pedigree.



VERN SCHUPPAN LIMITED

Building on Experience

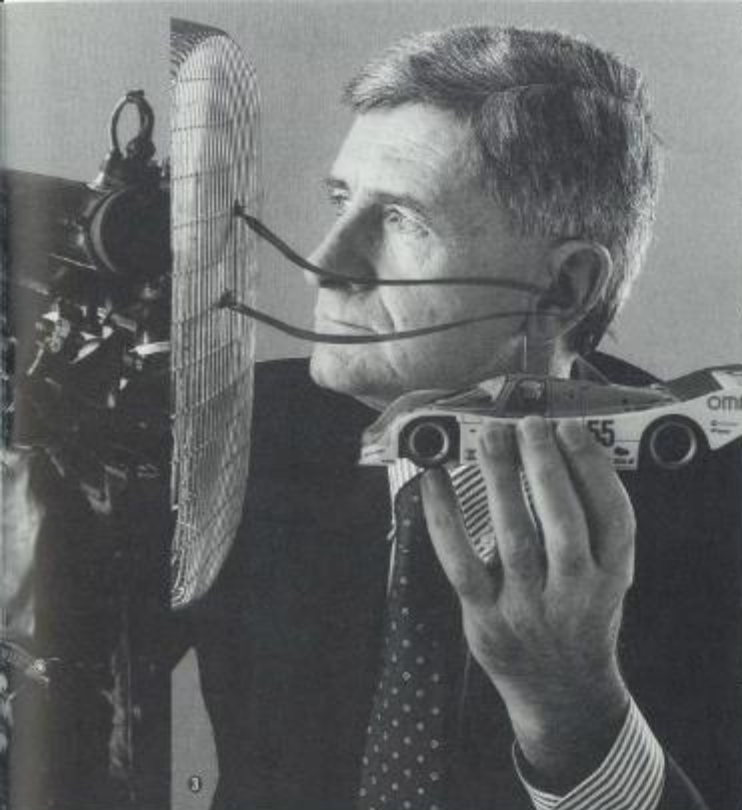
VSL offers a rare blend of youthful enthusiasm, vast experience and professional maturity. Its race-bred background ensures acceptance of nothing less than best, of uncompromising quality in all things...



Its leading personnel are experienced in everything automotive from Formula 1 racing to luxury saloon car production...

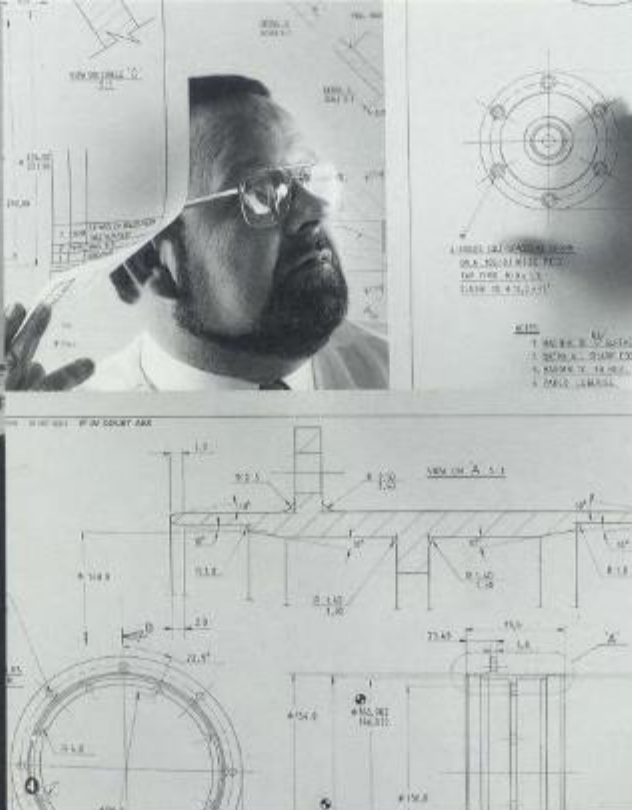
VSL's facilities match its founder's versatility. Its high-tech 70,000 square foot premises in High Wycombe house over 60 highly trained, well motivated staff, fully capable in: RACE TEAM OPERATIONS: design, development, construction & management. DESIGN: first concept, packaging, layout, detail. MANUFACTURE: machining, fabrication, composites. PATTERN MAKING: mould design, development, manufacture. INTERIOR TRIM: original design, development, manufacture. ASSEMBLY: production engineering, race-trained mechanics. QUALITY CONTROL: fully inspected, fully quality assured. TEST AND DEVELOPMENT: from laboratory to road and track.

This uniquely high-grade combination of people and facilities enables VSL to offer a comprehensive service in race team operation and management - prototype/production car design, R & D and construction - precision fabrication and component manufacture.



1 COMPANY VICE-PRESIDENT

Ray Borrett - graduated in engineering in Australia and vehicle dynamics in Detroit. 16 years with General Motors in senior engineering management positions including racing and special vehicle programmes. Has worked with FISA, TWR, Opel and other leading sporting bodies and participants.



3 DESIGN ENGINEER

Ralph Bellamy - one of the world's best-known race car designers, entered the racing world in 1967 with Brabham, later created many trend-setting, and race-winning new designs for McLaren, Lotus, Lola, March and Leyton House.



5 MARKETING CONSULTANT

Jackie de Navas - further broadening the company's capabilities - worked formerly under Bernie Ecclestone, President of the Formula One Constructors' Association, set up her own sponsorship and marketing company, since associated with such clients as Mercedes-Benz, Porsche and TWR/Jaguar.

2 GENERAL MANAGER

Howden Ganley - began racing in 1960, joined the legendary McLaren Formula 1 and CanAm sportscar team, became a talented racing driver in his own right and had a four-season Formula 1 career with BRM, Williams and March. Founded his own successful Tiga Race Cars company in 1976 and combined his uniquely wide-ranging talents with Vern Schuppan in 1989...

4 DESIGN OFFICE MANAGER

Martin Read - similarly broad experience in the racing world with Williams, Tiga, Hesketh, BS Fabrications, Dallara and Theodore before joining IAD to embrace road car development.

TEAM SCHUPPAN

The Peerless Approach

Team Schuppan offers business an opportunity to invest in a professional organisation focused totally upon track success, building high awareness levels of its activities wherever it competes. An organisation comfortable to be associated with - well placed to deliver a high return on company investment, in brand profile, exposure, consumer/client awareness and entertainment.

Founded in 1987 Team Schuppan has built a worldwide reputation in international sportscar racing. Backed by Rothmans and Omron, Team Schuppan debuted a pair of Porsche 962Cs in the 1988 All-Japan Sports-Prototype Championship. In the team's first ever World Championship race, the Fuji 1000 Kms, Klaus Ludwig and Price Cobb in the Omron car finished 2nd to Mercedes! At Suzuka, drivers Eje Elgh/Maurizio Sandro Sala then won the Team's second race outright in their Rothmans-backed sister car.



2



1



3



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4

Team Schuppan has not looked back since. It has run annually at Le Mans since 1988, and in 1989 Vern Schuppan used its works Porsche equipment to win the Fuji Long-Distance Championship.

Carrying the Porsche torch, Team Schuppan has faced such major factory teams as Jaguar, Mercedes-Benz, Toyota, Nissan and Mazda. In the 1992 Daytona 24 hours, Team Schuppan was the highest placed private entrant finishing 3rd behind the factory Nissan and Jaguar teams.

Its emphasis upon quality extends far beyond car build and preparation to employing such top drivers as Formula 1 stars Jean Alesi, Jonathan Palmer, Johnny Herbert and Martin Donnelly, double-Sportscar World Champion Derek Bell, veteran Brian Redman, American IMSA GTP Champion Geoff Brabham and his brother Gary, Le Mans and Daytona winners 'Brilliant' Bob Wallek and Hurley Haywood and fellow American Price Cobb; quality in depth - the total Team Schuppan approach.

Main Shot 1987 Fuji, Bell / Brabham, Porsche 962 1 1992 Daytona 24 Hours, Haywood / Elgh / Retzenberger / Brayton 2 1981 Indy 500, Schuppan, McLaren M24 3 1989 Suzuka 1000kms, Schuppan / Elgh, Porsche 962 4 1988 Suzuka, Acheson / Pirro 5 1990 Le Mans, Alesi / Dobson / Hoy





MAKS. TÜRÜ-GRADU
IN A. TÜRÜ-GRADU
TAP. TÜRÜ-GRADU
CUM. 30. K.S. 1-10

- NOTA:**
1. MACHIN. 21.
2. BRIGAS. 10.
3. HARIEN. 10.



RACE CAR TO ROAD CAR

Developing the '962CR'

Two car enthusiasts met in 1990 and discovered they had a shared ambition. It was to create the ultimate road-going supercar. These two enthusiasts were Toshio Terada and Vern Schuppan.

Toshio Terada is Representative Managing Director of Art Sports, the high-performance car import and marketing division of Art Corporation of Osaka, Japan. He had the vision, VSL the capability in design, R & D and manufacturing. Together through a joint venture they have created the 962CR - a stunning new supercar developed from the Group C Porsche 956/962 - a revered classic amongst racing designs. Launched in 1982, it is still winning races a decade later. As a factory team driver, Vern Schuppan won the 1983 Le Mans 24 Hours at the wheel of a works 956, from which the 962 was developed.

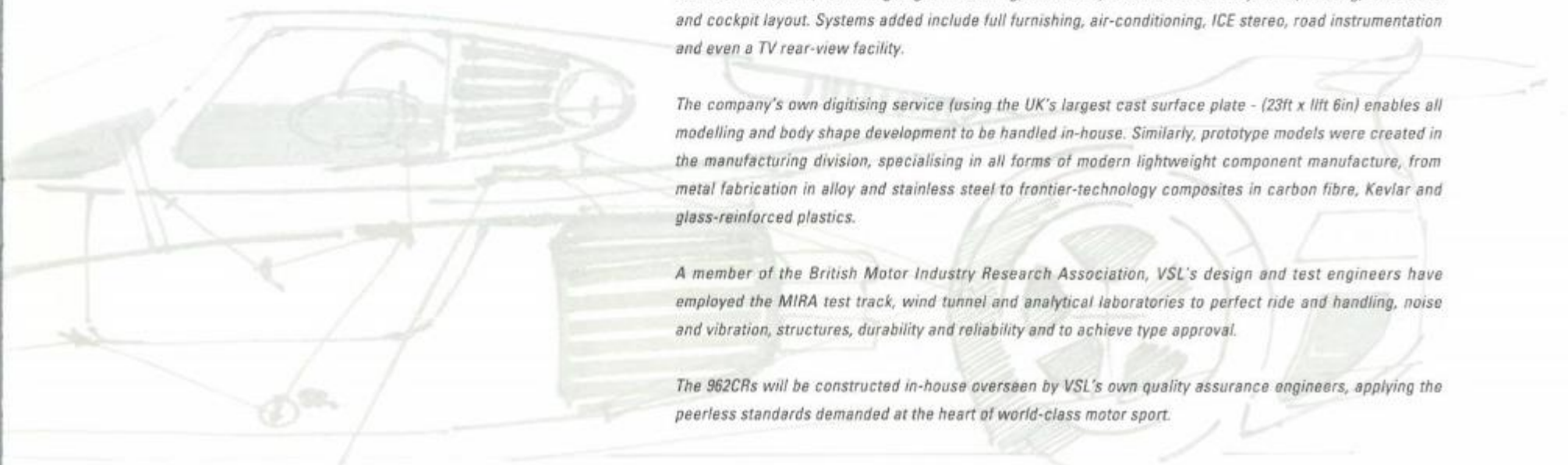
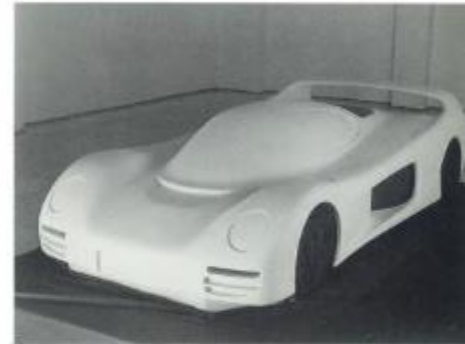
The demonstration of VSL's capabilities meant meeting customer demands in ergonomics, quality, performance, safety and type approval.

Extensive R & D has involved chassis and suspension, steering, tyres, body shape, glass, thermal and acoustic insulation, door-hingeing and latching, emissions, fuel and exhaust systems, seating, seat belts and cockpit layout. Systems added include full furnishing, air-conditioning, ICE stereo, road instrumentation and even a TV rear-view facility.

The company's own digitising service (using the UK's largest cast surface plate - (23ft x 11ft 6in)) enables all modelling and body shape development to be handled in-house. Similarly, prototype models were created in the manufacturing division, specialising in all forms of modern lightweight component manufacture, from metal fabrication in alloy and stainless steel to frontier-technology composites in carbon fibre, Kevlar and glass-reinforced plastics.

A member of the British Motor Industry Research Association, VSL's design and test engineers have employed the MIRA test track, wind tunnel and analytical laboratories to perfect ride and handling, noise and vibration, structures, durability and reliability and to achieve type approval.

The 962CRs will be constructed in-house overseen by VSL's own quality assurance engineers, applying the peerless standards demanded at the heart of world-class motor sport.



AIMING HIGH

Porsche '962CR': The 600-plus Horsepower Supercar

The VSL '962CR' is a refined challenger for the coveted title of 'The World's Fastest Roadgoing Sportscar'.

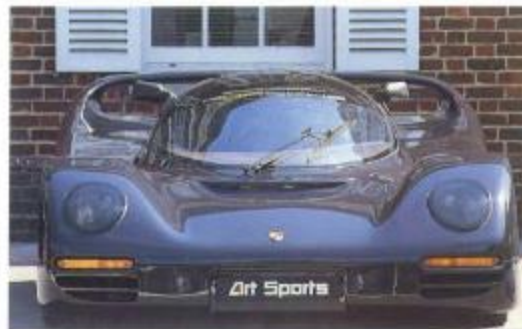
Successful road development of the multiple Le Mans-winning Porsche into this sensational supercar would have been impossible without the team's broad knowledge and experience.

The '962CR' features high-tech carbon composite coachwork and moulded monocoque chassis, both vital structures entirely designed and developed within VSL. It uses a 600-plus horsepower 3.4-litre air-cooled Porsche 6-cylinder engine, prepared by Andial, Porsche's North American Motorsport representative, with twin turbochargers, catalytic converters and silencers. Transmission is via a racing 962 type 5-speed synchromesh gearbox with limited-slip differential.

VSL's in-house R & D team has pursued a complex engineering programme to achieve the '962CR's subtle blend of road-going refinement and pure-bred race car characteristics - a spine-tingling combination for the true connoisseur to savour.

Art Sports (Japan) are to market the car worldwide through Art Sports in Japan and Asia and Vern Schuppan Limited in Europe.





SPECIFICATION 962CR

PERFORMANCE Maximum Speed Potential: greater than 250kph (215mph)

MONOCOQUE Team Schuppan Carbon-fibre

BODYWORK Team Schuppan Carbon-fibre

ENGINE
 Type: Porsche 962
 Capacity: 3.4 litre
 Power: Up to 600+ BHP
 Torque: 560 Nm at 5500 RPM
 Layout: Flat 6, 2 cam, 12 valve twin turbo
 Management: Bosch M.P. 1.4 Motronic
 Boost: Driver adjustable to 2.4 bar

GEARBOX
 Type: Racing 962 type 5 Speed Synchronmesh
 Differential: Team Schuppan Limited slip

BRAKES
 Calipers: 4 pot, aluminium racing
 Discs: 355mm (14") dia x 32mm
 Handbrake: Schuppan

WHEELS
 Front: 9.5" x 18"
 Rear: 13" x 18" SpeedStar

TYRES
 Front: 245/40 ZR 18
 Rear: 335/35 ZR 18

DIMENSIONS
 Length: 4280mm
 Width: 1999mm
 Height: 1074mm
 Wheelbase: 2794mm
 Weight: 1050kg (approximately)

INSTRUMENTS Team Schuppan analogue and alphanumeric data acquisition system incorporating 8 channel processor, hour meter

EQUIPMENT Group C fire extinguisher system, air conditioning





TEAM CONQUEROR

WATERBURY

OIL

WATERBURY

WATERBURY

