

# RETROMOTIVE

ISSUE 18



PORSCHE 956

## **PUBLISHED BY**

Retromotive PTY LTD

## **EDITOR**

Gordon Lomas

## **PHOTOGRAPHY**

ICON

Johann Venter

Stefano Calamelli

Matthew Paul Photography

Chris Eckermann

Minami Media

Klaus Schnitzer

## **COPY EDITOR**

Gordon Lomas

## **WORDS**

Gordon Lomas

Johann Venter

Jason Overland

Chris Eckermann

Klaus Schnitzer

## **ART DIRECTION & DESIGN**

Gordon Lomas

## **CONTACT**

[contact@retromotive.co](mailto:contact@retromotive.co)

[retromotive.co](http://retromotive.co)

**ISSN 2209-0533**

All material is ©Retromotive PTY LTD 2022. No part may be copied, reproduced, reprinted, scanned, shared, or sold without permission from the publisher.

Printed in China

# RETROMOTIVE

ISSUE 18 2023



08

PORSCHE 956

24

ALFA ROMEO SZ

42

AYRTON SENNA

62

VW BUS

76

ICON DERELICT 300SEL

96

FORD CAPRI PERANA

116

SEINFELD PORSCHE

128

1974 PONY CONCEPT COUPE

# 116

FORD CAPRI PERANA



# PORSCHE WATCH

WORDS & IMAGES PORSCHE



## Unique 1972 Porsche 911 S 2.4 Targa: A Homage to F. A. Porsche

Porsche celebrated a milestone 50th birthday of its Design studio in late 2022.

A cool accessory offered by the Zuffenhausen car maker is a unique timepiece - The Chronograph 1 - 911 S 2.4 Targa, that uses the original Design Chronograph 1 from 1972 as its base.

The unique watch was specifically made for RM Sotheby's.

The design of the winding rotor on the back of the case relates to the historic Fuchsfelge wheel of the 1972 Porsche 911 S 2.4 Targa. It was developed and tested at the brand's watch making base in Solothurn, Switzerland. Movement of the

wearer's wrist produces energy to drive the mechanical chronograph caliber in a rotation-optimized manner.

The collector's special timepiece serves to celebrate the past and the present, leading the brand into the future.

Together with this unique watch, Porsche Classic also released a one-of-a-kind 1972 911 S 2.4 Targa that has been remodelled and reinterpreted to align with the modern 911 Edition 50 years Porsche Design.

The engine and chassis were upgraded to include the complete S-edition specification while the exterior paint work reflected the original of 50 years ago with black and platinum accents.

Welcome to a new year and to **Issue 18**.

In the last few months, if you have been following the auctions, there has been a stunning array of big-ticket motorsport machinery and items that have come under the hammer.

A couple of auctions leading up to last Christmas made me drool.

The first was the Newman-Haas collection. Newman-Haas was a powerhouse IndyCar squad formed by actor Paul Newman and Carl Haas in 1983 until it folded after the 2012 season.

Among the lots to go under the hammer at the RM Sotheby's auction was the famed red #5 that Nigel Mansell raced in his triumphant maiden IndyCar year in 1993 which fetched a stunning \$995,000USD.

A race-worn Mansell helmet from that year also brought \$56,000USD.

The 1984 Cosworth-powered Lola which Mario Andretti piloted to the championship went for \$401,000 while the Lola/Ilmor-Chevrolet that took Michael Andretti to the title in 1991 sold for \$257,600.

In total, transactions were achieved for the entire Newman-Haas collection with the auction netting \$6mUSD.

At another auction conducted by Sotheby's saw the Lancia Delta S4, which won the 1985 Lombard RAC Rally with Henri Toivonen at the wheel before its famous victory at the 1986 Monte Carlo Rally, go under the hammer.

This Lancia had been with a private Japanese collector before a British collector imported it to the UK with the Lancia joining the Gran Turismo collection in 2019.

After the Monte victory, the S4 was used as the reserve car by Lancia before finishing second in the 1988 European Autocross Championship after the Group B era ceased at the end of the 1986 season.

Toivonen's Monte-winning S4, a mighty supercharged and turbocharged all-wheel-drive monster, cost the winning bidder \$1.88mUSD.

And just a short time later, Sotheby's saw an ex-Michael Schumacher 2003 Ferrari-GA (after the passing of Fiat chief Gianni Agnelli) fetch \$14.87mUSD in Geneva.

This smashed the record for modern F1 machines. Chassis #229 almost doubled the previous record price set in 2017 when a 2001 Schumacher F1 machine was sold.

The movement and growth in value of all things automotive is a study in how mighty the investor dollar remains.

Have you got a favourite machine, competition or otherwise, that you would love to get your hands on if it bobbed up in an auction. We'd love to hear your feedback.

Email us on [contact@retromotive.co](mailto:contact@retromotive.co)



*The movement and growth in value of all things automotive is a study in how mighty the investor dollar remains.*

# VINDANA WINES

◊ ADVERTORIAL ◊ IMAGES VINDANA WINES



**V**indana Wines is a family-run winery located in the beautiful Barossa Valley of South Australia, with a legacy that stretches back over 170 years. Under the guidance of 7th generation vigneron Scott Higginson, the family rich history in wine dates back to 1846, when they were among the first families to settle on the banks of Jacobs Creek in the Barossa Valley.

Vindana is dedicated to showcasing traditional, bespoke wines sourced from a selection of single vineyard sites that utilise sustainable growing practises and then craft through vinification with minimal intervention techniques. They specialize in limited release wines with a

focus on Northern Rhone varieties, Shiraz and Grenache, with traditional techniques to create small-batch wines of exceptional quality that truly capture the essence of the Barossa region. These are wines that are made with love and passion, and are a testament to the Higginson family's commitment to their craft.

Scott's passion for wine runs deep, and he takes pride in handcraft wines that are truly special and unique. Vindana has a reputation for producing these exceptional wines, earning them a 5-star winery rating from James Halliday's 2022 Wine Companion. So the next time you enjoy a glass of Vindana wine, you can be confident it is a product of family's dedication, love, and passion for their craft.





2020 Vintage Sold Out! Limited 2021 Available. Looking for premium wine distributors world wide to carry our brand.

[www.vindanwines.com.au](http://www.vindanwines.com.au)

# PORSCHE 956

WORDS GORDON LOMAS IMAGES MINAMI MEDIA







A

A significant anniversary came and went in 2022.

In the world of endurance motor racing, the single most successful car in history celebrated its 40th anniversary - the Porsche 956.

Over the decades there has been no shortage of spectacular Le Mans machinery. All with varying levels of notoriety, infamy, astonishing performance, exquisite design, and clever engineering.

Some of memorable weapons that have been produced in the Le

Mans arms race have included the Jaguar D-Type, Coventry's most successful car with three successive wins in the 1950s, Ferrari's 250 LM which came at the end of the marque's Le Mans-winning streak from the early to mid 1960's, the incomparable 917K Porsche which essentially started it all at Le Mans for Zuffenhausen, Ford's Ferrari-beating GT40, Audi's technically brilliant R18 e-tron quattro diesel hybrid that ended a phenomenal run of success at La Sarthe from the 2000's to 2014, Mazda's Monster, the 787B from 1991, and the 1995 Le Mans-winning BMW-powered McLaren GTR FL.





And among all these legendary makes and marques is the Porsche 956.

The successor to the 936, the 956 was masterminded by Nobert Singer and would become an unstoppable weapon as endurance racing took on Group C regulations in the early 1980's. Powered by a turbocharged 2.65litre flat six-cylinder engine that produced a

colossal 620bhp, mated to a five-speed manual gearbox, the 956 filled the podium at Le Mans in 1982.

This was Porsche's first aluminum monocoque chassis with ground effects that produced glue-like aerodynamics. A 956 is attached, inverted, to the roof at the Porsche Museum, appropriately and indirectly reflecting the



sticking power of the car.

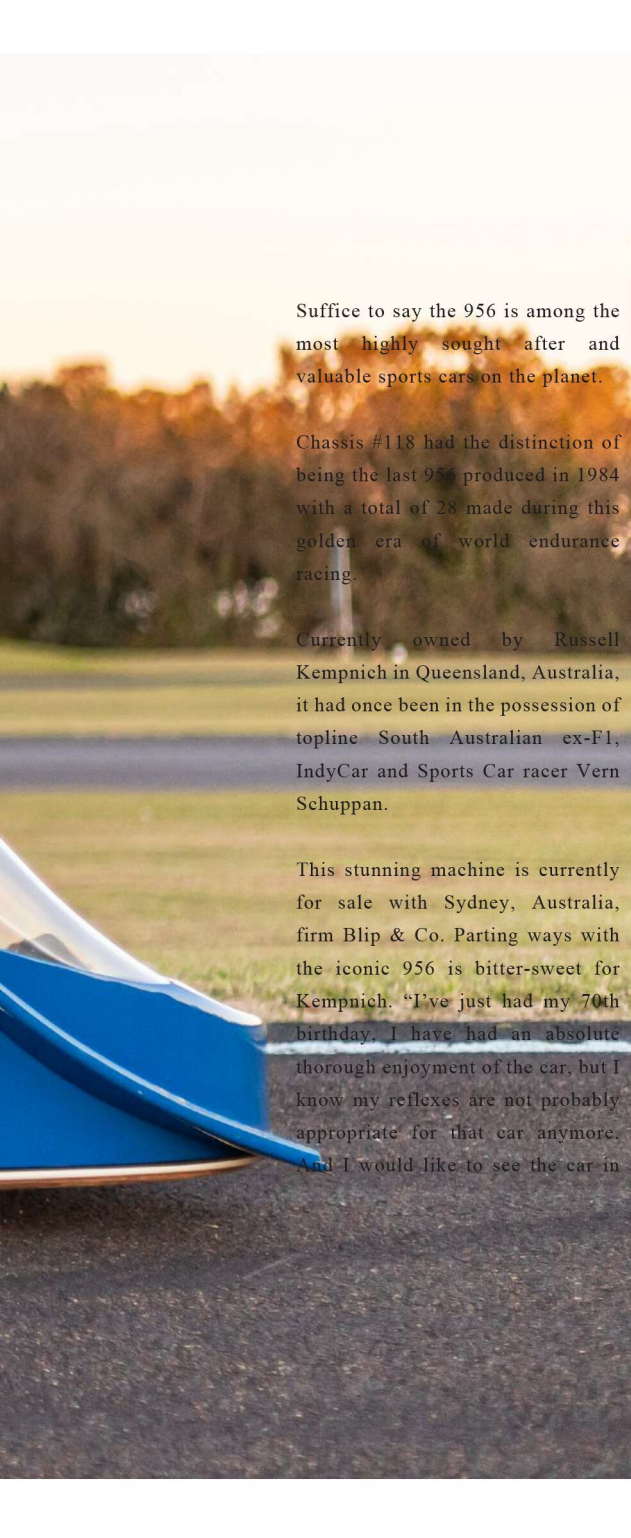
Returning to La Sarthe in 1983, the factory ran three entries with a further eight from privateers.

Americans Hurley Haywood and Al Holbert along with Australian Vern Schuppan completed 370 laps at Le Mans to lead a fleet of

956s to the top positions despite an ailing engine in the closing stages as the clock approached 4pm on Sunday afternoon. In fact, the only non 956 in the top 10 was the ninth placed BMW-powered Sauber C7. That colossal result triggered the famous poster which Porsche printed that listed the top 10 makes with the accompanying words 'Nobody's Perfect'.







Suffice to say the 956 is among the most highly sought after and valuable sports cars on the planet.

Chassis #118 had the distinction of being the last 956 produced in 1984 with a total of 28 made during this golden era of world endurance racing.

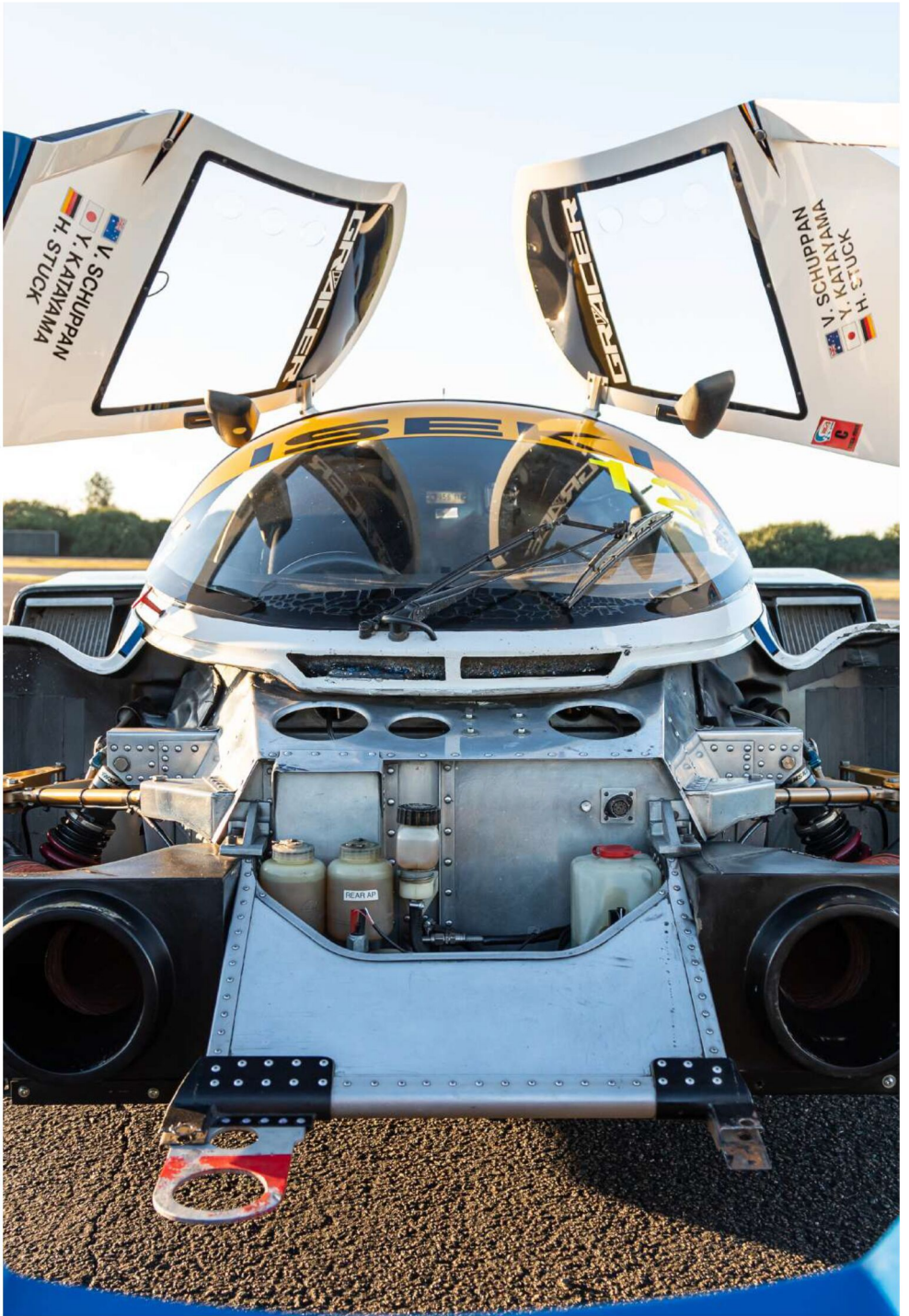
Currently owned by Russell Kempnich in Queensland, Australia, it had once been in the possession of topline South Australian ex-F1, IndyCar and Sports Car racer Vern Schuppan.

This stunning machine is currently for sale with Sydney, Australia, firm Blip & Co. Parting ways with the iconic 956 is bitter-sweet for Kempnich. "I've just had my 70th birthday. I have had an absolute thorough enjoyment of the car, but I know my reflexes are not probably appropriate for that car anymore. And I would like to see the car in

the hands of a collector who will show it and hopefully continue to put the car in events, not necessarily competitively but at least demonstrations and exhibitions. It would be a terrible shame for me to put that car under a cover in the garage".

"That car becomes part of your persona over the years. It's a mechanical work of art so as a mechanical engineer, I will most definitely miss the car but I'm sure, whoever owns the car in future, there will be an opportunity to visit the car at some point. Playing golf is not my thing- it's not exactly as exciting as peddling a 956 around Spa or Laguna Seca".

Kempnich said he had been searching for 'something special' to remain involved in motorsport when he learned of the 956's existence in Australia. "I had done quite a bit of motorsport up to that time and I was



V. SCHUPPAN  
Y. KATAYAMA  
H. STUCK

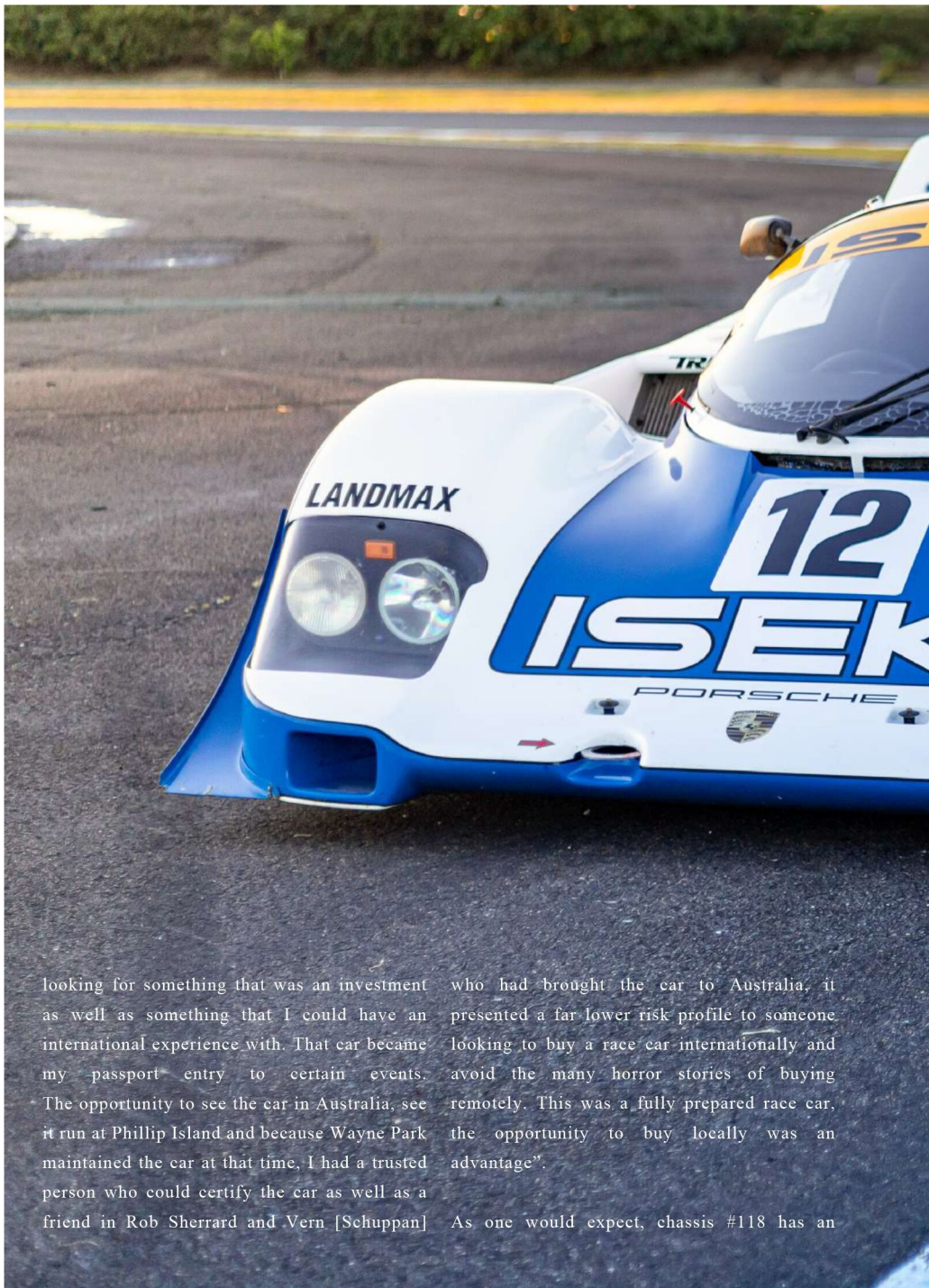
H. STUCK  
Y. KATAYAMA  
V. SCHUPPAN

GRAND PRIX

GRAND PRIX

REAR AIR





looking for something that was an investment as well as something that I could have an international experience with. That car became my passport entry to certain events. The opportunity to see the car in Australia, see it run at Phillip Island and because Wayne Park maintained the car at that time, I had a trusted person who could certify the car as well as a friend in Rob Sherrard and Vern [Schuppan]

who had brought the car to Australia, it presented a far lower risk profile to someone looking to buy a race car internationally and avoid the many horror stories of buying remotely. This was a fully prepared race car, the opportunity to buy locally was an advantage”.

As one would expect, chassis #118 has an



exceptional competition pedigree having won the 1984 All Japan Fuji 500, the 1985 All Japan Fuji 1000km, 1986 All Japan Fuji 500 miles, 1986 Fuji 500km and 1986 Suzuka 1000km at the hands of Schuppan and co-drivers Keiichi Suzuki and the late Yoshimi Katayama. This celebrated machine finished third in the WEC 1000 km at Fuji in 1984 with Schuppan and the great Hans Stuck at the wheel. It was beaten by

a pair of Works Porsche 956s. Thankfully such an important and rare piece of engineering has not been left idle during its life in Australia these last couple of decades. Kempnich has released chassis #118 for display and historic racing at events including the highly acclaimed Rennsport Australia, the 2014 Le Mans Legends Group C race at Le Mans - an entree to the main event.



It has also been seen at the Rolex Monterey Motorsport Reunion in the US where it took out the Rolex Award for Excellence gong. It also finished third in the Daytona Historic 24-Hour race.

Extec Engineering, under specialist Paul Knapton, undertook an engine overhaul following its US and Canada engagement on the historic racing calendar.

Chassis #118 then competed in the 2017/2018 Group C series in Europe and was invited to the 2018 Goodwood Festival of Speed.

Weighing 820kg, the 956 is covered with a Kevlar reinforced composite body over the aluminum monocoque, independent suspension, titanium coil springs and Bilstein dampers, two brake calipers per wheel, vented and dual circuit disc brakes.

A flat six, four valve opposed piston turbocharged engine with air cooled cylinders and water-cooled heads and four cogwheel driven overhead camshafts develops more 620bhp. As Schuppan says: “The flat six twin turbo engine gave it a reliable performance over the other cars. Typical Porsche, I won’t say bullet proof because nothing is but the 956 was just so incredibly reliable from head to toe. It was built to do the job.”

“It was the first ground effect sports car, we had so much more grip, a massive amount of grip,” Schuppan continues. “I could go around corners so much faster than anything else. No other manufacturer was making anything like it, (and) yes it had Porsche’s first monocoque chassis, but it was really the ground effects that made the difference with higher corner speeds.”





“I drove two other comparable sports cars in the Mirage Gulf for JW Racing car and the Porsche 936 which was still a space frame in 1981. Norbert Singer designed that car [the 956] differently, the team ran things differently. For example, because of the reliability, knowing it was as bullet proof as it could be, we didn’t need to focus on temp or pressure gauges or downforce, we were able to focus on the racing.”

Inside the 956 runs a MoTeC digital dashboard with shift lights, an analogue Stack tachometer, several ancillary gauges and various switches and warning lights. Some of these are recognisable from the contemporary 911.

A LifeLine rain light and fire extinguisher completes this race-ready machine.

Cool decals reveal a well-travelled passport including Le Mans, Imola, Spa, Goodwood Festival of Speed and the 60-year anniversary of Road America.

There is also a secondary long-tail body to accompany the car along with original BBS wheel fans, CAMS logbooks, MSA Historic Technical Passport, Group C Technical Document, specialist

mechanical testimonials, a digital folio of maintenance history and various publicity stories, period racing images and videos. Successful Australia Porsche team owner Andy McElrea (MR Tuning) undertook the latest race prep and servicing. While the expertise of Wayne Park Automotive in Brisbane, Australia, has been involved with the maintenance and race preparation since 2007.

All major engine and mechanical rebuilds previously were carried out by UK Group C specialists Xtec Performance Engineering.

Blip & Co points out that the intercoolers were recently replaced with upgraded ARE Cooling items, said to have more efficient cores.

It maintains exact period condition with the original Trust Racing Blue and White Iseki livery.

If you are discerning and lucky enough to own a 956, you automatically gain exclusive access to world class motoring/motor racing events highlighted by the Le Mans Legends Group C racing, Daytona Historic 24 Hours, and Goodwood Festival of Speed.



# ALFA ROMEO SZ

• WORDS JASON OVERLAND • IMAGES MATTHEW PAUL PHOTOGRAPHY





**D**uring the three great plagues of Europe, virus infected households were said to be identified by a 'plague cross'.

However, there is no such need for a 'plague cross' to identify a household infected with the Alfa Virus. These households are easily identified by the Alfa Romeo projects on full display at the entrance. John Anderson's address in Brisbane, Queensland, Australia, is one such abode.

John soon greets me with a firm handshake accompanied with a wide, knowing smile at his Brisbane bayside

home. Weirdly, those infected with the Alfa virus (your author is a victim too) quickly identify one another and slip easily into conversation using Alfa Romeo chassis code numbers, 105,116 916 etc, to test and gauge the extent of the infection. It is soon clear that John is beyond a cure as he enthusiastically shows me around his collection of projects. When prompted to come clean about how many Alfa projects he has, John replies coyly: "I will have to think about that because I don't really sit around counting them". But then John begins to count in a quiet whisper, slowing down he reaches 9, then finally he settles on 10. It should come as no surprise then that John's pride and joy is the oddly proportioned mass sitting quietly in this Brisbane garage. John has









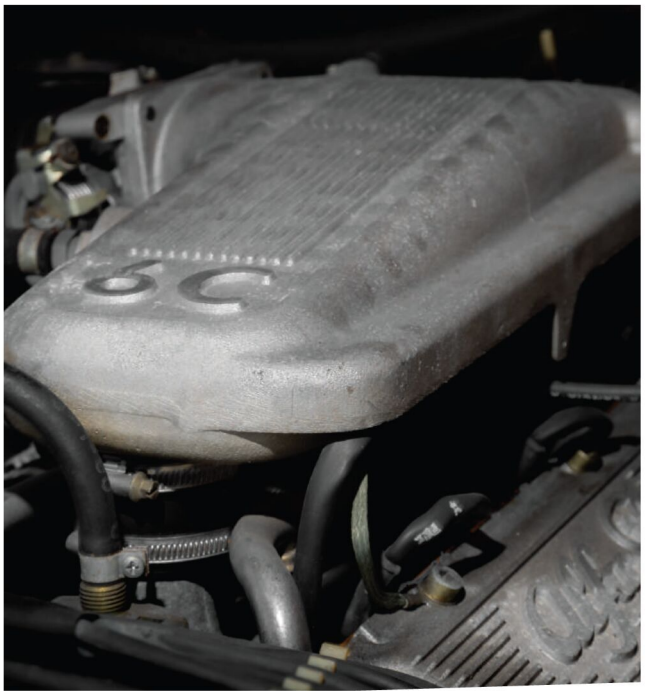
“I BLAME MY DAD. HIS MATE WAS A SENIOR MANAGER AT ALFA ROMEO IN THE EARLY TO MID 80’S AND HE WOULD ROUTINELY HAVE ALFA ROMEOS AS DRIVE CARS”.

managed to secure perhaps one of the most outrageous expressions of the madness that was 1980’s Alfa Romeo, the Alfa Romeo SZ (Sprint Zagato) or ES 30 (Experimental Sportscar 3.0 litre), and it is clear he is quite chuffed about it. His affinity with the Turin maker started with his dad. “I blame my dad. His mate was a senior manager at Alfa Romeo in the early to mid 80’s and he would routinely have Alfa Romeos as drive cars”.

Alfa Romeo was at the crossroads in the 1980’s when the SZ was born. It was still racking up decent volume with the Alfasud however economically the company was struggling. The manufacturer, like many auto makers, is steeped in racing history. In fact, A.L.F.A. (Anonima Lombarda Fabbrica Automobili) as it was known then, started racing in 1911 in the modern equivalent of

tarmac rallying, think Targa Tasmania but with Chianti not Boags. Targa Florio was created in 1906 by the wealthy automobile enthusiast Vincenzo Florio and involved a gruelling three-lap jaunt around the testing and twisty hills of Sicily. That race took nine hours, and the average speed was about 50 mph, a toil but jolly good fun one would imagine. Predictably, speeds began to rise and in due course it became the premier event on the European race circuit. This was before the 24 hours of Le Mans or the Mille Miglia indeed, Targa Florio attracted professional drivers and the fastest cars in Europe. The best drivers always want the fastest cars and in the 1920’s the fastest cars were red, and they were Alfa Romeos. Even some bloke named Enzo (Ferrari) was driving for Alfa Romeo at the time however after a disagreement with the team, he went off to start a little team of







---

## ALFA ROMEO CONTINUED TO HAVE GREAT SUCCESS IN RACING WELL INTO THE 1930'S USING LIGHT NIMBLE CARS TO COMPETE WITH THE MIGHT OF GERMAN ENGINEERING AND THE TEAM STARTED BY THAT ENZO BLOKE.

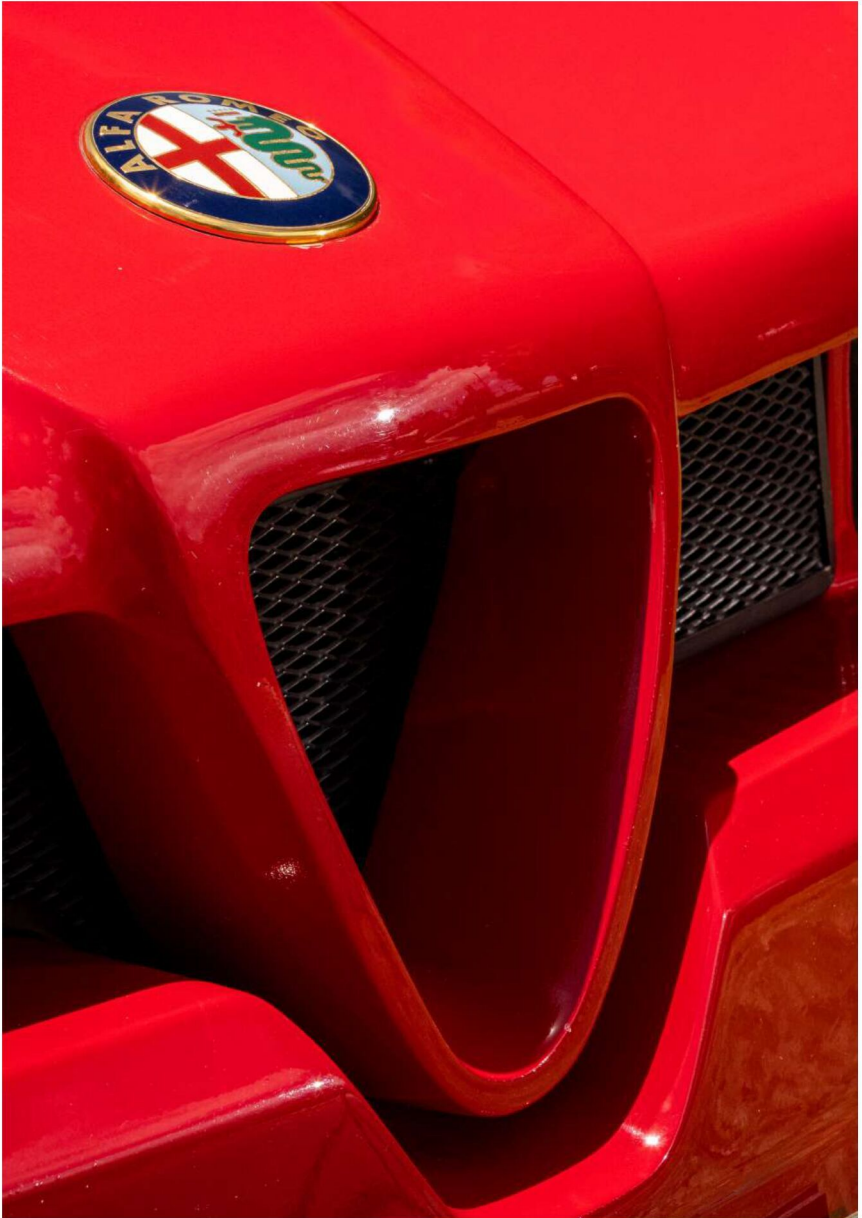
his own.

Alfa Romeo continued to have great success in racing well into the 1930's using light nimble cars to compete with the might of German engineering and the team started by that Enzo bloke. Perhaps the greatest win for Alfa Romeo during this era was at the 1935 German Grand Prix where Tazio Nuvolari humiliated the Silver Arrows of Mercedes Benz at the Nurburgring no doubt upsetting a particularly nasty Austrian along the way. At the resumption of racing post WWII, Alfa Romeo was again winning and competed on and off in F1 from 1950 until 1986/7 when Alfa Romeo was subsumed into the FIAT group.

Alfa Romeo found itself struggling for an identity and it needed a unique product to differentiate itself from the products of its parent company, FIAT.

Alas, in quick time, aided by cutting edge (at the time) CAD, the Alfa Romeo SZ was born and unveiled at the 1989 Geneva Motor Show as a prototype Zagato. Depending on who you believe, its design was a joint project between Centro Stile Zagato, Alfa Romeo and or FIAT although most authorities attribute the design to Robert Opron of Centro Stile Fiat.

One can only imagine its designer would have stepped up more eagerly and claimed it if the design had been less polarising. There is no polite way of saying it, but the SZ is completely nuts in a glorious 1980's kind of way. Virtually no rear overhang, slab sides and the party piece - those six rectangular headlights bookending that classic Alfa Romeo grille. Perhaps the most endearing nickname the car garnered over its life was Il Mostro or 'the monster' in English. The design was unique in the



1980's and it has aged exceedingly well and now stands as one of the most striking designs of the modern era, in this author's humble opinion.

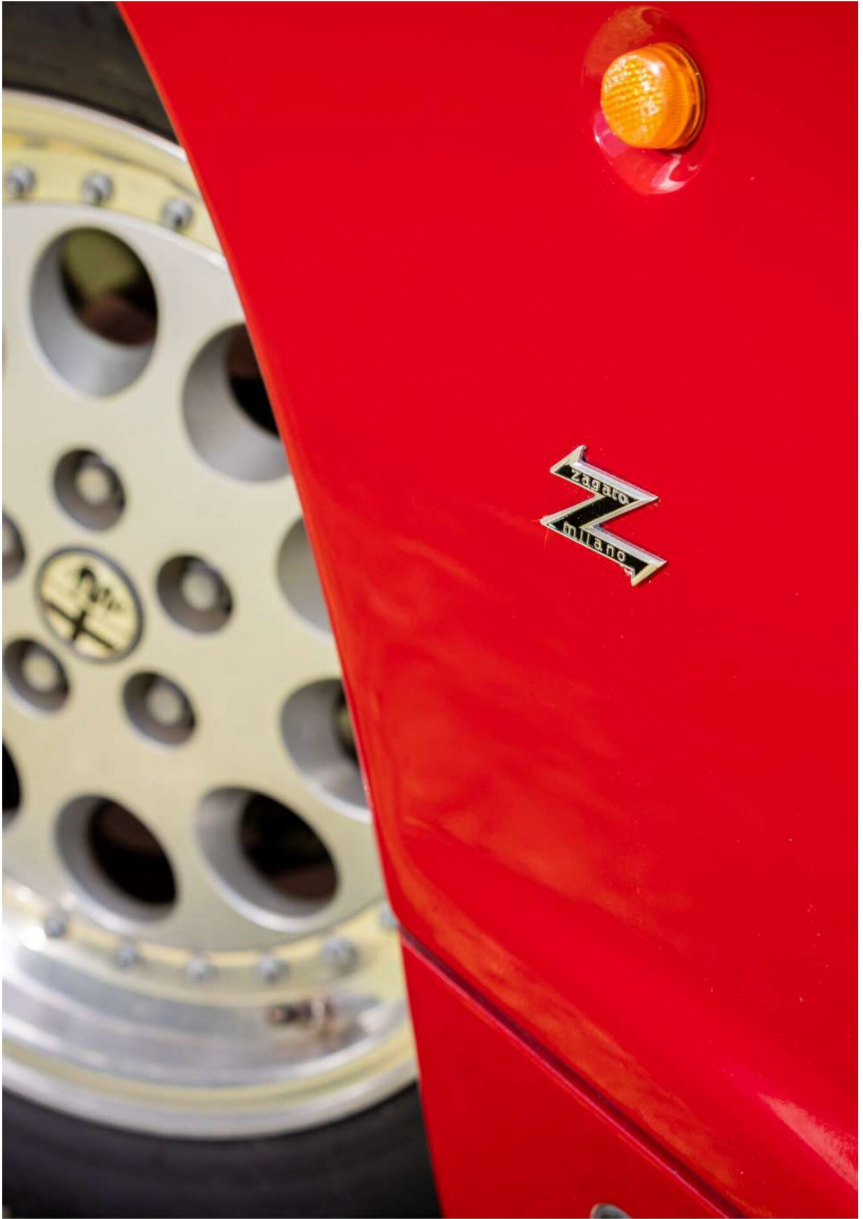
If there were differing opinions about the appearance of the SZ there were no such divisions on the mechanical package. It's like all those recently unemployed Alfa Romeo race engineers were let loose on the mechanical package and they developed what is without doubt the best 116/Alfetta chassis and drivetrain ever to wear an Alfa Romeo badge, period.

The engineers had the advantage of using an already highly developed range of road car components from the Alfa Romeo Alfetta/GTV/75 platform and combined them with what Alfa Romeo had learned from campaigning the Alfa 75 successfully in the International Motor Sports Association (IMSA) series of North America. Tick them off with me: 3.0ltr Busso V6 tuned to deliver more than 200hp, Koni competition coil overs at all corners (replacing the torsion bars on the front end), vented Brembo brakes (inboard at the rear), rear-mounted gearbox and clutch for perfect weight distribution, DeDion rear suspension, rose jointing where appropriate,

lightweight bonded composite body panels all on a shortened 116 chassis. The SZ came standard with possibly the most beautiful 16-inch teledial wheels Alfa has ever used and wide (for the time) 205 and 225 section tyres. Oh, and let's give the whole thing to Giorgio Pianta the former rally driver and Lancia engineer for Henri Toivonen and Walter Rohrl to sort out. According to contemporary road tests the SZ was brilliant with claims about high lateral g's on a skid pan and the SZ being 10 seconds faster around the test track than a contemporary 75.

John Anderson's 1991 manufactured car is number 992 of the 1036 SZ's made and was one of the 100 exported to Japan. Like every Alfa Romeo tragic of a certain age, the SZ holds a special place and for John, being a Zagato design made it even more special. "I really wanted a Zagato however the older ones are well outside my budget," he says. As all SZ's were left-hand-drive and none were imported into Australia John, like the rest of us, had to make do with photos and period reviews in magazines.

However, in 2018 number 992 with just 11000kms on the clock came up for auction in Japan and John bid





passionately only to be pipped at the post by two higher bidders who ultimately failed to follow through with the purchase. So, after suffering the agony of seeing the car slip through his fingers John found himself as the owner of this car. “It was meant to be, it found me,” John says with a smile.

Since getting the SZ John has been preparing the car for its 30th birthday when it becomes eligible for special vehicle registration in Queensland. “I have no plans to test the lateral g’s or race

75’s around the track,” he says with a smile. John, as president of the Alfa Romeo Owners club of Queensland, is keen to get it out and show the vehicle to other local Alfisti and provide them with the opportunity to see one of these unique cars up close. I can attest to the fact that no photo ever taken of the Alfa Romeo SZ can ever prepare you for seeing one of these unique cars in the flesh.

As John says, “it’s a Marmite car, people either love them or hate them”, no prizes for guessing which camp John belongs to.





# AYRTON SENNA: THE QUICKEST OF THE QUICK

WORDS GORDON LOMAS

IMAGES STEFANO CALAMELLI, GORDON LOMAS









L

ike many other countries, May 1 is defined by Labor Day in Italy.

It is also recognized by The Vatican as a day dedicated to Saint Joseph, The Worker, and as such is listed as a public holiday in the independent city enclave that is the center of the catholic universe.

The first of May carries scars, too, from the events of that horrific weekend in 1994 when the deeply religious catholic ‘racing god’, Ayrton Senna, lost his life at Imola on the western edge of the Romagna region in Italy’s north.

At 2.17pm on Lap 7 of the San Marino Grand Prix, Senna’s Williams slammed into the wall on the outside of the Tamburello corner at more than 200km/h after entering the left-hand kink at over 300km/h. He suffered catastrophic head trauma when a piece of suspension pierced his helmet. It came a day after the Austrian Roland Ratzenberger was killed when the front wing on his Simtek broke, becoming lodged underneath the car at over 300km/h approaching the Tosa corner.

Earlier, during Friday practice Rubens Barrichello was knocked unconscious when his Jordan was launched into the air and slammed into the tire barriers near the end of the lap at the Variante Bassa. Spectators and mechanics were also injured because of flying debris from an incident at the start of the grand prix which saw the Safety Car deployed for the first six laps before racing began a lap later.

In his final years, Senna was more open about his faith that was in part triggered by his well-documented fall-out with his one-time McLaren team-mate Alain Prost.

"Just because I believe in God and have faith in him does not mean that I am immortal or immune from the dangers, as has been said by someone. I'm afraid of hurting myself like anyone else, especially in Formula One, where the danger is constant," Senna once said. "I saw God, it was a special thing in my life, a huge sensation. It's a fact that I recorded

in my memory, and I carry within me. I think it's a privilege that few have or have had." It's fast approaching 30 years since that dark weekend plunged the sporting world into mourning. Like the tragic death of Princess Diana on August 31, 1997, people with even merely a scant interest in grand prix racing remember where they were when Senna, the quickest of the quick, died.

In the shady Acque Minerale park on the inside of Tamburello on October 5, 2022, I waited for 20 or so visitors to move away and return to their tour vans parked on the track. Standing alone beside Senna's statue, time stood still for a moment and then my mind raced back to that fateful day, the video replaying in my head as if it were freshly viewed.

I was staying at my then girlfriend Brenda's apartment in the Brisbane suburb of Toowong. She had no interest in F1 but watched the start of the race with me that Sunday night.





**Emirates**  
FLY BETTER

**Emirates**  
FLY BETTER

**Emirates**  
FLY BETTER

**Emirates**  
FLY BETTER

MOTOR VALLEY Emilia Romagna  
MOTOR VALLEY Emilia Romagna  
MOTOR VALLEY Emilia Romagna  
MOTOR VALLEY Emilia Romagna  
MOTOR VALLEY Emilia Romagna  
MOTOR VALLEY Emilia Romagna

We both sat there stunned at the sight of Senna's Williams careening into the concrete wall. After a few minutes she said: "Do you think he will be okay?" I replied meekly: "It's Ayrton Senna, it will be alright."

Soon after she kissed me goodnight and went to bed. Shaken, I could not leave the pictures on the television as an overwhelming sense of grief soon took over. And as time went on, I realized it was not going to be alright.

A few years later I interviewed the late F1 commentator Murray Walker for a newspaper feature about his remarkable life as a motorcycle racer, a captain in the Royal Scots Greys, a marketer, and his fabled broadcasting career when the subject of Senna's accident came up. Walker explained how difficult it was to continue commentating because of what he saw from the host broadcaster (RAI) pictures.

"At Imola we actually had our BBC feed as well as the host broadcaster RAI," Walker told me in an interview in 1997. "It was the first time the BBC had its own camera at a foreign grand prix so fortunately, as it turned out, we could use that instead of the host.

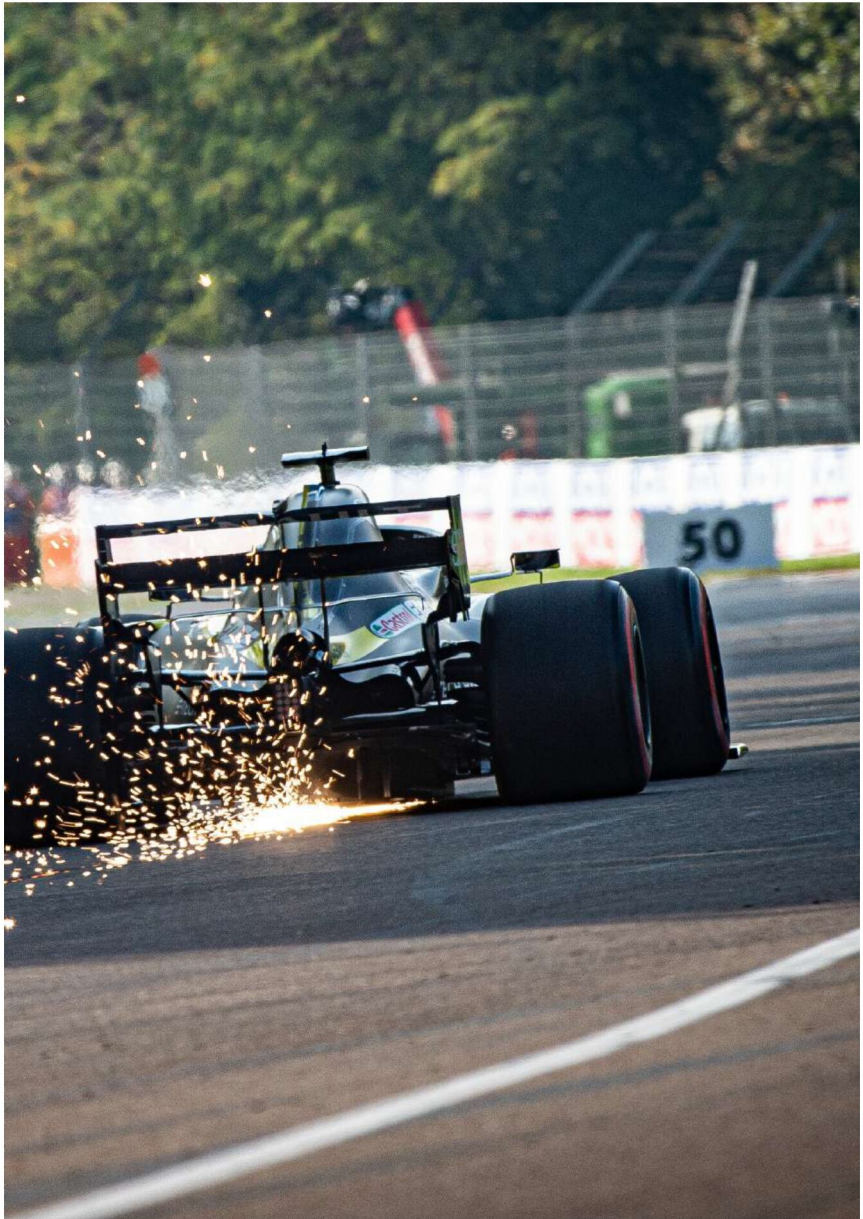
"What I was seeing in the booth was the

local feed and it was impossibly hard to watch and keep my composure while trying to keep my commentary going for the BBC telecast. Thankfully people around the world could not see what I was seeing. It was immensely sad. Ayrton and I had become close over the years to the point where we exchanged Christmas cards."

This author has been to many racetracks around the world covering motorsport or driving high performance road cars at product launches but had not been to Imola until that October day mentioned above. I was in Italy on a pre-planned trip to attend Dante Alighieri school in Recanati which was for various reasons eventually postponed. Imola in the gorgeous Emilia-Romagna region embraces what is aptly labeled Motor Valley, that stretches from Misano near the Adriatic side of Italy to Parma and the Varano circuit heading north-west.

Imola is a quaint city that traces its roots to 82BC. It has a fascinating history from being occupied by French Revolutionary Forces to the Austrians in more recent centuries. In the 9th century, it withstood attacks from the Hungarians and Saracens as well as its fair share of other conflicts later. There were long periods of time when power struggles fluctuated between papal rule and the Holy Roman Emperor.





THESE DAYS THE AUTODROMO ENZO E DINO FERRARI IS A BEACON FOR THE CITY. THE CIRCUIT DATES TO 1950, THE YEAR OF THE FIRST MODERN F1 WORLD CHAMPIONSHIP, BUT THE FIRST OFFICIAL RACE MEETING WAS NOT HELD UNTIL 1953, BECOMING A KEY INTERNATIONAL MOTORCYCLE CIRCUIT BEFORE CAR RACING TOOK HOLD HEADLINED BY F1 RACING.

It is unique in that its geographic location is a relatively short stroll from the historic main street of Imola. Some residents have unobstructed panoramic views around the Rivazza section of the 4.9km track. After a 14-year absence, the facility welcomed F1 racing back in 2020. Imola hosted its first F1 grand prix in 1963 (Jim Clark won in a Lotus-Climax) before returning for an unbroken run from 1979 until 2006. It is a destination where thousands of people from around the world make the pilgrimage to pay respects at the statue of Senna located on the inside of Tamburello in the Acque Minerali Park. So called because mineral water was discovered there in 1830 with the park established in the early 20th century.

A statue was sadly not afforded to Ratzenberger whose picture and flowers are on the outside of Tosa near the

grandstand named in his honor which remain among the only physical tributes to the racer whose F1 career lasted just three events.

Entering the circuit after crossing the small bridge over the Santerno River, your eyes meet a giant mural of Senna. It was commissioned in 2019 by the acclaimed Sao Paulo street artist Eduardo Kobra whose work capturing Senna is festooned on tall buildings and at Interlagos in the Brazilian city where the racing driver was born. Kobra's incredible mural on a facade of the Museo Checco Costa cleverly incorporates an Austrian flag followed by 'Ratzenberger' at the top of Senna's visor, ensuring there is some recognition for the fallen Simtek driver.

"Kobra came to Imola for a street art



festival and was invited to come to the circuit to paint a mural of Ayrton Senna. He had an idea of how it would look. Then after talking to several people at Imola, he decided to add a tribute to Roland and the Austrian flag to Ayrton's helmet on the mural," Elisa Mazzini, from Imola Faenza tourism, said.

Occupying an area on the bottom floor of the pit building is a bar, restaurant, simulator, and an impressively stocked merchandise shop which is full of decent F1 memorabilia. Operating from the office in the same area is an arm of the Faenza Tourism company where Mazzini imparts her broad knowledge of all things Imola and the Emilia-Romagna region. Imola forms part of this area which carries the unofficial tag of Motor Valley that also includes the Misano track, Lamborghini's base at Sant'Agata, Maserati in Modena, Ferrari at nearby Maranello, Ducati in Bologna and Pagani in San Cesario sul Panaro. Many of the locations also include relevant museums to the associated array of manufacturers.

"A lot of people like coming to Imola first and then they spend quite a bit more time exploring our own Motor Valley," Mazzini says proudly. Mazzini says business is now back in top gear after the two years ravaged by the restrictions of COVID. "Every day, except when there is a race meeting at Imola, we are booked out for tours of the facility."

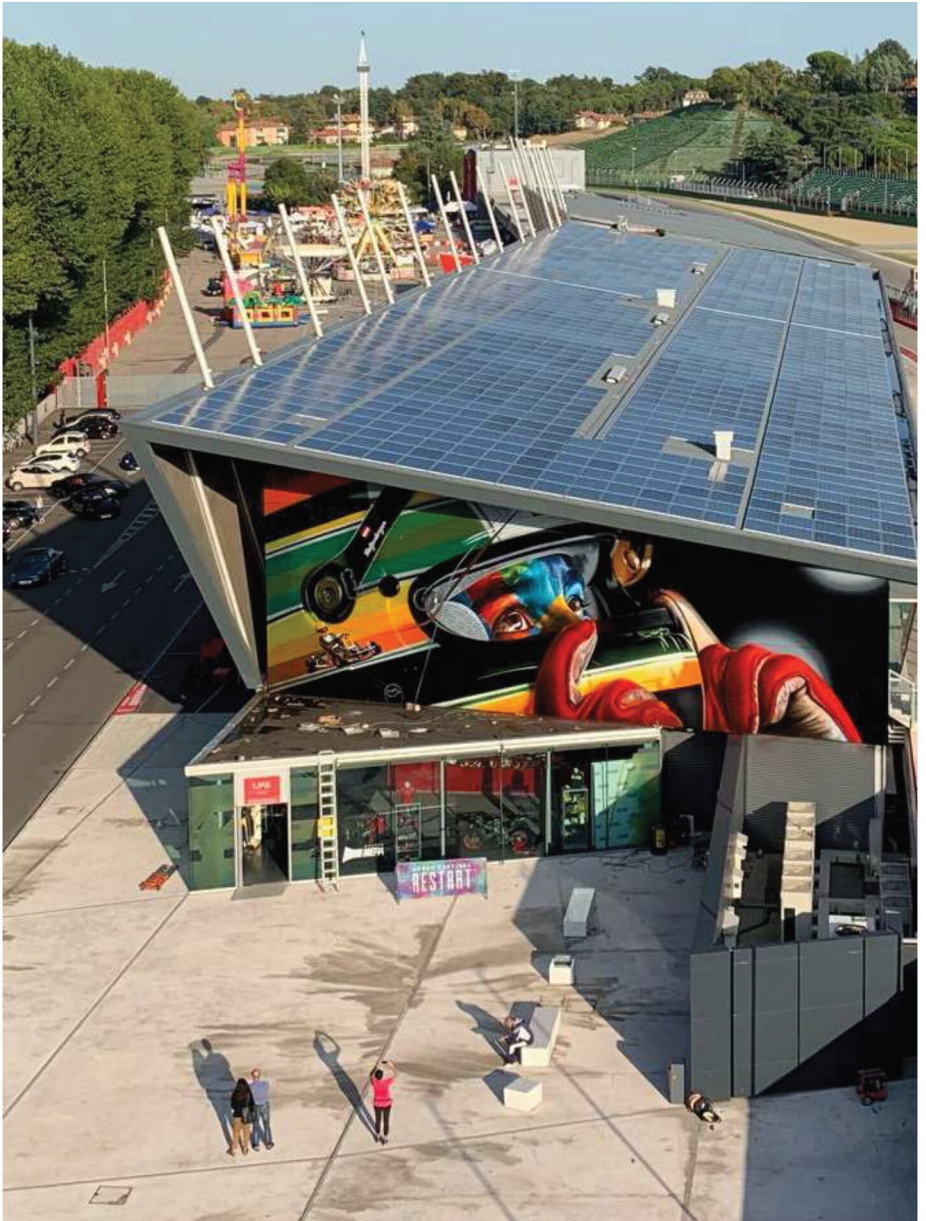
She takes visitors on laps of the circuit, stopping at Tamburello to visit the statue and to the new control tower building, which is located at the entry to pitlane, part of the heavily revamped infrastructure layout at the circuit.

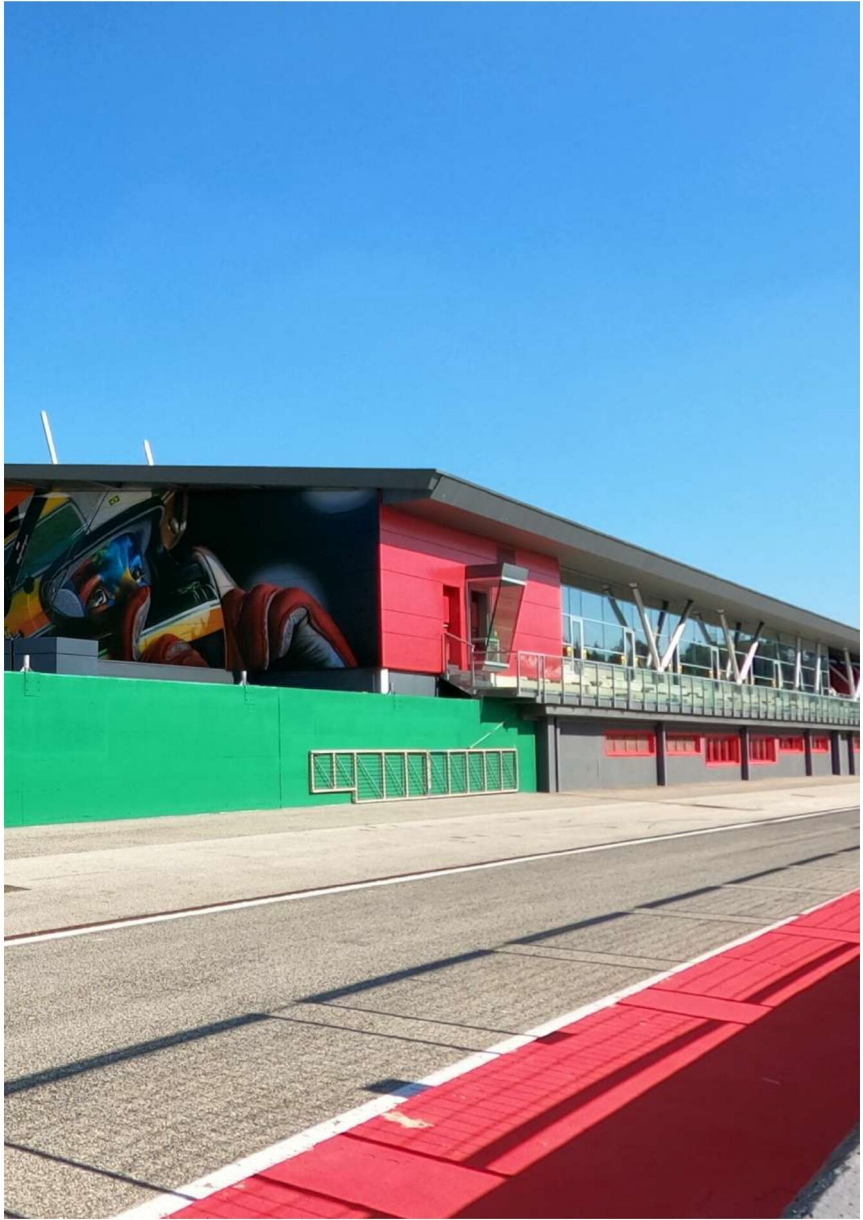
The two-meter-high Senna statue was inaugurated just shy of the third anniversary of his tragic death. Stefano Pierotti's moving sculpture includes a thought-provoking sentence translated from Italian which says: "I think I'm very far from a way of life that I would like." Mazzini adds that Senna, although conquering the F1 World Championship three times and with 65 pole positions and 41 wins from 161 GP starts, was not completely satisfied within himself. "I think he wanted to be even better and do more for children ... to keep them off the streets and be educated properly. His project, the Ayrton Senna Foundation, was set up by his sister Viviane in late 1994 and continues to do a lot of good for the community in Sao Paulo."

Ahead of the 30th anniversary of Senna and Ratzenberger's deaths, planning is well underway behind-the-scenes for a special commemoration. "Every year we celebrate Senna and Ratzenberger day on May 1," Mazzini explains. "For the 25th anniversary we had a bigger celebration so for the 30th (2024) there will be something special planned but it's too early to go into the details. There will be









some drivers I expect and there will be a holy mass at the Tamburello Corner. People from all over the world come here, not only Brazilians and there are so many messages, letters, and flags that Ayrton's admirers leave at his memorial."

The Senna statue is deeply spiritual in a peaceful, tranquil area where people come and pay their respects every day. Listening to nothing but the sounds of silence, you can almost feel a presence there.

A young couple from the Netherlands stood silent for several minutes beside Senna's statue. They had embraced a tour of Imola, becoming totally immersed in the experience. Mike Brummer and his partner Anna were toddlers back in 1994 and are among a sweeping new legion of followers of F1. As surprising as it may seem, they assure that their interest in the sport has nothing to do with compatriot Max Verstappen's rise and rise.

Imola was a highlight of their Italian vacation, where they were based mainly in Florence, that meant a two-hour train trip on a Regionale service to Imola for the

90-minute tour of the circuit: "I have only been following F1 for a little over a year, but I became totally immersed in the sport and learnt a lot about its history and of course what happened here in 1994. It is the reason why I came to Imola. I wanted to feel what others feel because I have learnt that Senna was just such a giant of the sport. I have found the whole experience being here very moving. It is special what has been done at Imola to pay respect to Senna."

The Acque Minerali Park is a peaceful, well-manicured public space with paths and wooden benches within this most exquisite and proper racing circuit.

As the statue faces eerily toward the outer Tamburello wall where grand prix racing lost a racing artisan of supreme talent, you are reminded of how quickly a life can be lost on the battlefield of motorsport.

But while there remains deep sadness, there is also a realization that his death has left motor racing a safer place and there are more kids with a sense of hope in Sao Paulo thanks to his eponymous foundation.







## 'DRIVING WORDS' IS AND ALWAYS WILL BE AN UNSTINTING PASSION.

About Retromotive editor Gordon Lomas

Gordon Lomas went to boarding school in Brisbane in the 1970's, developing a passion for journalism and all things automotive.

His first car was a 1968 Holden HK Brougham, a car which took him to his first job as a cadet journalist at the Longreach Leader newspaper in outback Queensland, Australia.

From those tough beginnings, Gordon has enjoyed stints at major metro newspapers garnering a broad brush of experience covering numerous rounds before settling into the motoring and motor racing genres from the early 1990s.

He has driven some of the world's most aspirational makes and models on the road and on racetracks in Australia and overseas including Estoril, Donington, Salzburgring, Las Vegas Motor Speedway, Laguna Seca, Lime Rock Park, Phillip Island, Bathurst, Oran Park, Lakeside, Queensland Raceway and Winton as examples (there are more that have faded from memory).

A highlight remains a day of driving on the ice with BMW at Arjeplog in the Arctic Circle.

Gordon has enjoyed several stints as a driver on prominent Australian gravel and tarmac rallies in Queensland, South Australia, Victoria and Tasmania.

He has been chaperoned in an eclectic mix of competition cars by a long list of great drivers including Craig Lowndes, Dick Johnson, Geoff Brabham, Win Percy, Possum Bourne, Ivan Capelli, Didier Auriol, Bernd Schneider and long-time F1 safety car driver Bernd Maylander et al.

After a 17-year stint at Queensland's The Courier-Mail newspaper as a sports journalist and motoring editor, Gordon went down the freelance road in 2008, a stint only broken when he served as Editor-In-Chief at Speedcafe.com for five years.

He is the author of six books including the best-selling Bathurst: Celebrating 75 years of motor racing at Mt Panorama, first published in 2013.

Finally, 'driving words' is and always will be an unstinting passion.





# THE FRANKENSTEIN-BUS 1958 VW SAMBA/SONDEMODELL

• WORDS & IMAGES CHRIS ECKERMANN





When coming across this slightly tatty looking lowered Volkswagen Bus, people expect a somewhat neglected, slow vehicle on the way to a cruise or car show.

This is exactly the impression that owner Christoph Filla wants you to get. Yet what comes along as a sheep is not only a wolf in a sheep skin, but also more likely a tiger hidden beneath with the original output of 30hp multiplied by nearly 10 times.

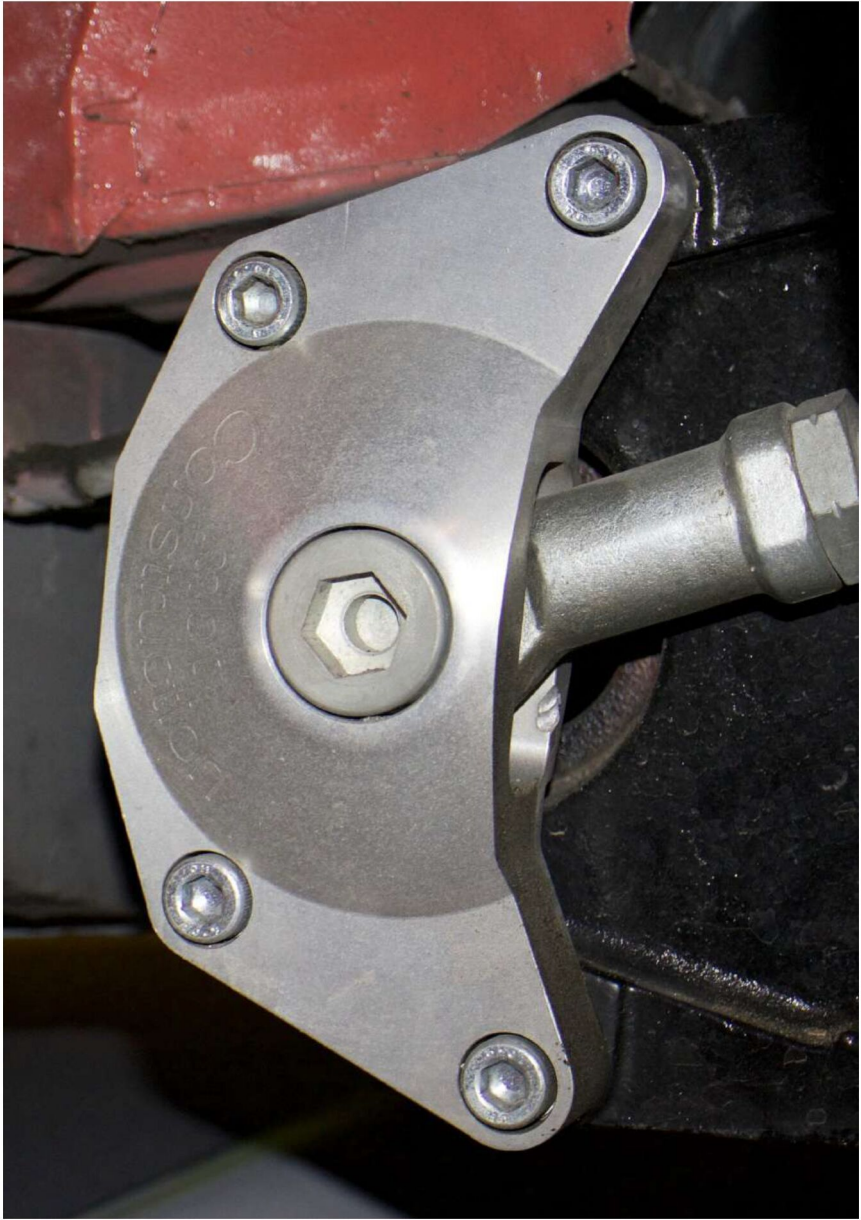
The two-tone paint and the load of brightwork and aluminium trim indicate

that this bus is a VW Samba, as it is named by its admirers. The official VW term is less peppy, yet more demure, the denomination for the crown of VW-buses was 'Sondermodell' (Special model). Eight or nine seats, a luxurious interior (as least for a Volkswagen) and, as best of all, a large sunroof (ragtop) and 23 windows all around make the model highly desirable. For some VW fans, a Samba-bus with the option 'M130' is an even better choice because it is rarer. If you ticked the box for this option when ordering the bus back in the day, you received a Deluxe bus with a standard roof bar, the roof-windows and without ragtop, missing its best parts.

In such configuration, the bus was delivered to a Texan back in 1958.





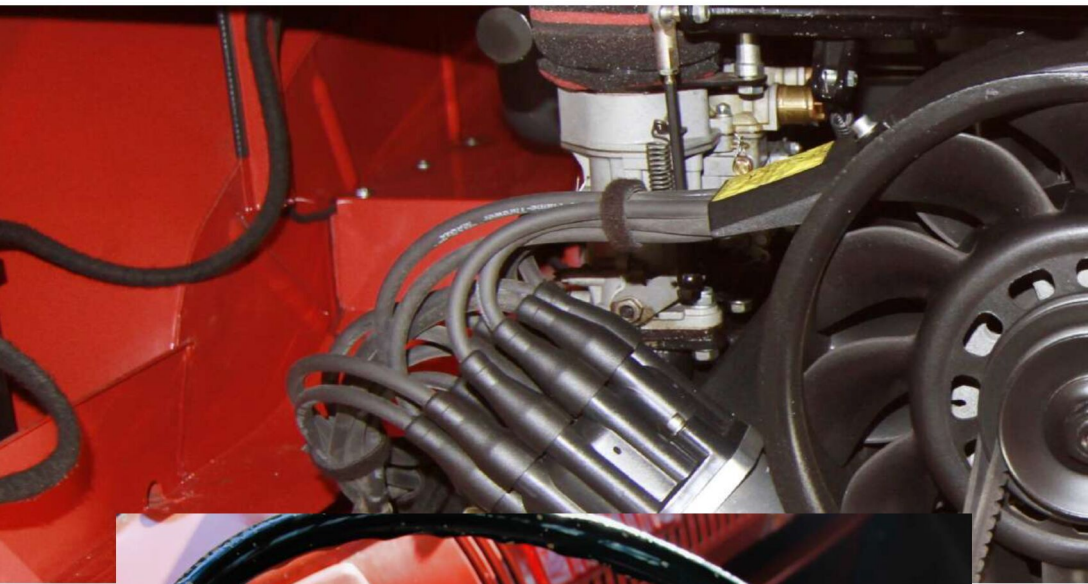


After some decades under the Texan sun, the 15-window (or more precisely its remains) found a new home in Germany. The new owner wanted to convert the US-bus into a Porsche-engine vehicle. The project was begun yet never ended. In the end, nobody wanted to mess with the incomplete bus (just a shell with some parts).

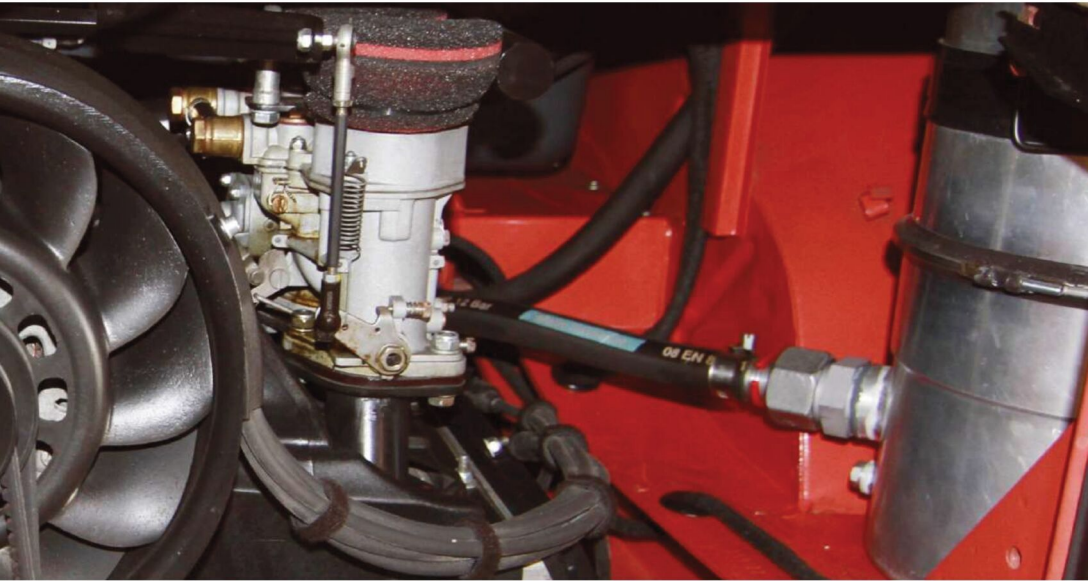
Along came Christoph Filla. The man from the Rhineland in Germany was the right person for the project. He had owned, restored and modified several buses before, among them another 15-window. After a close inspection, Christoph discarded the idea to restore it back into original condition. The Texan bus was rather just an incomplete shell in unoriginal condition, the original axles and engine were missing, as were many other parts. The engine compartment had been altered and enlarged. Decades in the harsh Texan environment had given the van more than just a thick layer of patina. On the positive side, the bus came along with most of the brightwork and chrome. And, in fact, the substance of the shell was not bad, taking the modifications aside. The vision of a patinated bus with a Porsche heart transplant grew upon him. Christoph's vision saw a bus with patinated appearance and stealth Porsche running gear without outer hints to the power lying within.

The man from the south of Germany

decided to go full throttle instead of only doing it halfway. Instead of choosing a Porsche 2.4- or 2.7-liter engine, Christoph voted for the beefier 3.6-liter engine, derived from a Porsche 964. The six-cylinder was completely rebuilt by a specialist. In the time between, the engine compartment had to be further enlarged to fit the bigger engine. Instead of 'just hanging the engine into the bus', the new owner modified the frame and floor for additional strength. The injection system was swapped against two banks of classical triple-Weber 48 IDA- carburetors. These were suiting the classical layout much better, resulting in an output of now 280 hp - nearly 10- times as much as the original 30 hp-Volkswagen engine. To match the new power, a Porsche gearbox was to be fitted. The G50 from a Porsche 964 proved to be too large, a short 915 gearbox out of a late 1960s Porsche 911 F-model was the solution. The floor area had to be altered to fit the new gearbox. Besides these changes, only minor welding was needed to one sill. At the front, a 4" shorter axle was mounted together with special stub axles. The steering was modified to a more precise rack-and-pinion steering. What other wheels would justify the new outfit better than the most classical classic Porsche-wheel at all - the Fuchs wheel. The front was fitted with Repro-6x15 wheels, the rear with 7x15 measuring wheels. These were clad with Toyo 888 Semi-slicks measuring 165/50R15 at the







front and 195/55R15 at the rear. Further stealth technical changes include a dry sump with 10 liters capacity, ventilated disc brakes all around, a semi-trailing Uniball-rear axle and a freely programmable ignition. The exhaust is custom made, and just the decent two exhaust pipes in RSR-style sitting in the middle of the bumper indicate that this bus is something else than what it appears to be at first sight.

After these modifications were made, the body of the bus received a new paint. While retaining 60 percent of the original paint, the rest was newly painted in sealing wax-red (VW L53) and chestnut brown (VW L73) in a patinated,

weathered style. You would not expect that the bus was newly painted, and that was the plan. Fortunately, the brightwork came with the bus. So-called Safari windows are fitted for maximum ventilation - the natural air-conditioner of the 1950s. The patinated look of the exterior does not extend to the interior. The interior in Devon-style was fitted by a UK-specialist, featuring a small bar, a rock'n'roll bed for camping and an electrical cool box underneath the bench. Another UK-specialist catered for the woollen roof-lining. A Porsche 356-steering wheel in quite used condition completes the Porsche theme on the interior.



Many changes are so subtle that most people won't see the work that went into the van. For example, the shifter and the handbrake are still the Volkswagen items. Both components had to be altered to fit the new configuration. The shifting scheme of the Porsche gearbox had to be adapted to the VW one. After driving the bus, a couple of times (the bus was getting a bit too warm according to Christoph), a new cooling system had to be constructed, again invisible from the outside. A special formed panel catches the air and channels it through to the engine.

While the whole outfit invites to burn down the Autobahn at maximum speed, Christoph lets it go slowly, as the

speedometer already indicates. The original speedo was altered to a maximum speed of 180 km/h, a rather conservative indication for this configuration.

A lot of thought has gone into the VW Samba-bus - as well as a lot of work and a load of money. The result is one of the most stunning VW buses. The outside is kept stealthy, you would never imagine that this 'Frankenstein' Volkswagen Samba is powered by a Porsche engine until you hear it being pushed or experience it running on the Autobahn where it is free and unleashed. The VW Bus is heavily modified yet also old school enough to retain the character of a classic car.





# ICON DERELICT 300SEL 6.2

◊ WORDS GORDON LOMAS ◊ IMAGES ICON











hen the  
300SEL  
6.3 was  
unveiled  
at the  
1968  
Geneva  
Motor  
Show,

there was a fair degree of stealth about this initial public showing.

As opposed to what would be the case today, there was no grandstanding from the Stuttgart top brass, prodders or urgers, no pushy press activity, as if it was merely just another variant of the W109 series.

Moreover, there was little hint that the 6.3 would have a fair say in AMG's arrival as a supreme tuning house, let alone becoming the official high-performance arm of Mercedes-Benz.

A couple of former Mercedes engineers, Hans Werner Aufrecht and Erhard Melcher had branched out and started a local tuning shop, AMG in 1967 after the pair spent time developing a racing engine at Aufrecht's house in Grossaspach in the preceding couple of years.

By 1971 they prepared an otherwise factory standard 300SEL 6.3 to race in the 1971 Spa 24 Hour race that used a 6.8litre V8. But before Spa the car crashed heavily on debut at Hockenheim before being hastily repaired in the few weeks before Spa. At the hands of drivers Hans Heyer and Clemens Schickentranz, the racing version of 6.3 (known as the ‘red pig’) would win its class and finish second outright at Spa. That result put AMG on the map.

The 300SEL 6.3 saw a production run from 1968 to 1972 with the W109 model having the distinction of being the predecessor to Mercedes’ first official S-Class saloon. It was a bona-fide high performance sedan that rivaled a Porsche 911 S and Ferrari 330 GTC in quarter-mile blasts at the time. Importantly, the arrival of the 300SEL came at a time when Mercedes-Benz lacked a performance identity after the 300 SL roadster (a sibling of the famed Gullwing coupe) ended its production run in 1963.

When the 300SEL first went into production it was only available in the US market with many ultimately finding their way back to Europe and elsewhere. At the

end of its run, 6526 were made, which exceeded the number of six-cylinder models from which it is based.

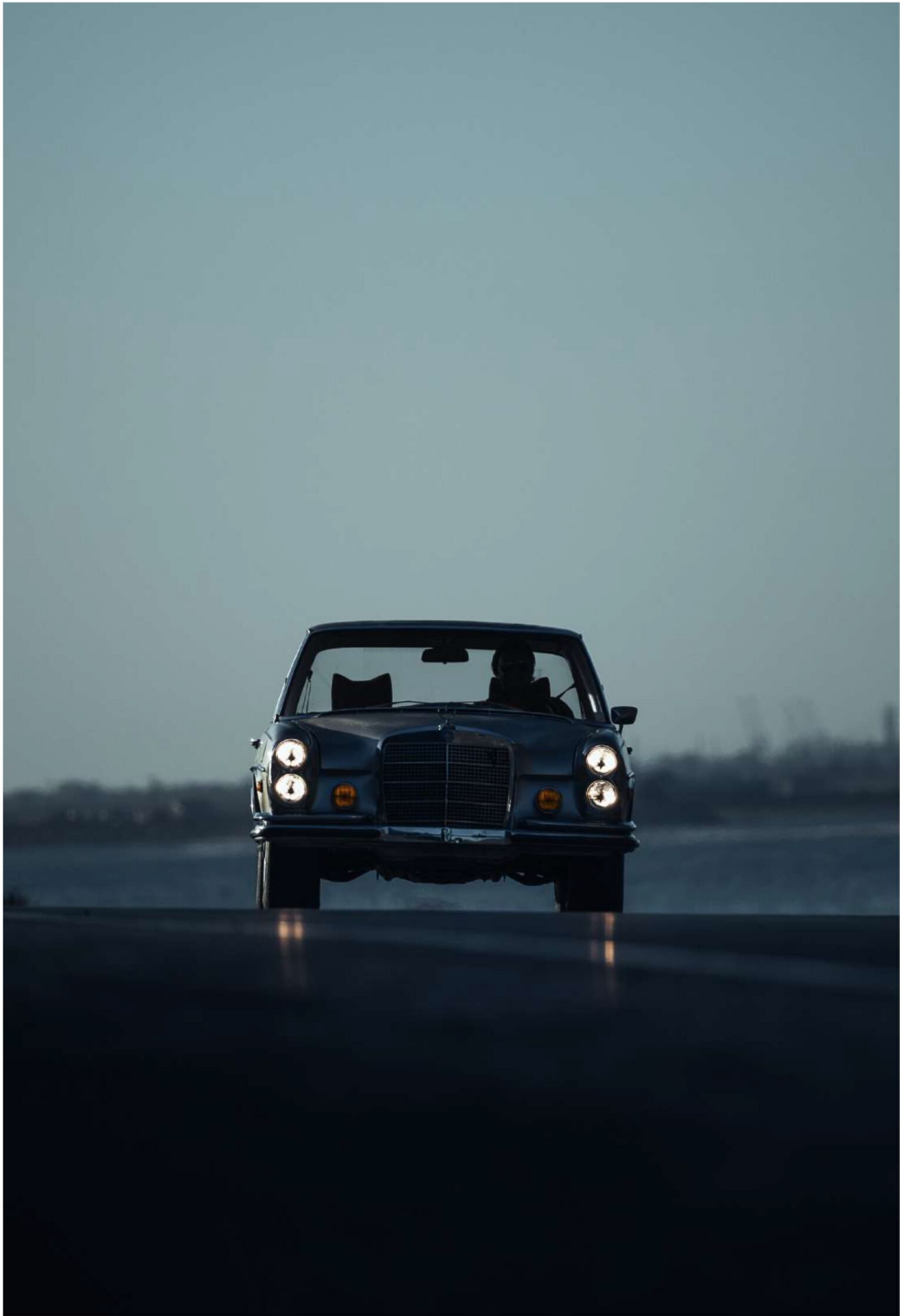
The 6.3 was given the M100 V8 that had been used in the outrageously over-the-top and luxurious 600 Mercedes that was the preferred mode of transport for VIPs, celebrities and, sadly, some of the world’s most notorious and murderous dictators.

An example of a 6.3 is the latest work of Los Angeles company ICON 4x4 which has performed a comprehensive restoration under its Derelict banner.

Company CEO Jonathan Ward confesses that there is a fair degree of madness that goes into such a complex and challenging project but qualifies the outlandish amount of time and investment in admitting that such work is the root of his passion.

“We could argue that these one-off Derelict projects are not a good business model. They take the most talented staff, the most space in the shop and a lot of design and engineering hours go into them,” Ward explained.







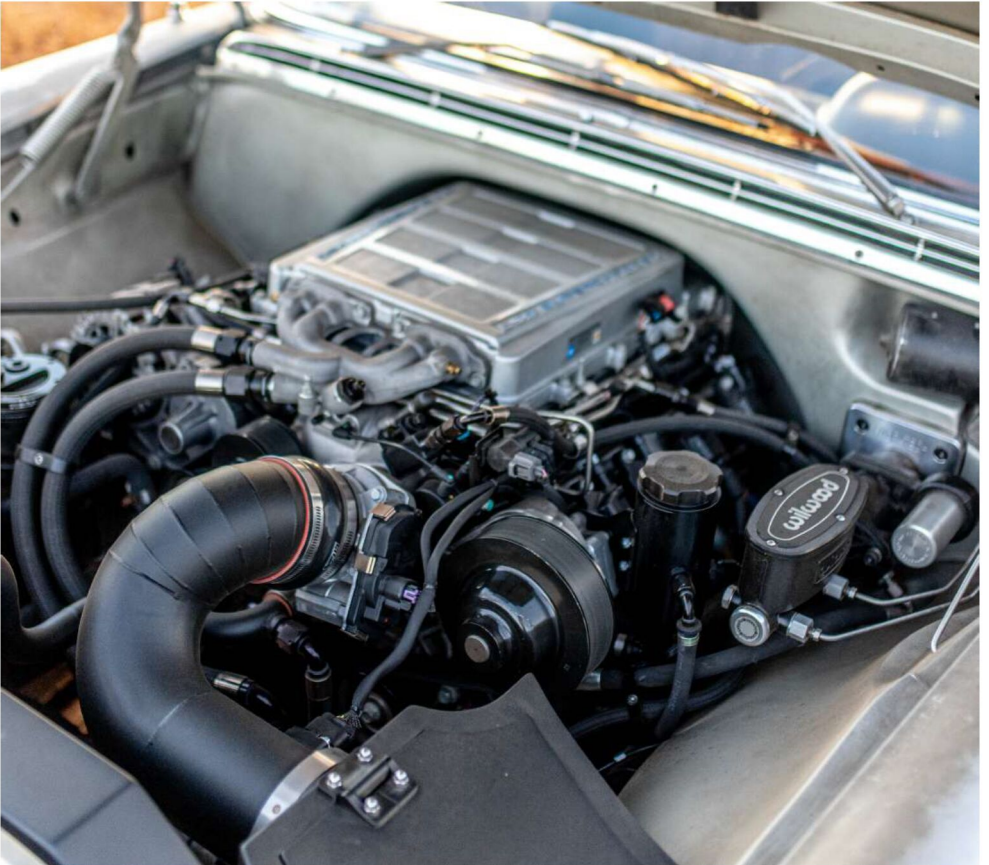
The donor car was sourced from Riverside, California, and while time has aged the saloon's interior trim and fittings, there was virtually no evidence of rust, although the air suspension was shot to bits. Before launching into a full-scale resto plan, ICON's team immediately set about doing an in-depth photo study of the car. "The construction quality of these early Benzes is really good," Ward said. "We decided on the exterior to pretty much keep it looking like we did nothing whereas on the inside we did extensive modifications none of which are immediately apparent. We wanted a very authentic feeling all the way through to the old factory senses with that incredible German leather and horsehair used in the underlying areas in the padding of the seats. It's a big part in why many early German cars, particularly of this era, have that great smell and charm that just immediately feels vintage."

To meet performance goals and associated weight balance, the team ditched the factory inner fenders, firewall, floor and transmission tunnel and rear wheel wells. It meant fresh sheet metal for all the floors with the chassis and every

sub-component gaining a military-spec powder coating.

The original Unibody construction made way for a ladder chassis. ART Morrison enterprises in conjunction with ICON supplied the four-wheel independent chassis as a one-off for the 300SEL. The wide-set ladder frame with adjustable Strange coil over shocks to all corners, added a new level of complexity to the project. The underneath was laser scanned to provide surface data to work out where to accommodate the rails. "In this case we got lucky because the original sills when you step into the car are pretty fat. So that became an excellent spot. So, when we were designing the chassis that very priority was to make the rail offset as wide as possible."

But here's the fun part, or if you are purist of all things three-pointed star, the part where you want to breathe and belch fire and brimstone. The car's M100 V8 that was originally fitted to the huge 600 limo, was binned, not for the latest bi-turbo AMG eight-potter, but for the raucous 6.2-liter LS9 engine from General Motors' small block V8 family that was produced for the sixth gen of the Corvette range-topping ZR1.







## WHY NOT INSTALL AN AMG DONK?

Ward says the motive was to be able to source parts more readily if something goes awry in a less populated area. The availability of parts and skilled technicians and accessing data of OEM computers meant opting for an AMG powerplant over a Detroit unit could come with hair-pulling compromises for the client. So, the LS9 was fitted and sits so far back that it is a pseudo mid-engine layout. ICON subsequently made some modifications to the LS9. Mated to the LS9 which was also used in Australia's collectable HSV GTSR W1, is a custom-built transmission based on the heavy duty 4L85E General Motors auto with overdrive that is controlled by an HGM trans controller. Further justification for installing the LS9 Ward says, is the engine was not designed by the accounting department which meant it has the best quality components with no compromises.

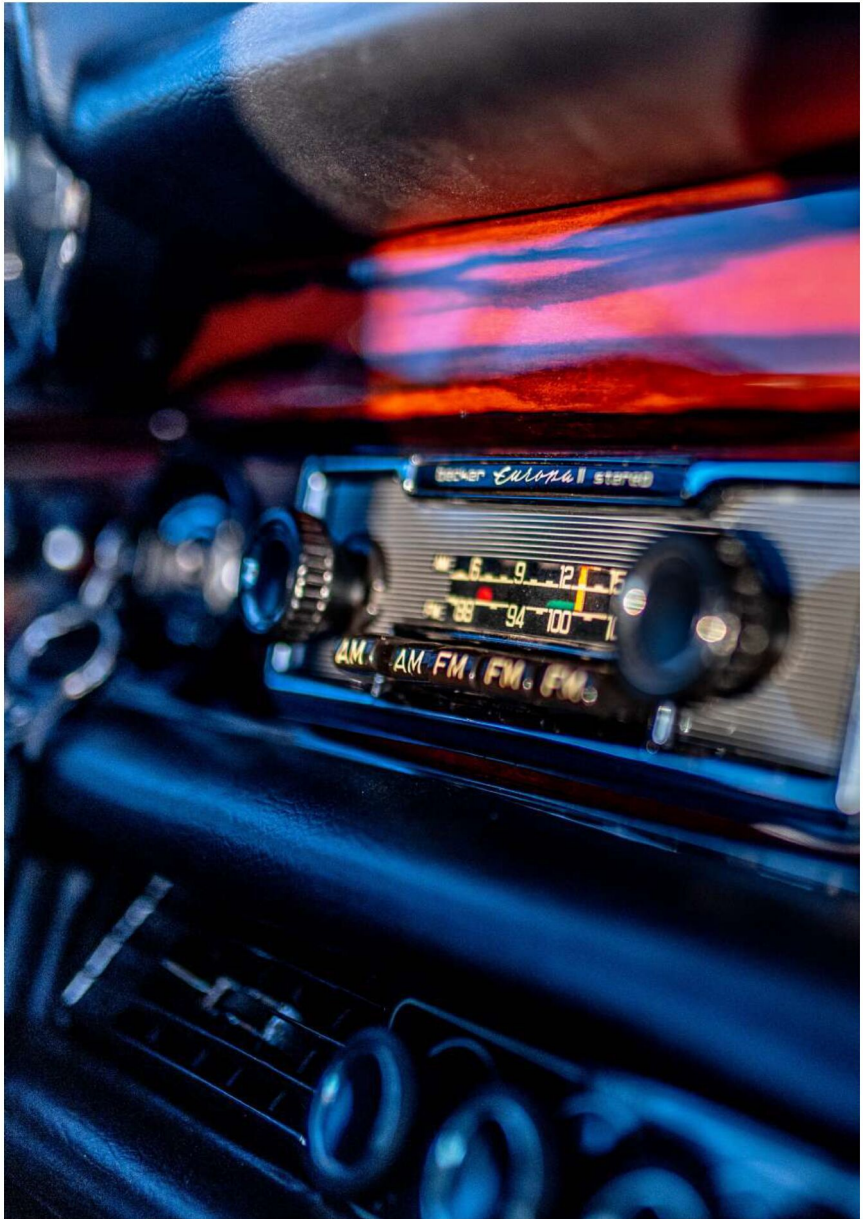
The 300SEL is decidedly bi-polar in that it is a proper grown-up business saloon but stamp on the throttle and as Ward so eloquently puts it, 'the gates of hell open

up.' A bridged dual exhaust system maximizes torque and comes from Deeds Performance with hand-built headers. When it idles it has a distinct throaty, deep V8 burble and that is aurally stimulating to anyone's ears. ICON wanted to keep the large diameter steering wheel which meant adjusting the ratio to 12:1, a bit more aggressive than the original.

While the original was feted for its brilliant all-wheel disc brake package, the restored car was given the Brembo treatment with large six-pot calipers and dinner plate-sized slotted rotors.

Laser scans were performed on the factory wheels and hub cap which was then scaled to fit the new braking system.

The wheels are the result of ICON partner Evod which are one-piece aluminum with the lugs hidden by sturdy hub cap which has been patina-painted to match the silver body color. Chemical aging was also ordered for the aluminum to help it blend in and reduce what would be out-of-place razzle dazzle.



ICON gave the client the option of running with a spare tire and a little fuel tank or go with a couple of cans of fix-a-flat and a larger fuel tank. Going for the latter, the bigger tank has a sump, a breather tank, baffles to minimize the fuel sloshing around and in-tank OEM style filter and pump. The new tank was designed to meet with the factory fitted filler that is hidden behind the rear license-plate.

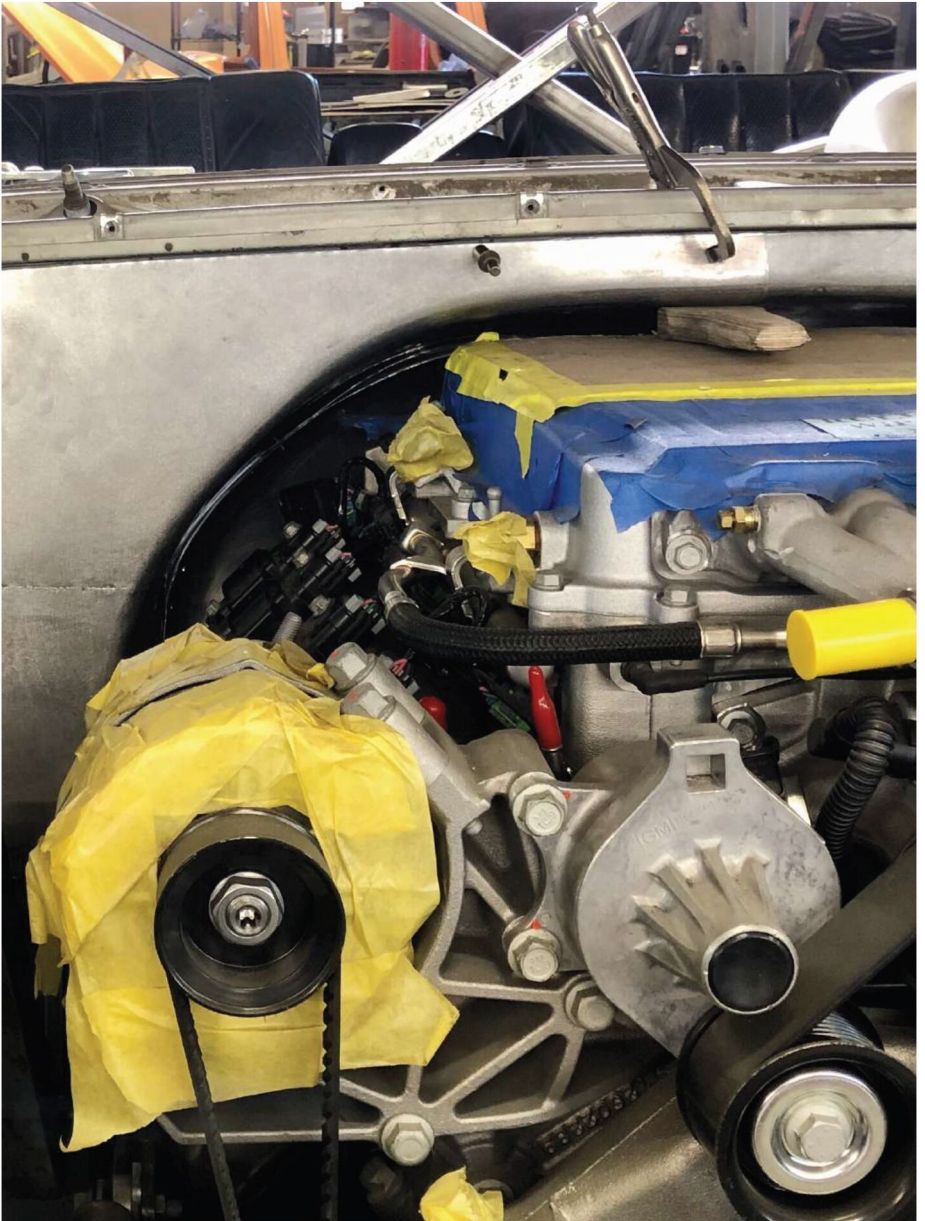
On the outside, only a trained eye will spot any differences with ICON going to great lengths to retain original integrity. The only tangible visible change is removing the 6.3 badge and adding the 6.2 numbers at the rear to match the LS9 donk size. Other differences include ICON's lizard badge mounted on the right-side of the front grille and the ICON emblems adorning the front quarter panel of the two front two doors which are made in pewter.

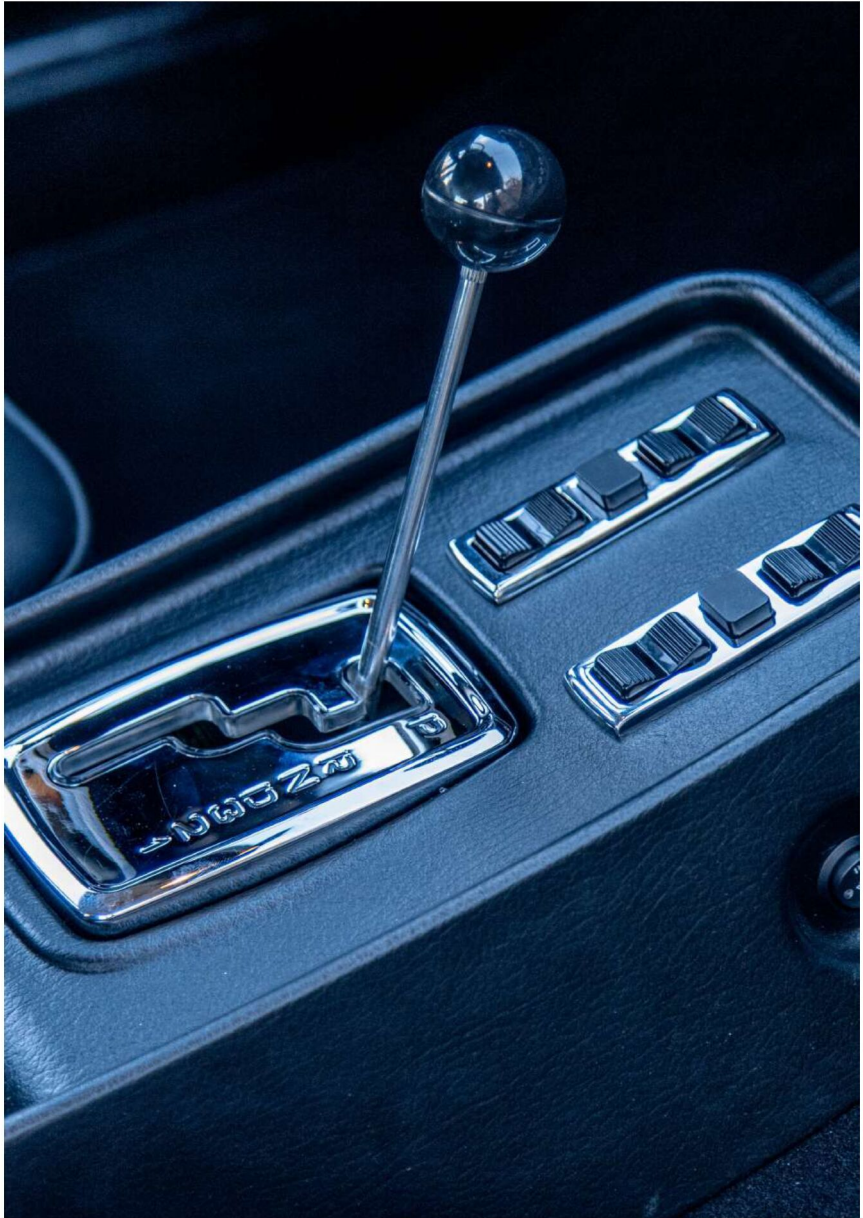
Inside, ICON ditched the factory air vent levers and vent housings which were no longer needed. The under-dash air-con housing was retained with the modern climate control system hiding behind the original components. With the controllers for the A/C machined to mirror the factory

dials but with a higher sense of quality to the touch. "We really wanted to enhance the original design of the interior, not re-invent it which I think we accomplished," Ward said. The ashtray was deleted while the clock and gauges are all designed to look stock, but they are all modern VDO electronic driven devices.

The interior A and B pillar and rear sill and door uppers have all been vacuumed wrapped while the front seats look similar but there were extensive changes to the inner design and sculpture and importantly, the position has changed, meaning they are closer to the tiller and dash. The gear lever and knob are retained but the plate to indicate the gears had to be changed to accommodate the extra gears of the overdrive auto transmission which then prompted the addition of LED lights which show up when the lever is moved to the selected gear. USB slots have been included as well as a chubby hole for a cell phone and not forgotten is the obligatory cupholder in the 3D printed center console which retains the original look for has been modified to integrate the additions.







Underneath the elaborate carpeting on the floor there is aerospace sound deadening and thermal protection. The factory radio was retained but was gutted to include LED lights with the speaker grilles in the front and rear package shelf hiding Focal digital speakers.

The hand-stitched tool roll which is mounted on the trunk panel behind the rear seats includes original tools plus some other tools to meet the sizes and mods ICON performed.

In essence the finished product has taken thousands of hours internally and

externally and costs hundreds of thousands of dollars.” This project has been one hell of an adventure. The result is a very expensive car for the end-user and not a very profitable car when we are done. But it is the root of my passion and where I think I am of most value in my own company.”

ICON’s latest Derelict project made its public debut at the SEMA show last November, arguably making more noise than when Mercedes took the covers off the 300SEL 6.3 at Geneva all those years ago.









# FORD CAPRI PERANA: AFRICAN MUSCLE

• WORDS JOHANN VENTER • IMAGES MICHAEL SCHMUCKER





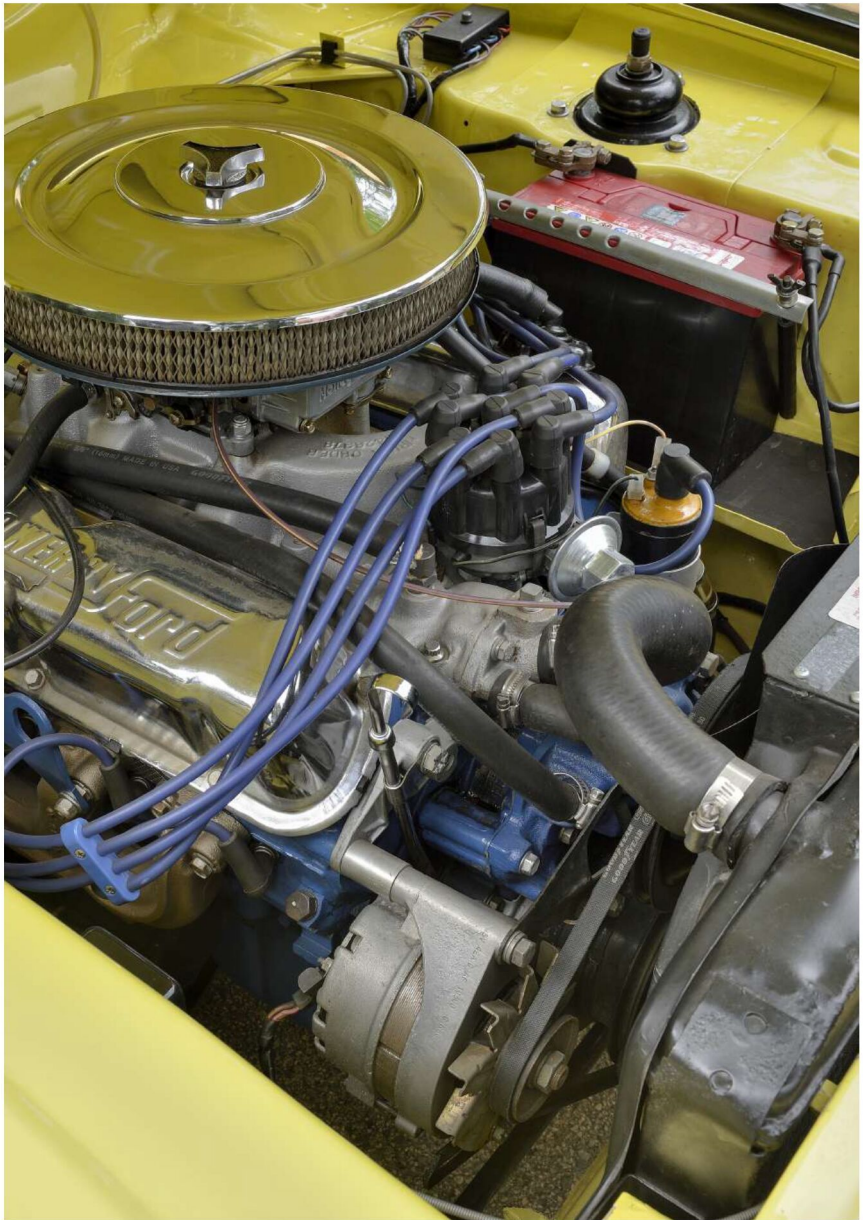
**T**he Capri Perana is the most lethal Capri ever developed, but solely for the South African market; by Basil Green known as the Carol Shelby of South Africa.

Perana is the insignia worn by some of the fastest Fords in the '60s and 70s. Even Lee Iacocca, vice-president of Ford at the time demanded to have one. Never heard of it, you are not alone. Many are familiar with Cosworth, Alpina and AMG from the era but to most Basil Green Motors and the Perana Cars they produced on the southern tip of Africa, is an unknown quantity. What you see spread on these pages is the fire-breathing, tyre slaying Capri Perana. But before we get into this Perana, let's just recap on the Capri to see what Basil Green had to work with.

Lee Iacocca conceptualised the Ford Mustang as an affordable sports car for the 'Baby Boomers', and unveiled it at the New York World's Fair on 17th April, 1964. And within a year and a half, a million had been sold. Ford in Europe were enticed by this success and wanted to offer their own 'Pony Car'. Uwe Bahnsen of Ford Germany was called upon to design the European Mustang, named the Colt, with reference to the car's role as a baby pony. Unfortunately Mitsubishi already owned the Colt name, Ford took the matter to court but lost. And instead settled on the name Capri, which had previously been used on the Coupé Consul. The name Capri evoked thoughts of exotic destinations that the jet-set of the late '60s were traveling to. It had the sporting looks of the Mustang, with a long front nose, yet it was touted as being practical with enough space in the back for the school run and a boot that could









---

## THE CAPRI WAS EXTENSIVELY BUILT ON THE 1968 CORTINA MKII PLATFORM, FORD FURTHER RAIDED THE PARTS BIN TO KEEP COSTS DOWN, MAKING USE OF PARTS FROM THE CORSAIR WITH ESCORT TAILLIGHTS AND STEERING RACK.

could handle the shopping.

Production started in December 1968, to ensure that every dealer could have at least one before the launch, at the Brussels Motor Show in January, 1969. At the launch, the Capri was hidden in a large wooden crate and was only unveiled on the last day of the show, creating a substantial hype and much anticipation. Other marketing gimmicks, included dealers parking new Capris at busy public spaces, like train stations. The initial advertisement sold it as: "The car you always promised yourself." Ford wanted to make the Capri as widely accessible as possible, so engine choices ranged from the 1.3-litre, all the way up to the Essex 3.0-litre V6. Prices in the UK started at £890, nearly £100 less than one of that year's other big launches, the Austin Maxi 1500.

It worked, as over 400,000 were sold in the first two years, nowhere near that of the Mustang, but a resounding success for European markets. Ford did have racing ambitions for the Capri and in 1971 the RS2600 was launched. Equipped with a 2.6-litre engine, Kugelfischer

fuel-injection, uprated suspension, a close ratio gearbox, lightened body panels, ventilated disc brakes and aluminium wheels. It was good for 150hp and soon found itself competing in the European Touring Car Championship, in Group 2, where Germany's Dieter Glemser secured the title in 1971. Jochen Mass won the ETCC the following year where the driver's standings was dominated by fellow RS drivers, namely Gerrard Larrousse, Alex Soler-Roig and Gerry Birrell. The Capri was clearly beaten by the BMW CSL in the 1973, so Ford decided to increase the engine capacity to be competitive in the 1974 season.

The result was the most powerful Capri in Europe yet, the RS3100s. To meet the homologation requirements 250 RS3100s were produced in late 1974. The road car had an engine capacity of 3.1-litres, in race trim it had been bored out to 3.4-litres, with dual overhead camshafts per cylinder bank and four valves per cylinder, producing around 450hp. Hans Heyer won the Group 2 ETCC driver's championship with Ford winning the constructors title.



Basil Green's full surname is actually Greenstone, when he was at high school with his brother they wanted to differentiate from one another; Basil took on Green whilst his brother went by Stone. Basil stuck to his shortened surname Green from then onwards. In the mid '50s he honed his skills as a mechanic with the Cooper Climax Formula One team.

He returned to South Africa in the early '60s and setup shop as BG Speed Equipment, offering a wide range of bolt-on performance parts which included cylinder heads, manifolds, camshafts and even alloy wheels. These were also sold in neighbouring Rhodesia (Zimbabwe) and as far afield as Australia and the UK.

To demonstrate the effectiveness of these performance parts, Basil took to the track in a Mini 850cc which had been bored out to 1000cc...this was before Mini had introduced the Cooper. The Mini was soon followed by a Ford Anglia running with a Cortina 1500 engine, which had been tricked out to 1640cc, with a twin-cam cylinder head that had been designed and cast in-house. The engine was later transplanted into a Fiat 600 drag racer.

In the meantime Basil had tried to shoehorn a Ford Zodiac V6 engine into a Cortina MkI, but did not achieve the desired effect. Basil's aspirations were redeemed when Ford launched the Cortina MkII, in 1967, which afforded a tad more space in the engine bay. The Essex V6 was summarily dropped into the Cortina, giving birth to the Perana legend. (Basil's wife, Paddy christened the Cortina, Perana).

Yes the spelling is odd but this was to avoid a trademark infringement and is testament to the inventiveness of the Green team. Basil Green Speed Equipment became Basil Green Motors and entered the Cortina into production car racing. But the Perana proved too spirited and powerful that it was only allowed to compete in the sports cars class.

Together with complete engine conversions, Basil Green Motors also sold an ever growing number of aftermarket performance kits. Real impetus came for Basil Green Motors when, Gunston, the South African cigarette manufacturer ordered a large number of Cortina Peranas for their reps, the Gunston conversions however were based on the Ford Cortina



XL and not the GT, like the rest of the Peranas. This was the beginning of a long standing relationship that Basil Green Motors would have with Gunston, especially in motorsport. As a matter of interest Gunston was the first cigarette company to advertise on a Formula One car. This happened in 1968 at the South African Grand Prix, where both John Love's Brabham BT20-Repeo and Sam Tingle's LDS Mk3B wore Gunston livery. Ford South Africa were so impressed with Basil Green Motors' Cortina Perana, that they viewed it as their best chance of giving their driver Bobby Olthoff, a competitive shot at the production car championship in 1969. Green and his team were therefore commissioned to produce 100 to meet the homologation regulations.

These Peranas were given full Ford warranties and sold via the Grosvenor Ford group. Ford was also able to secure a sponsorship deal with Joe Putter, the Gunston Formula one team manager, for

the Perana Cortina V6 of Bobby Olthoff. And the Gunston Perana was indeed competitive! Olthoff was able to secure one outright victory and take several class wins, ending up third in the production car championship. When Ford South Africa introduced the Escort MkI RS1600, in 1968 they were not confident that the 16-valve twin-cam BDA (Belt Drive, Series A) 1599cc engine, developed by Cosworth would be up to the climate and high altitudes of the northern and eastern regions of South Africa. Ford turned to Basil Green Motors to rectify the problem, 2.0-litre Pinto engines were subsequently fitted and so the Escort Perana was born.

These were the first Escorts equipped with Pinto engines, a move that would be followed elsewhere in the world by Ford. When Ford launched the Capri in South Africa in 1969, Basil immediately knew that it needed more power and this came in the form of the Essex V6, which gave rise to the Capri Perana.



---

## THIS WAS HOWEVER SHORT LIVED AS FORD INTRODUCED ITS OWN V6 VERSION.

Salvation was found with the lightweight V8 engine used in the Mustang at the time, which was sourced from Windsor Export Supply in the US, and built to Basil Green Motors specifications. This gave rise to the most lethal Perana ever. The Capri! Once again this model was wholly sanctioned by Ford South Africa and sold through the Ford dealer network with full warranties. The Perana made use of the Capri 3000 XL body which was built at Ford's Port Elizabeth plant, then sent to Basil Green Motors without engines or transmissions. A 5.0-litre Windsor small block V8 engine was fitted, which featured a four-barrel Holley carburettor, with an aluminium high-rise inlet manifold, a 360 degree dry element air cleaner, a 280 degree camshaft and stronger valve springs. It also sat 40mm lower, and received an uprated MacPherson strut front suspension, plus a limited-slip rear axle, borrowed from the Australian Ford Falcon XW. The choice for transmission was either a, close-ratio 4-speed, Top Loader or C4 automatic transmission.

The Capri produced 281hp at 5800rpm with 300lbft of torque at 3500rpm and was capable of a top speed of 228km/h (142mph) - it sprinted to 100km/h in 6.1 seconds. Initially only produced in 'Bright Yellow' and 'Piri Piri Red', with black racing stripes and Perana badges on its front fenders, and V8 badging on the bonnet and boot. Only 550 were produced between 1970 and 1973 and it remained South Africa's fastest locally produced car for well over a decade.

A Gunston sponsored Capri Perana was entered into Group 5 racing in 1970, the car number Z181 was prepared by Basil Green Motorsport and piloted by Bobby Olthoff. It was powered by a Gurney Weslake 5.0-litre (302 cubic-inch) V8 engine, similar in specification to those used in the racing Ford GT40s, with GT40 Weber IDA carburettors and manifolds. The Capri Perana totally dominated the 1970 season with Bobby Olthoff, winning 13 out of the 14 races he started in, and broke every lap record on the South African racing circuit. Largely because of





the dominance of the Capri Perana in 1970, the rules for the 1971 season were changed. It was also to tone down the free rein manufacturers had and to align the racing closer to production cars. Nevertheless the Capri Peranas would go onto win the Group 2 championship in both 1971 and in 1972.

The Ford Granada MkI launched in 1972 and was the last Ford to receive an engine transplant by Basil Green Motors, converting it to a Perana. Both the Saloon and the Coupé received the Mustang, 5.0-litre V8 as used in the Capri. Lee Iacocca got wind of this and sent his personal jet to collect his very own. When it arrived in Dearborn, Iacocca found the steering wheel to be on the wrong side. A left-hand-drive chassis was expedited from Germany to South Africa and the conversion was done. And once again the Iacocca jet was summoned, to collect the only left hooker, Granada Perana ever made. That same year Basil Green was awarded the 'Achievement of the Year in the South African Motor Industry' by the South African Guild of Motoring

Journalist.

Unfortunately the global oil crisis of 1973 sent Basil Green Motors into a tail-spin as demand for powerful Fords vanished. To ensure the survival of Basil Green Motors, Basil opened his very first Ford dealership in 1974. It proved to be highly successful, having won numerous awards over the years and operates to this day. On August 30, 2019 Basil Green was inducted into the South African Hall of Fame at the age of 82, for his lifetime achievement in motoring and motorsport. Sadly, on the 27th of June, 2022, Basil Green passed away leaving behind one of the greatest Ford legacies in South Africa - numerous of his modifications to road cars were world-firsts, and Ford even incorporated some of his developments into their production cars.

Which brings us to Nick Sheward, owner of chassis #375 of the 550 Capri Peranas built by Basil Green Motors that you see in front of you. Nick is no ordinary petrol-head and warrants a brief introduction.



His first foray into motor mechanics was to restore a 1948 Willys Jeep, which he found on a farm in Rhodesia (now known as Zimbabwe where he hails from), in 1979. It was such a steep learning curve, he ended up restoring the Jeep twice. In 1994 while on a fishing expedition to Zimbabwe he came across his childhood hero, the 1971 Group 2 championship winning Gunston Capri Perana, campaigned by Bobby Olthoff and Koos Swanepeel. Nick had watched the Capri Perana as a 10-year-old, racing at Kyalami and it created an indelible impression on him, so he jumped at the opportunity to restore it. This reignited his passion for the Capri once again. But before another Capri came along, Nick found legendary BMW driver Tony Viana's Wesbank Modified BMW E23 745i, from 1986 in 1997, in Welkom - 260km outside of Johannesburg in the Free State. It is believed to be only the second BMW 7 Series to be campaigned on track in the world. The first being the BMW E23 745i raced by Tony Viana, in the 1985 Group One championship, which he won. Nick returned to Welkom in 2000, to find a Capri 3000 that had been raced by Johann Barnard Sr. Once restored he raced it on the historic circuit and at the same time became the vice chairman of Historic Racing South Africa for the following eight years and then the chairman for three years. During this period he also became a technical consultant to

Motorsport South Africa. Nick then found one of the 250 Ford Sierra XR8s that were built for homologation purposes, using V8 engines. He turned it into a racing replica of the John Gibb's, Group One Presto Parcels car that was campaigned in 1985. Then the pendulum swung back towards BMW, with Nick simultaneously restoring the 1992 Group B BMW factory championship winning E34 535i, campaigned by Deon Joubert, together with the sister car which was campaigned by Tony Viana.

Now that we are better acquainted with Nick, let's find out how he came upon this 1972 Capri Perana. We find ourselves out at the Walter Sisulu National Botanical Gardens on the West Rand, about 30km from Johannesburg...a stones-throw from where Nick lives.

Nick begins: "In 2010 my brother was at a rugby Test match in Durban, I think South Africa was playing against Australia. One of his mates asked him if I was looking for a Capri Perana, as he knew of one that was available. My brother wasn't convinced as he thought it would be just another clone. His mate however called the owner and asked if he would bring it to the Panorama Football Club the following Saturday, so I could have a look at it. The following Saturday I went to the Club and as it drove in I knew immediately that it was a genuine Perana," he recalls.



“I could see by the stance, the spot-lights, the stripes and all the tell-tail badges. I had observed and fascinated over other Peranas for years, plus I had restored the Gunston Group 2 Perana so I knew that this was the real McCoy,” he affirms. “I proceeded to inspect the car and found the Basil Green VIN plate and looked for all the modifications that Basil Green Motors would have done. A modification had been made to fit the radiator, and there is a cut-out on the front cross-member just below the radiator to create clearance for the engine fan. That was achieved with spot welds. Another modification to look for is the four bolts on the cross-member instead of three, where the chassis has been sleeved and the cross-member bolts into the chassis rails,” he explains. There were also changes made to the suspension. “The steering rack is a left-hand-drive unit, the cross-member is inverted to make clearance for the sump and the struts are swopped around, left to right and vice versa. The steering arms that go onto the struts are very slightly bent and all of this improved the Ackermann effect,” he declares. “At the back you look for the second cut-out for the exhaust, which is cut by hand in a certain way and you can see how the metal has been folded in. It also comes with the modified Borg Warner M75 diff casing, with the 3.0-litre axle sleeves welded into the casing. I did a deal there and then for the Capri. The front fenders had some rot, like 2kgs of sand which was actually moist, so both

had some rust which I had to take care of.”

Nick continues: “Common failures on these V8s is that the valve-stem seals go hard and break up, so I replaced the valve-stem seals and replaced the fibre timing gear with steal gears and fitted a new timing chain. I accomplished this by removing the engine. The gearbox has been given once over and I replaced all the suspension bushes. While the engine was out we gave it a blow over, as the car had three different shades of yellow. I fitted bigger tyres, 205s purely for aesthetic reasons, as I think it looks better, it fills the arches nicely.”

“There were tears on the front seats which I had repaired. The cabin is still a nice place to be in, the seats are pretty comfortable, we’ve been to Pietermaritzburg twice to the Cars In The Park classic car show, that is 1000kms roundtrip,” Nick enthuses.

“I’d never be able to replace it. I think there are 60 left in South Africa, many have been exported, especially to right-hand-drive markets, such as the UK and Australia. Many had been abused and the brakes were never the greatest, a substantial number was therefore written off. If my brother had not been at that rugby match, I would never have found this car. It still does 120km/h in second gear at 6000rpm,” he smiles.

# SEINFELD'S 356/2-040

WORDS & IMAGES KLAUS SCHNITZER











**J**erry Seinfeld's love of all things automotive is widely known.

Less known is the exact number of classic machines Seinfeld has in his possession that is estimated to be in the hundreds. The comedian, producer and actor keeps this information private.

Seinfeld maintains his collection in several locations including Los Angeles and Manhattan. The latter makes sense because a lot of the episodes of his smash hit Netflix show, *Comedians in Cars Getting Coffee*, is a favoured location of many of his comedic guests. We do know that Seinfeld is a connoisseur of glorious machinery representing a great many marques and makes. He has a penchant for valuable Porsches, and although there is technically no such thing as a garden variety Porsche, one is dripping in historic value.

When he decided that his stellar collection needed a capstone, his collection curator Sam Cabiglio, was tasked to find a solid Gmünd-built Porsche that would fulfill his role. The pursuit started around 2002, and ultimately Porsche 356/2-040 arrived in LA via a Lufthansa flight in late 2003.

It is a long and complex story, documented in the book, *Porsche. Origin of the Species*, by Karl Ludvigsen (Bentley Publishers, Cambridge, MA 2012). This author was commissioned to take images for the book as well as research in Gmund, in lower Austria, Innsbruck and the Porsche archives in Stuttgart. Chassis #40 is one of 52 that were hand-built in a sawmill in the Austrian town. This 356 is original and was made using, for the most part, Volkswagen parts.

After a thorough check in LA, it was decided that a refurbishment was required, and the diminutive car was shipped to Essex, Massachusetts, to the acclaimed restoration business of Paul Russell & Co that has been decorated with many awards since its inception in 1978. This workshop has prepared a huge list of Pebble Beach Concours winners, and several cars in the Ralph Lauren collection have acquired a new lease-on-life here.

Mr. Seinfeld's goal was not a restoration but a sympathetic, delicate preservation to safeguard the original DNA. This is a car which Seinfeld has fallen in love with for many reasons and oddly, one of those is because the shape of the 356 coupe reminds him of a UFO.

Preserving chassis #40 was not going to be an unrestrained extravagance that turns many 356s into superior versions of the original. So, no to an Emory Outlaw 356 acknowledgement (I do love those). No to a reimaginings a-la-Singer or sound-barrier breaking Ruf treatment. Instead, the delicate task for Paul Russell and his crew was to repair, preserve and keep it as close to the original as possible, a much more demanding and exacting venture than a full-on restoration.

This Porsche was rather crudely built in the post WWII years, in the tiny town of Gmünd. This is where the Porsche saga originated. Gmünd was chosen in 1944 to be the marque's new home due to its remoteness and lack of military action. There were too many bombs falling on Stuttgart. A collection of approximately 300 engineers started working out of an old sawmill. It also helped that local farmers were able to supply enough food for the workers, which was not always the case in Germany's industrial hubs. In addition to cars, many engineering projects at wars' end were of a military nature, such as developing fuel injection systems for the VW motor, jet engine design and wood generator conversion for regular motors.



After the war, the talented crew of engineers helped the company survive by developing water turbines, diesel-powered tractors and, by mid 1948, the first Porsche sports car. Before moving the production back to Stuttgart in 1950, 44 coupes and 8 convertibles were built in Gmünd, including what is now known as the 'Seinfeld 356/2-040'. The 356-production run ended in 1965 with a total of 76,313 models produced. Ferdinand Porsche had originally envisioned only a few thousand.

Ernst Piech, Ferdinand's oldest grandson, recalls that this was one of the last handmade aluminum models (hammered on wooden bucks) made in Gmünd. Chassis #040 received its official registration on December 9, 1951, with a chassis date of 1950 and an engine from 1951. It was first used as a test vehicle for Porsche Salzburg. The car became the focus of heavy developmental work for Porsche focussing on aerodynamics and mechanical componentry. These became of great benefit to the manufacturer during campaigns at Le Mans with the 356 SL machines.

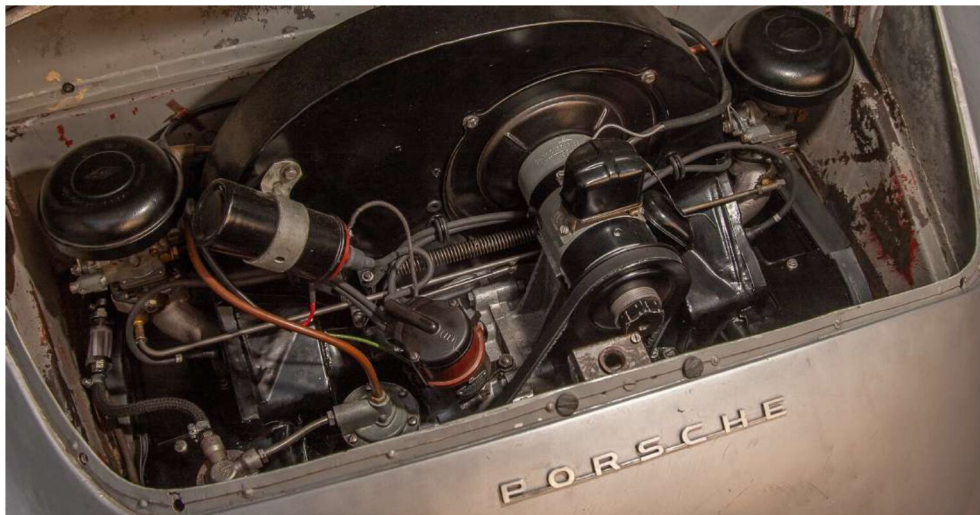
The test car was sold to the well-known racer and tinkerer Otto Mathe in Innsbruck, Austria.

Mathe used it as a tow vehicle for the legendary and unusual Fetzenflieger. I consider myself extremely lucky to have enjoyed a ride in this fabled racer in 2003 - room for one shared but shared with me, bus tires bigger than the car, weaving through regular traffic... unforgettable.

The legendary Mathe could only use one arm and had to bend over the steering wheel to shift. After a motorcycle accident in 1934, his right-arm was paralysed below the elbow.

He entered 29 races in 1952 in the Fetzenflieger and won all of them. He is credited with over 100 Austrian victories. Mathe had Porsche Salzburg install a complete interior in this test mule (356/2-040) and, at some point, changed the 'antique' cable brakes to hydraulics. After his death in 1995, the Porsche was sold to a Herr Franz Rathkolp in Vienna who subsequently sold it to Jerry Seinfeld.

When the task of preserving without improving started at Paul Russell's shop, it was soon determined that the car was not symmetrical, a not uncommon trait in handmade cars after the war years. Materials were scarce, and whatever could be made to work was used.





(There are credible stories of early Ferrari bodywork incorporating street signs.) Bodies for the Gmünd cars were supplied by various manufacturers, but all were handmade over wooden bucks. The process of disassembling, (this included the motor, transaxle and suspension) cleaning, measuring, polishing, shot blasting, and repainting took close to 1500 hours. It would have been much easier to replace the 50-year-old worn and damaged carpeting, but that would have erased history, so a tedious and time-consuming restoration was undertaken. To save the very cloudy original rear quarter plexiglass windows,

covered in a salty snowy mush, not conducive for clean, crisp and beautiful photographs nor an acceptable backdrop for this iconic car.

Luckily, I recalled an earlier shoot at a nearby estate which had a long, winding driveway. Arrangements were soon made, and our caravan of enclosed trailers and support vehicles found a partially cleared driveway with pristine snow and no salt. It was a perfect setting for we could have been in Gmünd. The rather grey day of our shoot even gave me a present in the late afternoon by granting ten precious minutes of sunlight.

## HOURS OF HAND POLISHING WITH PEANUT BUTTER WAS REQUIRED.

This was a very simple and rather crude car, and keeping the original patina was a priority. One can only wonder how, 75 years from now, a special 2023 Porsche can be reawakened.

My mission for the above-mentioned book was to create several car-to-car images, along with a series of details. On the day of the photo shoot in Essex, Massachusetts, the public roads were

Being a passenger in the car makes one realize how simple and innocent these old vehicles are. Only four illuminated lights convey information: green is for lack of oil pressure, blue for very rudimentary high beams, red for generator failure, and yellow for never-installed fog lights. The primitive 6-volt electrical system was safeguarded by ten simple fuses. This car had the larger engine installed at Porsche Salzburg with the 1485cc motor producing 60hp at 5200rpm. Handling and braking are also rather vintage in feel, but to compare it to any modern vehicles is a pointless task, best to liken it to its contemporaries, and this is where this benchmark shines.







# 1974 PONY CONCEPT COUPE

◉ WORDS GORDON LOMAS ◉ IMAGES HYUNDAI









**I**talian design guru Giorgetto Giugiaro is back in vogue.

Giorgetto has been handed the task by Korean manufacturer Hyundai to revive a still-born concept from the 1970's - the Pony Coupe.

The Pony Coupe Concept car was created by Giugiaro and shown at the Turin Motor Show in 1974 at a time when Hyundai was branching out into the global market for the first time.

In those days Hyundai did not have design or styling studios, so Giugiaro was commissioned to make blueprints and design and build five prototypes, one being the coupe. A Pony and Pony Coupe occupied the car maker's stand at Turin.

The original concept car no longer exists with Giorgetto now tasked to re-invent the concept using Hyundai's design philosophy. Hyundai sees the collaboration as not merely restoring historical value to the badge but representing a cross-cultural exchange that opens the door to future collaborations. Giorgetto, now 84, and son Fabrizio who operate the GFG Style firm, are set to come up with the new-age Pony Concept which will be unveiled during the Northern Hemisphere spring.

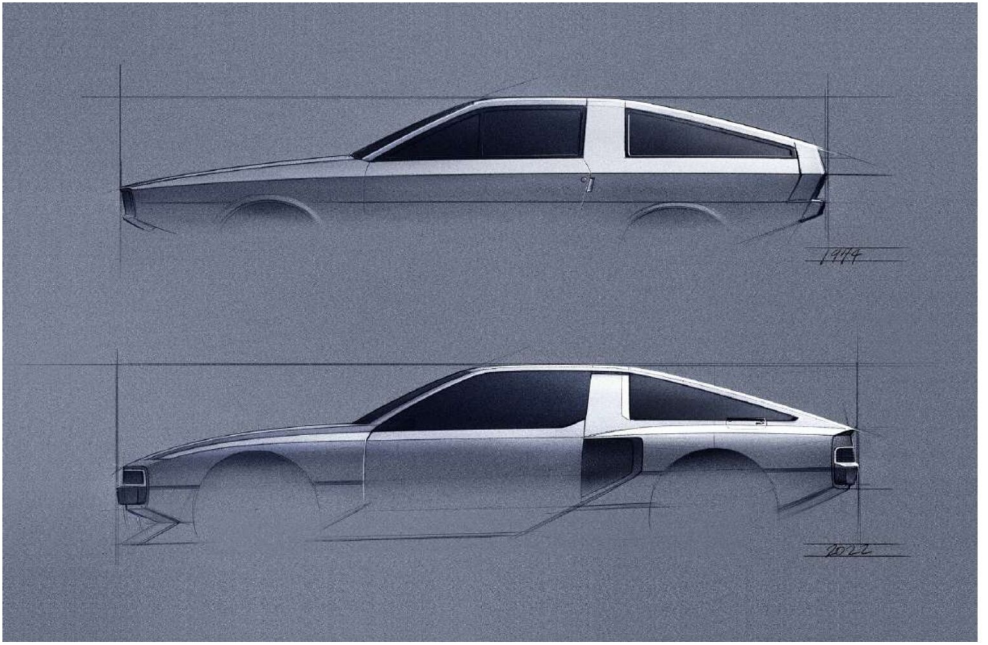
“The original Pony and Pony Coupe Concept were one of those rare creations that influenced the designs of not just one but multiple production and concept vehicles, including our award-winning IONIQ 5 and attention-grabbing N Vision 74,” said Hyundai Executive Vice-President SangYup Lee. “Since the original concept car no longer exists, we’ve commissioned Giorgetto Giugiaro to rebuild it based on our design philosophy, ‘Shaping the future with legacy.’”

While the concept was never put into production, the Pony nameplate ran from 1975 to 1990. Therefore, it helped kickstart the Korean automotive industry by directly influencing Hyundai’s first independent production models under the Pony moniker that provided a global sales platform. Furthermore, it remains crucial to Hyundai’s legacy and hallmark of its Founding Chairman Ju-Yong Chung’s vision for the company.

Look carefully at the original concept coupe and direct parallels can be drawn with Giugiaro’s work on the DeLorean DMC 12 which became universally

recognized after one was used in the *Back To The Future* motion pictures from the mid-1980’s. Suffice to say with a wedge nose, circular headlamps and folding lines it was aimed initially for North American and European markets but the Pony Coupe project was ultimately canned in 1981 amid adverse economic conditions before the button was pushed on planned mass production.

It is perhaps testimony to Giugiaro’s tremendous vision and influence that the Pony and Pony Coupe concept continue to influence contemporary design. According to Hyundai, the highly acclaimed fully electric, mid-sized IONIQ 5 which was first shown as the ‘45’ concept car took inspiration from the original Pony of almost 50 years ago. Last year (2022) Hyundai also nodded to the coupe concept with its crowd-pleasing N Vision 74 hydrogen-hybrid ‘rolling lab’ development vehicle. The N Vision 74 is a high-performance hydrogen fuel cell hybrid model that was inspired by the Pony Coupe concept and its N 2025 Vision Gran Turismo.



# SHAPING THE FUTURE WITH LEGACY

과거를 돌아보고 미래를 그린다







“N Vision 74’s future-oriented design reflects the respect and appreciation we have for the dedication and passion that went into the Pony Coupe concept,” said SangYup Lee, Executive Vice President and Head of Hyundai Design Center. The N Vision 74 extends the daring attitude of the Pony Coupe concept into a future Hyundai design. Hyundai says that while reinterpreting the interior as an entertaining space, it does not compromise the pure architecture of the Pony Coupe concept. It is equipped with a driver-centric cockpit with a blend of heritage elements and modern design, such as digital cluster and analogue buttons.

Poignantly, Giugiaro remains proud of the

original concept that continues to have an influence on current and future design philosophy. “I designed the Hyundai Pony when I was still a young designer at the start of my career,” the celebrated designer said. “I felt very proud that I was in charge of creating a vehicle for a company and country that was about to take on a fiercely competitive global market. Now, I’m deeply honored that Hyundai has asked me to rebuild it for posterity and as a celebration of the brand’s heritage.”

Giugiaro is a long list of designs of makes and marques including the brilliant BMW M1 of the 1970’s and in terms of a commercial sales hit, Volkswagen’s Golf Mk1.

# 29 YEARS OF EXOTIC CAR PERFORMANCE EXPERIENCE

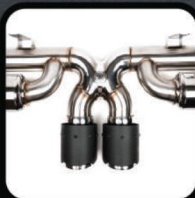


## PORSCHE 993

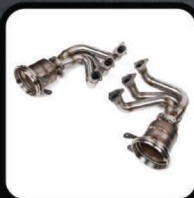
- Retains PSE valved exhaust functionality
- Aerospace quality Helical Limited exhaust valves imported from the U.K.
- Constructed from Mandrel-bent T304L stainless steel
- 3D laser scanned and CAD developed for perfect OEM fitment
- Wing Risers add 6 in / 152 mm of height



992 GT3 Cup Car Style  
Wing Risers



Nordschleife Cat-Back  
Valvetronic Exhaust



RENNKRAFT™ Modular  
Street & Racing Headers

US Patent Pending

## INNOVATION, NOT IMITATION

Fabspeed Motorsport has been providing the very best air and water-cooled Porsche performance products for over 28 years. We use the most advanced techniques to design, engineer, and manufacture high-performance exhaust systems, air intakes, and ECU tunes for Porsches and the world's most coveted exotic cars. All of our products are designed and engineered in Fort Washington, Pennsylvania by our highly skilled and passionate fabricators.

**FABSPEED**  
EXOTIC CAR PERFORMANCE EXPERTS

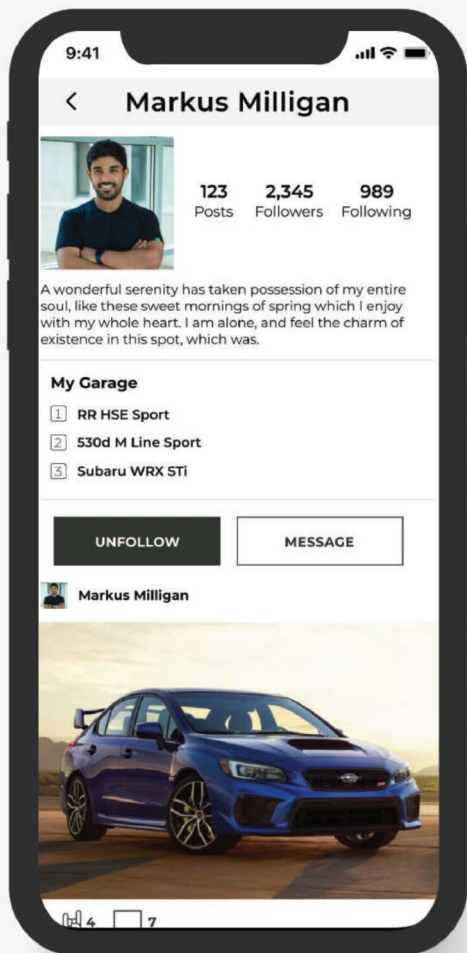
215-646-4945  
Info@Fabspeed.com  
www.Fabspeed.com

USE THIS PROMO CODE  
FOR SPECIAL SAVINGS

**FAB911PW**



# BUILD YOUR DREAM GARAGE *online*



Scan to  
download



DOWNLOAD OUR  
APP FOR **FREE!**

[www.retromotive.co](http://www.retromotive.co)



# RETROMOTIVE RALLY TEAM SPONSORSHIP OFFER

♦ ADVERTORIAL ♦ IMAGES ANGRYMAN PHOTOGRAPHY

The Retromotive Rally Team has had a thrilling first year of competition, earning two podium finishes in three rallies. We are eager to continue improving and competing at the highest level in the coming year.

Australian Motorsport has a global following, with fans from all parts of the world and diverse demographics. To help showcase your brand to this wide audience, we offer a comprehensive rally package that includes coverage in our hardcopy magazine, digital storytelling app, website, and social media channels.

By partnering with the Retromotive Rally Team and leveraging our global following, you have the opportunity to showcase your brand alongside a prestigious car manufacturer like Porsche. This provides a unique chance to increase your brand's exposure and reach a wider

audience through targeted marketing efforts. In turn, we will promote your brand on all of our platforms, both digital and analogue, including our world-leading social media platform, to help increase your visibility and reach.

Our rally package is designed to help your brand stand out in the exciting world of Australian Motorsport. By partnering with us, you can tap into our dedicated fan base and reach a new audience through our various channels. We are committed to providing top-quality coverage and promoting our partners to the fullest extent.

As a team, we are constantly striving to improve and be at the top of our game. By partnering with us, you can align your brand with a team that shares the same values of excellence and dedication. We look forward to working with you and helping your brand thrive in the exciting world of Australian Motorsport.





Contact us to be part of our ecosystem with Analogue, Digital,  
Social Media and Rally Team Campaign.

[www.retromotive.co](http://www.retromotive.co)

# OUR DIGITAL & ANALOGUE ANATOMY

Get featured in a collectable coffee-table-book-style magazine with growing, organic audiences & followers.

● **Story** - Reach

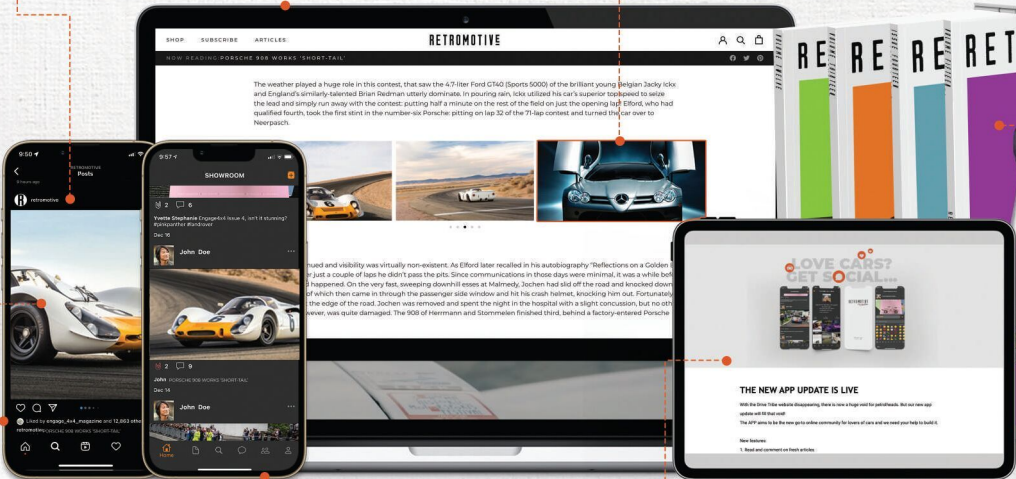
**over 1 million viewers / month**

● **Website advertising** - Using our website as a backdrop, illustrate your story to

**100,000 people per month.**

● **Sponsored Article** - Feature your product through a

**high-quality digital article posted onto our website and app.**



● **Editorial sponsorship** - Feature in a digital editorial series

**300k+** will explore your brand!

● **In-feed post** - Narrate your brand to our

**100% organic audience**

● **Retromotive social media app in-feed post** - Converse and engage with car enthusiasts on the

**newest** online automotive community.

● **EDM Sponsorship** - Run your ad in our weekly newsletter with **live links to your site.**

**Feature** - Discuss with our audience your latest product in our weekly newsletter, which has

**3,000** readers **41.2%** average open rate

**Growing Retail Presence** - Over **15,000** copies printed & distributed quarterly.

In over **2,500 Books/Magazine stand and news agents**, including Barnes & Noble, Books a million, etc... in US UK Aus and ROW.

**100,000+** copies including annual editions distributed globally.

+ In all **major international and domestic Airports** in Australia.

**FOUR ISSUES**

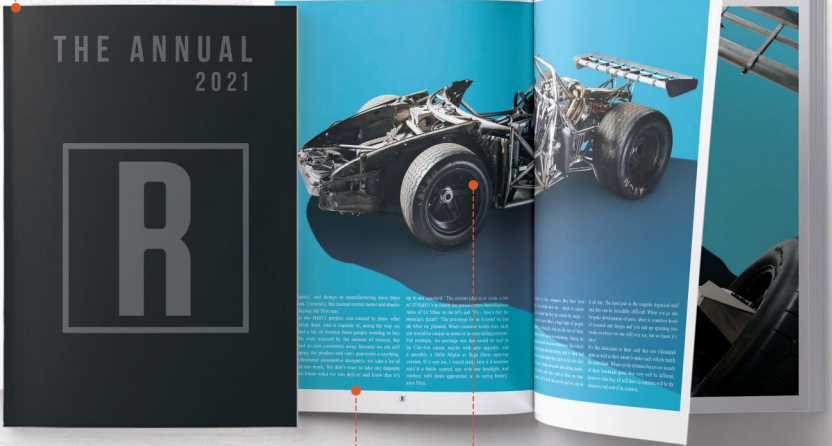
Special editions published per year.

**Magazine Boxset** - Made to ensure that the magazines last a lifetime.

**2,000** print subscribers & counting...



RETROMOTIVE



250 gsm cover

150 gsm pages

Stunning photography, minimalist design.

**Advertisement in magazine** - Highlight your products in the pages of a stunningly-designed and entertaining coffee-table-style book dedicated to car enthusiasts.

*Single A4 spread or double A4 spread*

**WANT TO COLLABORATE?  
LET'S TALK.**

**Contact Us:**  
[wheels@retromotive.co](mailto:wheels@retromotive.co)

[www.retromotive.co](http://www.retromotive.co)



**RETROMOTIVE.CO**