

RETROMOTIVE

ISSUE 19



300 SL

PUBLISHED BY

Retromotive PTY LTD

EDITOR

Gordon Lomas

PHOTOGRAPHY

Corné du Plessis

Damien Reid

Alan Kenny

Silverstone Auctions

Kalmar Automotive

Marco Annunziata

George Colbeanu

COPY EDITOR

Gordon Lomas

WORDS

Gordon Lomas

Johann Venter

Damien Reid

Marco Annunziata

George Colbeanu

ART DIRECTION & DESIGN

Gordon Lomas

CONTACT

contact@retromotive.co

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



07
300 SL

25
AUSTIN-HEALEY 3000Z

41
PONTON MERCEDES

55
MORGAN PLUS FOUR PLUS

75
KALMAR AUTOMOTIVE

95
JAGUAR XJ220

109
KS8

125
PORSCHE AND CHANDELIERS



109

KS8



FRONT END

GORDON LOMAS

Retromotive shares the sadness of all our readers worldwide following the tragic death of the incomparable Ken Block early in the New Year.

The world of rallying and automotive entertainment was plunged into mourning when Block was crushed by his own snowmobile near his Utah home.

A statement issued on social media by his outfit, Hoonigan, succinctly nailed the touchpoints that defined Block: ‘a visionary, a pioneer and an icon.’

Indeed, the action man was all that and more.

He is an immense loss to the car world, in particular rallying.

Block co-founded DC Shoes in 1994 with business partner Damon Way which enabled him later to pursue his love of competition cars.

While dabbling in the World Rally Championship from 2007 with private entries and enjoying success in the Global Rally Championship as well as the American Rally Championship, multiple X Games medalist, Block created his smash hit Gymkhana videos.

Perhaps the most iconic of all Gymkhana films is when the streets of San Francisco were shut down for him to perform gob-smacking stunts behind the wheel of his rambunctious 650 bhp Ford Fiesta.

At the time of writing Gymkhana FIVE was viewed more than 115.3 million times.

In the car world he could draw eyes to a brand that no amount of automotive marketing dollars could match. The magic of burning a brand in the public’s memory was just part of Block’s incredible talent.

Behind the wheel of Subarus, Fords and an Audi EV throwback to the S1 which he drove in Las Vegas in his latest blockbuster video - Elektrikhana last year, Block was a marketing megastar beyond compare.

And then he left his mark on the East Africa Classic Rally, tearing through Kenya in a Porsche 911 with co-driver Alex Gelsomino as part of the renowned Tuthill Porsche operation in 2022.

We extend our deepest sympathy to his wife Lucy, three daughters, extended family and his many friends around the globe.

What are your favorite Ken Block memories? We’d love to hear them contact@retromotive.co



“Indeed, the action man was all that and more.”

BREMONT WATCHES

IMAGES BREMONT



Bremont has built an impressive range since it came onto the market in 2002.

The British company came into existence initially crafting pilot-themed timepieces.

The business derived its name after brothers Nick and Giles English flew across France in their 1930s biplane in the late 1990s. During that trip they were forced to land in a farmer's paddock after the weather turned rough. The farmer, who co-incidentally flew aircraft during the war, took them under his wing and looked after the plane.

True to their word, the brothers said the farmer's name, Antoine Bremont, would never be forgotten.

Bremont's watch range has grown to include an automotive and motor racing focus.

Among the Jaguar collection of wrist watches is the special edition Jaguar E-Type that was created to pay homage to

the celebrated sports car's 60th anniversary in 2021.

The black dial is inspired by the car's instrument gauges while the hour and minute hands symbolize the tachometer needle. The bezel and strap colors match the E-Type 60 Edition of Flat Out Grey and Drop Everything Green.

The unique box set includes the company's first rally timer that integrates two mechanical instruments, a stopwatch with a tachymeter on the left as well as a clock with sub seconds on the right.

Both are mounted on an engine-turned backplate which can be displayed on an elegant desktop stand or fitted in a customer's car.

The special edition E-Type 60th anniversary is priced at \$13,295 pounds.

VINDANA WINES

✦ ADVERTORIAL ✦ IMAGES VINDANA WINES



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

www.vindanwines.com.au

MINT

MADE TO MOVE  FOR ALL MEN

USE CODE: MOVEMINT
FOR 15% OFF YOUR FIRST PURCHASE

JOIN THE MOVEMINT



WWW.MINTWEAR.CO

RETROMOTIVE

ISSUE 19 2023

MERCEDES 300 SL ROADSTER


★ WORDS JOHANN VENTER

★ IMAGES CORNÉ DU PLESSIS







A photograph of a road at dusk or dawn. The road is dark asphalt with a white guardrail on the left. In the background, there is a dense line of tall, thin trees with green foliage. The sky is a mix of purple, pink, and blue. The overall mood is serene and quiet.

This Mercedes 300 SL Roadster stems from lofty aspirations, speed, desire but also involves tales of lies, deceit and intrigue.

It cuts a stunningly beautiful impression, but that was not always the case.

The 300 SL Roadster has not been owned by one family since new or living in a temperature-controlled garage and hauled to shows every-so-often. It has not won concours d'elegance praise, nor does it have a complete history.

According to the Gull Wing Group it is now onto its fifth custodian. But going back three owners, an intriguing story of devotion and deception unfolds. This story starts at Grey College in the Free State, one of the best rugby schools in South Africa. While attending Grey College a young Steve Rademeyer falls in love. Not with a girl but with the 300 SL Roadster, a late 1957 model and the first to be imported into South Africa in early 1958. The very car in which Dr. Jan Stegmann broke the official speed record between Bloemfontein and Cape Town, doing it in six hours and twenty minutes, a record which stands to this day.





In the meantime fourth owner to be, Dr. Frank Snyckers takes his Rolls-Royce Corniche for repair to the bonnet, to G.L. Motor Services. Steve sues G.L. Motor Services for lack of payment, consequently G.L. Motor Services is forced to liquidate and auction off its assets. Included in the auction is Dr. Snyckers's Corniche, unbeknown to him. Frank then cuts a deal with G.L. Motor Services to take the 300 SL Roadster which survived the auction, and still pays what was then (October 1983) a substantial amount of cash for the Roadster. As the story goes, Steve never received the remaining payment owed to him for the Roadster.

At this point, it is imperative to highlight the key role Steve Rademeyer played in shaping the history of the Mercedes-Benz story in South Africa and it is all thanks to that ride to Senekal in a 300 SL Roadster.

In 1978 Steve became the chairman of the unofficial Mercedes-Benz Club in South Africa (Mercedes-Benz refused to recognise the Club due to the oppression of Apartheid in South Africa). By expanding the Club to include neighboring Namibia, Swaziland and Botswana it became the Mercedes-Benz Club of Southern Africa, resulting in official recognition by Mercedes-Benz Germany and South Africa in 1985. At the official opening ceremony Steve was awarded the Golden Star by Mercedes-Benz Germany. In 1991 Steve, together with the Club, brought out Sir Stirling Moss and his wife Suzie to attend the annual national Mercedes-Benz Club Concours. The Alfa Romeo Club in 1992 tried to do one better by inviting Juan Manuel Fangio. To their dismay he refused to use the Alfa they had arranged for him.







This was due to his allegiance to Mercedes-Benz as he had a dealership in Argentina since 1951 and was President of Mercedes-Benz Argentina S.A. since 1974. Steve came to their rescue, arranging a Mercedes-Benz limousine through Mercedes-Benz SA, chauffeuring Fangio while he was in the country. Steve remained the chairman of the Mercedes-Benz Club until 1996, his tenure having lasted 18 years. He also served as the editor of the Club magazine for a number of years.

Dr. Snyckers insured the Roadster for R40,000 (the equivalent of £12,500) in October 1986, giving an indication of the value of the car back then. Dr. Snyckers then sets about an overhaul of the 300 SL (there are plenty of receipts and correspondence reflecting this endeavor).

One of the biggest challenges was to refurbish the dashboard. Re-covering the seats with the correct perforated leather, and getting the perforations to align properly, at times seemed an insurmountable task. With a new lease on life the Roadster became the center of attention in the 1986 Mercedes-Benz SA television advertisement, completely overshadowing the W124 220E it was meant to promote.

And it is easy to understand why the Roadster outshone the W124, between 1957 and 1963, 1858 of these Goddesses on wheels were hand-crafted at the Mercedes-Benz factory in Sindelfingen. Spawned from the 300 SL Gullwing which was a direct result of Mercedes's successful racing Coupé the W194 SL, reclaiming Mercedes's glory years after the war.



Both the Gullwing and Roadster in appearance looked very similar to the 300 SLR (W196 S) in which Sir Stirling Moss won the Mille Miglia on May 1, 1955, in spectacular fashion. The 300 SL Roadster was squarely aimed at the upper echelons of society, royalty and the glitterati. The 'Jet Set' of the time including Natalie Wood, Clark Gable, Glenn Ford, Yul Brynner, Horst Buchholz, Curd Jürgens, as well as Elvis Presley, all chose the Roadster to saunter down the boulevards.

The Roadster was also to improve on some of the short-comings of the Gullwing, with a more spirited performance due to a high performance camshaft and higher compression ratio. It also handles better than the Gullwing, as the infamous double pivot trailing arm rear axle was replaced with the single joint low pivot swing axle, and additional coil spring.

Enter and exit has forgone the acrobatic maneuvers needed for the gull-wing doors, normal doors allow you in and out with ease. The cockpit is also roomier and in summer the top can be removed. Within the Roadster the spare wheel is stored underneath the boot floor, snugly between the horseshoe fins of the fuel tank allowing you to comfortably stow your luggage inside the boot. The biggest technological advancement however on both the Gullwing and the Roadster, is the direct fuel-injection system.

Developed during the Second World War by Daimler-Benz in conjunction with Bosch, for the V12 DB601 engine used in the BF/ME 109 German fighter plane - from 1942 - DB605. The technology was adapted for the Mercedes-Benz SL programme, giving Mercedes-Benz a technological advancement that would take other manufacturers decades to master.





In 2014 Franco Scribante became the fifth owner of the Roadster. Franco is a racing enthusiast and car collector, his Ferrari Daytona was featured in an episode of TOP GEAR, pitted against the XSR 48 powerboat, at the time the fastest diesel production boat with 1140hp at its disposal. The race took place from the Italian Riviera at Portofino to Saint Tropez on the Cote D'Azur (definitely worth a watch on YouTube).

Franco wasted no time in getting his team to work on the 300 SL who performed an off-body ground-up restoration. His crack team of mechanics more suited to building and maintaining racing cars, however, relished the opportunity to prove their metal. The aim was to restore it back to its original state. Expert advice and parts are sourced from the usual suspects, Kienle, HK Engineering and Mercedes-Benz Classic.

In their quest for perfection, fabrication tools such as a bead

roller and planishing hammer are imported. They even go to the extent of making their own English wheel. Honoring the handcrafted tradition in which the Roadster was made. The repair needed to the body is done through lead loading instead of using more modern synthetic materials. The chassis is crack tested and measured to ensure that it had retained its structural integrity. A specialist is called upon to rebuild the engine, while a former Bosch technician entrusted to refurbish and set-up the throttle body and fuel injection pump to ensure that the engine performs at its optimum.

The motor trimmer who also happened to be a Mercedes-Benz concours judge, and was supplied with 10 hides which had been sourced locally and dyed to the exact red, re-trims the interior including the carpeting and roof-lining of the hardtop. Franco decided to keep some patina and leaves the seats with the perfect perforation pattern as is.





The radio looks period correct. Franco likes to enjoy his music when out on a cruise. This retro device allows for that, as it can accommodate modern plug-ins such as USB and Bluetooth. And so, an average Roadster starting to show its age is transformed into a near perfect specimen of the breed and which is ready to take on the next 60 years of its life.

It is worth noting that although this car has not led a simple life, it remains intact with matching numbers: that is engine, gearbox, differential and chassis – all body-panels are still original and carry the relevant stamps to prove so. And because of the superfluous restoration, the value has gone up significantly between the fourth and fifth owner.



AUSTIN-HEALEY 3000Z

✦ WORDS & IMAGES **DAVID MARVIER** ✦ PROFILE **CHRISTIAN MARVIER**





C

Christian Marvier is deeply passionate about anything that flies or rolls with an engine.

It was with him that I rode my first motorbike, a CB 750 Four from 1975, with a brown tank and gold trim. It was on his handlebars, in the hot summer air, that I experienced my first motorcycling sensations, with him as a passenger giving me plenty of instructions. It was also at this time that I experienced my first fall, at the age of 12. My feet were not yet on the ground and we lost our balance when we stopped. He pulled the bike out of the ditch, picked up the dirt embedded in the handlebars and said to me:

"This is the dirt from your first stunt son, you don't tell mum, okay?"

Christian's father, a former air force soldier during WW2, was a mechanic in the Lot et Garonne, an agricultural region in the southwest of France. In his spare time, he used to build planes in his garage with which he would scratch the clouds. To the delight of his grandchildren, he even registered a beautiful yellow single-seater 'F-PAPY'.

In his garage he worked on cars and motorbikes of the time, but with a particular weakness for Renault. I admired many Renault 4CV, Alpines and other Gordini there.







“WHEN I WAS 18, HE SOLD ME MY FIRST CAR, A FIAT 850 COUPÉ SPORT, FERRARI RED, SPLENDID, BUT THAT'S ANOTHER STORY.”

Christian Marvier was born and raised in this roadside garage bathed in the smell of oil and the sound of engines. His mother served petrol to passing motorists and his father managed the mechanics and bodywork, both for sports cars, for the local people or the farmer with a broken-down tractor.

When he left home as a young man, Christian studied meteorology. He became fascinated by the climate and everything to do with the sky and very soon obtained his private pilot's license. He pursued his career in parallel with a second profession that he is passionate about and that he still pursues today with my mother: antiques. Indeed, they owned a beautiful antique shop in a medieval village in Dordogne.

The vintage car bug came to him much later, mainly for budgetary reasons. He started in 1995, when he bought a beautiful example of the famous Alfa Romeo Coupé Bertone 2000 from 1972, in its red livery of course. It still sits in his garage and is used as a loan car for his kids.

Then at an auction, he bought his lifelong dream: a right-hand drive Jaguar E-Type V12 in superb condition. A few years later while looking to invest in an elegant, old but sports car, he fell for this Austin-Healey 3000Z model. It is a BJ8 model powered by a 2.9 liter six-cylinder engine, developing 148 horsepower, a decent amount of oomph for a light weight of only 1120 kg.

Reflecting on memories as a pre-adolescent, Christian said: “I saw Sunbeams, Triumph Spitfires, MGs, all these magical convertibles that fascinated me at the time. As I got older and looked for an interesting financial investment away from the banks, I poked around in this universe. After long studies on the AC Cobra, a dream muscle car, I realised that I wanted a truly authentic car, simpler, less expensive and above all, not a replica. A real antique in fact, robust but elegant.

“Just like in our antique shop, I am looking for authenticity above everything else.”



The famous Chevrolet Corvette C1 had also caught my eye, but they are clearly out of budget. I also took a close look at the Facel-Vega, which, in addition to being French-made, were really rare and original. But in the end, they are too complicated to restore and too fragile to use, its engine was called at the time "the Crystal engine". The parts are also quite unobtainable and unaffordable.

Enter the Healey.

“I thought I was buying this Austin-Healey in average condition but in reality, it was in really bad shape. The steering was held together with a collar and I almost went through the floor! I wanted this particular model as it was a far cry from the less powerful and less fun early series. That's my policy when it comes to classic cars: to buy end-of-series ones because they have all the little extras, all the technical advances that the brands have developed over the years of production.”

The Healey has a 4-speed gearbox with an electric overdrive, an ingenious mechanical system that overdrives the transmission ratios, avoiding the development of 5-speed gearboxes at the time, but ensuring a pleasant drive for increasingly powerful engines.

Austin-Healey sold a lot of cars in the USA at the time. It was the ideal English car to show off on the Californian seaside. Now that they are reimported by enthusiasts in Europe, they often arrive corroded by salt and often damaged. The engine was powerful for its time and the handling was a bit random, so there were many fender-benders and run-offs.

Christian bought his car from an import/export specialist based in Paris. He contacted him with a simple specification: find a car with a clean engine, from the latest series but was not fussed if there was some sheet metal work to do.







David, his mechanic, who had trained as a sheet metal worker at Mercedes, had a desire to work on old cars. After years of working on modern cars, he wanted to see some fancy machines in his books. The deal was simple: for a good fee, Christian would entrust his car to him for a complete restoration, which would allow David to communicate on the subject and to find new clients, other collectors in need of talent to take care of their beautiful cars. And it worked!

That was the beginning of a long and tedious restoration phase, which lasted more than 18 months. David is the type of mechanic who does everything himself and even works on his weekends, adjusting his rally car with which he participates in various championships during the year.

He then started to dismantle the Healey; every screw, bolt and part. After meticulous inspection, only the engine, which luckily was in perfect working order was left as it is. Initially, he wanted to repair every defective or corroded part: a wing to be straightened here, an engine mount to be machined there. But finally, realising that the car was too damaged, they decided to strip it completely bare. Piece by piece, the car was reassembled. David has even created a sort of giraffe that allows him to turn the chassis of the car as if it were on a giant rotisserie, in order to adjust it to the millimeter, to paint it, to fix the electrical harness etc. He ordered a lot of body parts, which always had to be adapted, reworked, bent or polished. A real work of magic was realised.



The Austin-Healey has, among other things, a design problem with the doors that never close properly. They are too small in a large body with a rather flexible frame and therefore have the annoying tendency to shift. One of the great challenges of this restoration was to eliminate this defect.

The carpet, the under carpet, the thermal and phonic insulation were changed. Then the last details were taken care of, like a seized heating fan, the dashboard cap finally changed in blue to match the paint, the mirrors, the bonnet et al. Finally, it's time to paint. This is the finishing touch. The wrapping paper.

"Painting was a whole process. I thought about it a lot and did a lot of research," Christian adds.

"At first, I saw the car as blue. In my imagination, that was its color, but I realised that it's not really original. And then I thought two-tone is really the best. I found the original color codes of Austin-Healeys we worked with that. I think it's a great success. This blue changes with the light of the day, it's incredible and the beige gives it a touch of class."

With the restoration complete, Christian wants to push further.

He is now seeking a good chrome worker to polish up the details, but until he gets his hands on one, he's enjoying his lovely convertible on the winding roads of the surrounding countryside.

MERCEDES-BENZ 190 PONTON PANAMERICANA

WORDS & IMAGES CHRIS ECKERMANN



LOKARI.de

rrerapanamericana.com.mx

Los Barbaros Estrella

rustprotection

LOKARI

H

rustprotection

LOKARI







W

hen thinking of a car that is suited for one of the hardest rallies of the world, the Mercedes-Benz Ponton models of the 1950s do not necessarily spring to mind.

The so-called Ponton-Mercedes (due to its shape) with a baroque-like design seems to be out of place for competition events. Indeed, the four-cylinder Mercedes-Benz 180 and 190 versions seem to be a sluggish choice. Though, the range of Mercedes-Benz Ponton models were raced and rallied successfully as four- and six-cylinders during the 1950s at various events. They followed the phenomenal double-victory of Karl Kling and Hermann Lang at the third edition of the Rally Carrera Panamericana Mexico in 1952 with their Mercedes-Benz 300 SL.

In 1999, Thomas Hanna from Munich decided to follow the tracks of the Carrera Panamericana success. Hanna breathes Pontons and so his choice of a PanAm racer was obvious.

As owner of the Munich PontonManufaktur, Hanna had the knowledge and choice to build a suitable race car. Exotic scenery, challenging conditions and a euphoric audience are the background that is predominantly unchanged since the days of the original event.

About 3000km must be raced, with many cars falling out of the race due to technical problems or accidents. As base for the conversion, a 1958 Mercedes-Benz 190 with an astonishing history was chosen. The car was delivered new to Mozambique where it stayed until around 1970 when it was then exported to Lisbon to serve as a taxi there and was converted to a diesel. A German, who was a passenger in the taxi, decided to import back to Germany in 1989.

In 1995, Thomas Hanna discovered the Merc sitting at a Bavarian workshop, where the car was stricken with a broken engine. He bought the rust-free car, repaired it and gave it to a friend who drove it for the next two years. Subsequently, Hanna bought the car back so he could use it for the adventure of the Carrera Panamericana in 1999.

Before shipping the Mozambique-Ponton to Mexico, the car had to undergo a transformation from workhorse ex-taxi to a wild racer. That meant ditching the diesel donk while the body did not need any larger modifications or repairs since it was largely unblemished and rust-free. A purpose-built Heigo roll cage as well as bucket seats with racing safety harnesses were fitted. The carpets and the rear bench were jettisoned while a large trunk made from stainless steel for spares and tools was built. Perspex windows replaced the original glass, alloy door trims were added while the interior door openers were replaced by cables. Cycle speedometers enable precise information about the distance and the speed. In total, the weight of the Ponton is reduced by 100kg.

In place of the oil-burning engine, a Mercedes 200 powerplant that came out of a Fintail-model was fitted. Powered by a pair of Weber carbs and fitted with larger pistons, Rotocap-valves, and other details for an increased power output, the Ponton's firepower was lifted to 110hp. Brakes and chassis also came in for attention. The Ponton was lowered by 60mm, broader rims and 185/14"-tyres were fitted.

*La Carrera
Panamericana* MR

252

RALLY
2006
MEXICO

The original brake drums were replaced by Alfin-drums as fitted on the larger S-class. Further security measures contain a set of Locari-inner wings to protect from stones and a trailer-hook to protect the rear of the car underneath. The battery moved to the luggage compartment.

With a major personality transplant, the Ponton was now primed to tackle its Panamericana adventure. As opposed to the logistical approach taken by rival teams, Hanna and his co-pilot, bravely or foolishly decided to go on their own - no support team or service technicians and or extra vehicles. Spare parts, tools and luggage were carried around in the car during the stages of the rally.

The Ponton was shipped to Veracruz in Mexico, in October 1999, where it was collected from the wharf by Thomas Hanna and co-driver Thomas Hensing. Facing them was a 700km drive to Tuxtla Gutierrez, the capital of the south-eastern Mexican state of Chiapas in readiness for the race start.

The journey was perilous as massive rainfall floods the region, making driving in a conventional sense fraught with danger.

For many hours during the night, the Ponton followed a lorry through deep standing water that at times surged above the bonnet of the Ponton.

Luckily new sealed cables avoided what could have been an electrical calamity for Hanna and Hensing. The waterline on the passenger side breached the cabin, as Hensing was ready to bail out at any time. Plowing on, the Ponton was up to this watery challenge and the remainder of the trip to Tuxtla was more conventional.

The Ponton arrived one hour after the start of the event, its occupants sleep deprived. And there was no chance of taking a nap with 500kms to be raced between Tuxtla and Oaxaca, as well as four or five special stages. For the next week, a daily distance of about 500 to 600km was scheduled as well as up to 10 special stages with an additional distance of 60–80km. It amounted to about 10 hours for the driver and navigator each day under challenging conditions. As one can imagine, the attrition rate is quite high.

A total of 91 teams started with up to 12 cars suffering damage or mechanical problems during the first day.





Für ein langes Autoleben!

LOKARI

Para más coches
nutrición óptima
conducción

www.Goddranger.de
www.LOKARI.de

252
La Carrera
Panamericana
2006
MEXICO

Die Porsche-Motorsportler
www.mercedes-sportler.de
Werkstatt: Mercedesstr. 10, 85222 München
Niklas Flughaas München, Tel. 0172-408 9143

Prüfung:
Thorsten Horro BSH+
Konfigurat.: Jörg Müller BSH+

LOKARI

Für mehr als 1.000 cars
Best rnutprotection
Lokari Inside

Globalstar
MEXICO
Tel. 0180 122 2996

quimera

Fertilice tu vida sexual

quimera

THE PONTON MANAGED TO FINISH IN 30TH POSITION, A MERITORIOUS RESULT CONSIDERING THE LOST EXHAUST, THE ROLLOVER TURNOVER AND A BROKEN CLUTCH.

On the second day, the Ponton lost its exhaust but still reached an impressive maximum speed of 183km/h. On day three, while plowing through the 'Mil Cumbres (thousand hills), a hilly landscape about 3000m height and in sight of the Popocatépetl (stratovolcano, 5452m), the Ponton drifted out of control. It turns, tumbles and rolls over at what Hanna says was about 120 km/h. The Merc comes to rest on its roof, fortunately before hitting a rock wall. Hanna and Hensing escaped uninjured as bypassing crews and helpers pushed the car back on its wheels. A bent tie rod needed to be straightened with a hammer, the windscreen taped back in place and a liter of oil added so the Merc could rejoin the battle.

The Ponton managed to finish in 30th position, a meritorious result considering the lost exhaust, the rollover turnover and a broken clutch. The best-placed Mercedes was a 300 SLS which finished second overall.

A pair of generous Mexican brothers Gonzales lend Hanna the clutch from their Ponton that itself was undergoing restoration in order to make the return journey. A further 7000km needed to be covered to reach Baja, California on the way to Los Angeles.

The attraction to the Panamericana did not end there for Hanna who also tackled the event in 2002 and 2006 in the Ponton.

The 2002 event marked the 50th anniversary of the Mercedes 300 SL PanAm-victory. Another 300 SL finished second in the 1952 edition. Hanna's Ponton received a new roof, disc brakes at the front and Alfin-drums at the rear. Three Mercedes-Benz 300 SLs participated in the jubilee race with one damaged on day one beyond (instant) repair, while the other two 300 SL are damaged heavily on day two and three. Hanna and co-driver Thomas Leuchtenberger brought their machine home without a scratch.



The same cannot be said for ex-Formula 1 racer Clay Regazzoni who crashed his Alfa 1900 limousine. A proud Hanna remarked: “This time we did not even receive a scratch to the paintwork. One liter of oil and two-times tightening the exhaust screws were our only problems along with running out of gas once “.

The Mercedes-Benz 190 finished the PanAm fourth in its class (4-cylinders) against cars like Alfa GTV and the Volvo P1800 coupe.

In 2006, Hanna had the services of Jörg Müller as co-driver. A new engine was fitted shortly before the event, causing Hanna to carry a suitcase with spare parts and a book about Weber carbs. A Mercedes 230 four-cylinder engine from a Mercedes Stroke 8 model was installed along with further tuning upgrades. A pair of Webers fed the engine, which is fitted with larger pistons as well as Rotocap-valves, five-fold supported crank, racing-header and other details to increase power and endurance. The engine developed about 130hp, making the Ponton march up to 190 km/h when needed.

This time, the Bavarian Ponton finished 16th from 92 starters and won its class.

Back in Germany, the racing Ponton lived a wildly contrasting life in various guises. But the 2006 Panamericana was not the end of the road.

From 2008 until 2021 the racing Ponton competed at various events in Europe that included the Salzburgring Legends of Speed, the Südtirol-Classic in Italy, the Bernina Gran Turismo in Switzerland and the Tauplitzalm race in Austria.

It is estimated that Hanna’s Ponton has raced about 30,000 kms and traveled more than 1 million kilometers traveling to and from events.

And there is still a fight left in the old girl.

Hanna is preparing to participate at the East-African Rally in Kenya later this year.

So, the Ponton has had more lives than a cat and it seems the lives just keep coming.

*Carrera
Panamericana.*



RALLY

MEXICO

INSPECC
TECH

29/10

FECHA - DATE

Patrocinado por Imprenta Quincor, S.A. de C.V.

ON TECHNICA
INSPECTION

10 1111A
CATEGORIA - CATEGORY

[Signature]
INSPECTOR



PLUS FOUR PLUS, PLUS ONE

✦ WORDS JOHANN VENTER ✦ IMAGES ALAN KENNY, SILVERSTONE AUCTIONS





The Morgan Motor Company only produced 26 of its fiberglass, Plus Four Plus Coupés, but Chris Clarke insisted on having one more.

Clarke secured the last remaining chassis from Melvyn Rutter and built number 27 in South Africa.

This Plus Four Plus adds up to a rather unusual Morgan. My reaction when I first laid eyes on it was, is it a one-off Aston Martin or maybe a Jaguar? That was April, 2017 at 'Angela's Picnic' the most social, laid back classic car event on the calendar, held annually at Delta Park, in the north of Johannesburg.

Interestingly enough, it was started by motoring legend and enthusiast Angela Heinz in 1981, who also happened to be a Morgan agent.

On that particular day I could not find the owner, but when I saw it at the same event, albeit two years later, I immediately made a beeline for the car. And I then proceeded to aim a barrage of questions at Jane Clarke, Chris's wife, as he was making his rounds in admiring what else was on offer. Then after having interacted with Chris, I knew that this was a chronicle worth telling. But unfortunately that never happened.

Fast forward four years and this Morgan has made its way back to the UK, we are able to shed more light on this tale of both triumph and tragedy.







DXB141  GAUTENG GP

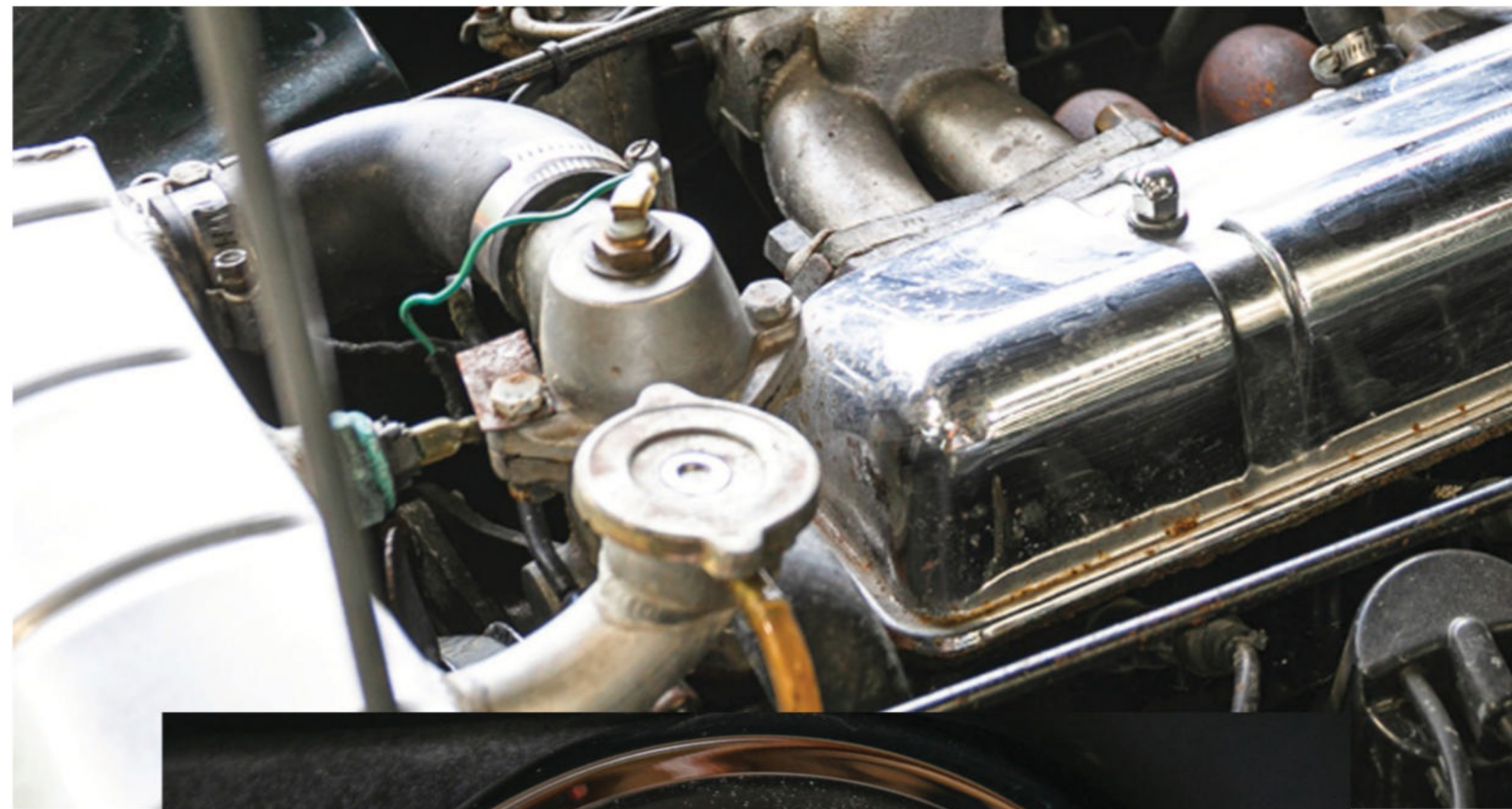
First allow us to explore how the Plus Four Plus came about.

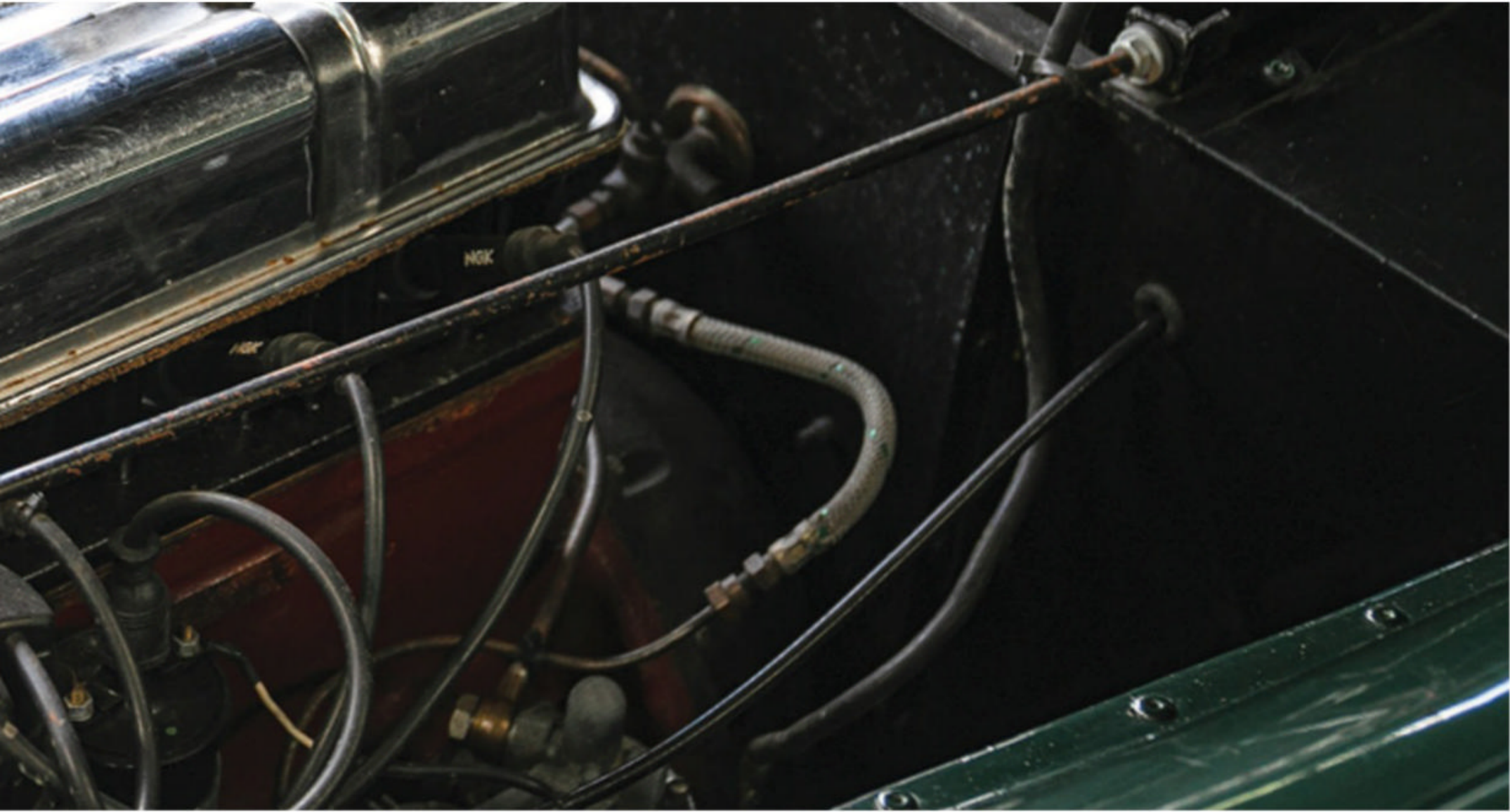
The Morgan Motor Company was the last bastion of independent British car makers, up until March, 2019, when Investindustrial became the majority shareholder. Founded in 1909 by Harry Frederick Stanley Morgan, who launched the Three-Wheeler or Cyclecar in 1910, which continued until 1936 when Morgan launched their first car, the 4-4 (four cylinders and four wheels). In 1950 the Plus Four replaced the 4-4, using a Vanguard 2088cc engine, by 1954 a Triumph TR2, 1991cc engine was transplanted into the Plus Four. And in 1955 the 4-4 was reinstated, making use of a 1172cc Ford Engine, but by the late 1950s however Peter Morgan presumed that his father's company needed something new.

Fiberglass had become all the rage at the time, for its lightweight construction, and Peter was keen on going this route. Think of the 1957, Lotus Elite Type 14 and you get the picture. He knew that the likes of MG, Austin-Healey and Triumph were offering more modern cars and that sales at Morgan were in decline. HFS Morgan was however not convinced a fiberglass body could withstand the jaw-rattling chassis of the Morgan, fearing that it would be pulled apart. After having bid his final farewell to his father in 1959, Peter was eventually freed to pull Morgan into the 20th century. He'd been

impressed with the EB Debonair S1 GT fiberglass kit-car, offered by E.B. Plastics at Stoke-On-Trent. At the time they were one of the more reputable kit-car establishments, also manufacturing cabs for the trucking industry, which included ERF and Foden Trucks. After close examination of the EB Debonair S1 GT, Peter believed that E.B. Plastics were up to the task and summoned John Edwards, the founder, to brief him on the requirements for the closed bodied Morgan. It needed to fit onto the chassis of the existing Plus Four and accommodate the running gear and engine. The new Morgan also needed to accommodate Peter Morgan, who was six foot four, allowing for easy entry and egress and a comfortable driving position for a man of his stature. The legendary Morgan grille needed to be incorporated into the design, so anyone would recognise it as a Morgan.

Unbeknownst to Peter Morgan was that there was another Morgan Coupé in the works. It is believed that Swiss Morgan concessioner Rolf Wehrin, had engaged with Morgan for years to produce a 2+2 Coupé, which his clients could enjoy during the Swiss winters. Apparently this fell on deaf ears, so Wehrin took it upon himself to find a solution. At the 1960 Birmingham Motor Show, his prayers were answered, when he came across Ashley Laminates, makers of fiberglass car bodies, who offered the Ashley Sportiva. To Wehrin's delight the body would fit a four-setter, Plus Four chassis.





Legend has it that Wehrlin returned back to England to collect the Ashley Sportiva body he had ordered, and transported it back to Switzerland on the roof of his Opel. The Morgan Motor Company for the first time had a stand at the Geneva Motor Show in 1962, where Wehrlin unveiled Morgan's first ever Coupé. Needless to say Peter Morgan probably had the biggest speed wobble of his life, when he saw the Morgan Coupé. He demanded that the car be dismantled, and the parts be sold, failing which he would revoke Wehrlin's license as a Morgan distributor. Ironically there was tremendous interest in the fiberglass Coupé.

The fiberglass Coupé that E.B. Plastics came up with, cut a streamline figure with a long following bonnet, short boot, and a roof which looked like Ettore Bugatti had a hand in designing - most likely to accommodate the tall frame of Peter Morgan. Inside it was a complete departure from any other Morgan, with unheard of creature comforts, such as wind down side windows, carpeting, a heater, bucket seats, full instruments in a molded dashboard, and even space for luggage...what was the Morgan universe coming to. The fiberglass body was reinforced with steel tubing and structural plywood, and fixed onto a Plus Four chassis.



Power came from the latest Triumph TR4, 2138cc engine, with a four-speed synchromesh transmission - synchromesh only applying to gears two to four. Up front it made use of the archaic sliding pillar suspension with coil springs and disc brakes. At the rear it kept with Morgan tradition, using a solid rear axle with leaf springs and drum brakes.

The Plus Four Plus could muster 110mph (177km/h), its engine pushing out 105bhp (78kW) at 4750rpm and producing 132lbft (179Nm) at 3000rpm. The Morgan Four Plus Four was unveiled exactly 60 years ago, at the 1963 Earls Court Motor Show, and was also shown at the 1964 London International Auto Show. It received an arctic reception, with a deafening silence from the Morgan fraternity, definitely not what Peter Morgan was expecting, from a car that was supposed to usher Morgan into the 20th century.

Motoring scribes were more receptive, remarking on a spirited performance, due to the lightweight fiberglass construction, weighing in at only 1800 pounds (816kg). They also praised it for its excellent handling and braking, and some going as far as saying that it would attract a wider audience for Morgan.

To start off with the Plus Four Plus was expensive, costing £1275, nearly twice the price of a Plus Four, at £684, the Lotus Elite did cost more, at £1600 but then it offered fiberglass monocoque construction, with fully independent suspension. Secondly, Morgan had created an audience for their cars that were so steeped in tradition, which Morgan brought about by producing virtually the exact same car, since it started making cars in 1936. Its buyers boarded on a cult, they wanted the bugs in your teeth experience, that's if you had any teeth left with the jaw-rattling ride that Morgans offered.

They were dyed-in-the-wool Morgan traditionalists, who would accept nothing less than what they had been offered before...the devotees were having none of it.

Motoring scribes were on the money when they suggested that the Four Plus Four would find a new audience, and that is what it should have done. Unfortunately a svelte exterior, underpinned by antiquated running gear, wasn't going to cut the mustard, with the suave buyers of the 'Swinging Sixties'.



Morgan had planned a limited edition run of just 50 cars, but could only manage to find 25 willing buyers over four years, as the first car was a prototype, which belonged to Peter Morgan. There was however a silver lining, the obsessive Morgan fraternity and those wanting to get in on the old Morgan experience, ignited sales just as Peter had wanted. The order book filled, and soon there was a waiting list, as customers clamored to get that authentic bare bones Morgan...before it was too late.

Chris Clarke was an obsessive Englishman who was hell bent on having his own Plus Four Plus. Born in 1950, he moved to South Africa from Bristol in 1972, on assignment to Volkswagen in Uitenhage (Eastern Cape) as a tool maker. Tragedy would strike almost 50 years later when on Sunday, January 26, 2020 after returning from a 'Vintage and Veteran Club' meet in his Morgan, Chris lost his life in a robbery that went horribly wrong in front of his home.

His lovely wife Jane has given Retromotive an insight into how Chris developed his passions for all things Morgan.

"Chris loved things that were out of the ordinary, Morgan being one of them, he also owned a Gilbern Invader Mk II, which thankfully is now with his brother in Canada," Jane explained. "He was also very keen on Rileys and Scimitars, these rather eccentric British cars. Once upon a time, he had a Red Label Bentley, in which we toured Europe."

Jane says Chris' love affair with Morgans started when he arrived in South Africa. "Chris bought an old 'Flat-Rad' and rebuilt it in the basement garage of a block of flats, he was living in, in Hillbrow...what used to be the trendy part of Joburg. He eventually sold that and bought the bright red Plus Four which I still own today. That is when I met the audacious Welshman...water-skiing at Harties (Hartbeespoort Dam – 85km from Johannesburg) in 1981. And then I became part of the Morgan fraternity, which I have to say is a bunch of odd people thrown together by the love of one very strange car. There is nothing comfortable about a Morgan, there really isn't!" she exclaims.

"Chris raced that very bright red Plus Four in the 1980s, then moved onto Saloon cars.



Chris raced Alfas in the Stannic Group One series, production car racing, against the likes of legendary BMW driver Tony Viana. Later when it evolved to Stannic Group N, he then moved on to racing Nissans,” Jane explains. “He bought a second Morgan Plus Four, and turned it into a TOK tribute, TOK 258 being the Morgan Plus Four in which Christopher Lawrence and Richard Shepherd Baron took the 2-liter class, at Le Mans in 1962, and placed thirteenth overall. Chris named it Tokkelos (South Africa term for evil spirit/ghost). The next Morgan he raced was a Plus 8, in which he had a terrible crash. He also raced a GT 40 replica, made by Cape Advanced Vehicles, with my son Nic, who has been racing karts since he was ten. And let’s not forget that he also raced single-seaters. Chris was passionate about his racing, so much so that he left Murray and Roberts, because they refused to sponsor him. He went on his own, so he could sponsor his racing through the business, and as he used to say: “How do you make a small fortune out of motor racing? You start with a large one”, she smiles.

How did it all start with the Plus Four Plus?

“Over the years we’d visited the Morgan factory quite frequently, and in that time Chris had befriended Melvyn Rutter, owner of Melvyn Rutter Limited, the Morgan dealer and specialist. Melvyn Rutter purchased the last Four Plus Four body from Morgan, when Morgan upgraded the factory and needed to get rid of it. Melvyn approached Chris, and informed him that he acquired the very last Plus Four Plus body, and asked if he was interested in buying it. It was a challenge that Chris could not refuse. He was a fiercely determined man and could never be told that something could not be done...it was like waving a red flag at a bull. He started on the Four Plus Four in 2012, this of course meant several trips to the Morgan factory, scrutinizing the Morgan Plus Four Plus that Peter Morgan owned, that they had on display, in minute detail. He took pictures of that car from every angle, including from underneath.”

His fascination would alarm those at the Morgan factory, as he would lie underneath the Four Plus Four. When a tour group was on the premises they would need an explanation as to what he was doing underneath the car at which point Chris would take over the tour and give the history of the Plus Four Plus.







The idea to build another Plus Four Plus came at the full support of Morgan. “Chris was in constant communication with Steve Morris, Morgan’s executive chairman. Morgan was extremely supportive and enthusiastic, it came to be known as number 27 of 26,” she adds.

As I understand it from my engagements with Chris about the Plus Four Plus, the factory made a new chassis, inner wings, bulkheads and fuel tank from the original drawings. He also pointed out that he had plenty of support from the Morgan fraternity globally, in terms of parts and advice. He managed to source a windscreen from a Morgan enthusiast in Canada.

“Not just that,” Jane interjects. “Melvyn Rutter also supplied the back bumper and overriders in brass, which Chris had platted locally; the initial cars had fiberglass items that were chromed. Chris was an utter perfectionist. If he couldn’t find a part he made it himself,” she reveals.

He bought a donor Morgan Plus Four for the engine, gearbox, suspension, steering and instruments. “And,” Jane adds. “Did you know that he bought a rotting Lotus Elan just for the boot handle, the key that came with it happened to fit the locks of the door handles of the Four Plus Four. Few knew that he had surgery done to his back and both knees, and experienced terrible pain, yet he stuck to the regimen of working on the Four Plus Four every night...he had a dogged Churchillian determination,” she reflects.

When did he finish with the Plus Four Plus?

“Chris finished the Plus Four Plus in 2018, drove it and really reveled in his accomplishment. It was a great accomplishment not just for him but for Morgan, it was no longer just a left over body, but one more Four Plus Four,” she concludes.

DANISH DELIGHTS

✦ WORDS **GORDON LOMAS**

✦ IMAGES **KALMAR AUTOMOTIVE**









D

anish company Kalmar Automotive is taking on the world in an adventurous way.

This bespoke coachbuilding exercise uses its Viking heart to transform Porsche donor machines to extreme levels. Founder Jan Kalmar and nine-times Le Mans 24 Hour winning legend Tom Kristensen are extending the company's model range in 2023.

In our exclusive Q & A with the company boss, find out what makes the unique and adventurous Kalmar Automotive tick.





WHAT WAS THE INSPIRATION BEHIND THE BUSINESS?

Jan Kalmar: I've always been a car fanatic / petrol head and I think working in a field you have a passion that sets you up to do the best possible job. After years of working in the automotive industry in various roles and with a variety of duties, including prototype development and creating driving concepts, I realized there was a gap in the market for what I wanted to offer, which is fully bespoke coach-built cars that fulfill the driver's individualistic idea of perfection, and decided there was no better time than the present to build my own brand. I feel very fortunate to be able to combine my lifelong passion and hobby into my day-to-day work and I surround myself with like-minded people. I think that shows in the way we [at KALMAR] run the business.

HOW OLD IS JAN KALMAR?

Old enough to know better, but young enough to still have fun.

WHAT IS LE MANS LEGEND, TOM KRISTENSEN'S INVOLVEMENT WITH KALMAR?

Tom Kristensen came to me with the wish to create a tribute car to celebrate the story of his journey as a record-breaking champion. Having known each other for a long time and both being Danish meant we immediately hit it off and aligned our visions of what the car should be. While Tom holds a record of nine victories at the 24 Hours of Le Mans, his first win was in a Joest Porsche WSC95, with racing number #7, in 1997. That became our inspiration to create the KALMAR 7-97. During the building process, we became very excited when thinking about what amazing achievements we could accomplish in the future. Soon after, Tom became a part owner and shareholder of KALMAR Automotive. Tom and I share a passion for racing and endurance driving and obviously a love for Porsches, so it was an exciting project to work on.



THERE ARE A LOT OF TUNING HOUSES IN EUROPE AND NORTH AMERICA. WHAT MAKES KALMAR DIFFERENT?

There is space in the industry for us all if each of us offers a unique value proposition to our clients. I believe that is what we're doing at KALMAR. It's very important to us that we don't follow in anyone's footsteps, instead, we're paving our own path. That is what makes us unique. Our focus is, and will, always be on the client. Trusting us [the KALMAR team] with the task of building your dream car is a privilege to us and something we will never take for granted or see as routine. We understand that to get it right, we need to establish a personal connection with the person we are building the car for and so we take our time to do exactly that. The car ultimately needs to be an extension of the owner. All the drivers we've built cars for came to us as clients and yet quickly turn into a part of the KALMAR family, that's just how we work.

Another aspect that makes KALMAR so different is the fact that we keep our eye on the future and think about how our actions impact the planet. We upcycle as many parts of the donor car as we can without it affecting the overall quality of the car. Furthermore, there's the availability of plant-fiber bodies and alternative powertrains that are available to our clients. We're always looking to evolve our product line and the company while keeping our skills and customers' needs at heart.

Between us, I'd like to think our Danish DNA has something to do with it as well. At least that is where the innovation, the importance of teamwork and the desire to never give up comes from. The Viking spirit as I like to call it.

WHAT'S THE STORY BEHIND KALMAR'S BIRTH?

KALMAR Automotive is a new entrant in the market. In the past, I've built my own race cars and the endurance, record-breaking Porsche Cayenne [now known as the KALMAR CS and CS-R], but it was the KALMAR 7-97 we built for Tom Kristensen that commercialized the entire project. We treated that car as the prototype to perfect before starting any other projects for new clients because we wanted to make sure that we could offer unmatched quality to our customers. After satisfying the racing perfectionist that Tom Kristensen is, we knew we were ready to satisfy any customer that would come our way.





DO YOU INTEND TO STAY BOUTIQUE OR BECOME A LARGE PRODUCER?

The KALMAR team is small, and we like to keep it that way. If you want to be able to provide the degree of bespoke offerings that we do without losing the personal touch, you simply must stay small. We see ourselves as boutique coachbuilders and don't want to become mass producers. As a company, there are obviously goals we want to reach but you will never see us lose our magic to a big team. More is not always better.

HOW MANY BUILDS DOES KALMAR DO PER YEAR?

Every project we take on deserves our full attention and dedication, which is why we don't stray from the maximum of 12 cars a year. The team and I have set this number as we have noticed that doing more than 12 projects means that we can't spend as much time with the car, and the client, as we would like. It is very important that we never let anything affect the quality of the end product or dampen the experience of the customer.

HOW MANY CARS HAVE BEEN BUILT BY KALMAR FOR CUSTOMERS TO DATE?

We measure success by the satisfaction of our customers, we don't focus on numbers as it does not matter to us. We're simply humble nerds with a passion for building the best possible version of a car for people who share our values. There will never be two cars alike, so when a customer comes in, we look at how we can cater to their specific needs and see if we can fulfill them. We never take on a project because we need to reach a certain quota. All of our projects are passion projects because building cars for like-minded people makes us feel fulfilled. People seem to really align with our methods, as our order book for the near future is full.



CAN YOU TAKE US THROUGH THE DESIGN AND BUILD OF THE FIRST KALMAR PROJECT, THE MODEL, YEAR, HOW LONG IT TOOK FROM START TO FINISH, THE INTRICACIES AND DETAILS OF THE ENGINEERING?

As mentioned before, KALMAR's first project was the 7-97. It holds a very special place in our hearts as it marks the beginnings of our brand, and it is an ode to the start of Tom Kristensen's journey as a record-breaking Champion in 1997. The project started with a 964-series 911 as the donor car, which is one of the last air-cooled Porsches. We chose this as the foundation to ensure performance, reliability, and comfort. The project was heavily influenced by 911s from the Sixties – especially the 1967 Porsche 911R – so we've taken that forward with the use of modern materials and technology. There are hundreds of areas of the car that we've improved on, so there are simply too many to discuss. To go over a few, however, let's start with the beating heart of the car, the engine.



The base is a 3.8-litre, 313bhp, flat-six engine. Every moving part of it has been fully restored where possible or else replaced by one of our in-house mechanics with the addition of our own Automotive OBDII Engine Management System. Tom played a key role in the development of the suspension of the car. Thanks to his many years of driving experience, his input was very valuable. After many testing sessions, we decided on using a dynamic damper rig. All the components are according to race specifications, but we've kept the traditional feel of a Porsche because it would be a shame if we didn't.

The weight distribution is another aspect we spent a lot of time on as it was important to us to get it just right. It took many small changes such as having an electrical air-conditioning unit which also improved the look of the engine bay. The 7-97 was never meant to be the fastest on track though, what was more important to Tom was that the car became an expression of passion and emotion.

The exterior of the car remains sleek and minimal, we removed the rain gutter and all the Porsche badges. One of my favorite little cosmetic details is the engine grille which is electronically motorized and lifts horizontally by the press of a button. We're also very proud of our full carbon fiber bodywork that is designed and produced in-house. The interior is filled with many great details that give the car so much personality. For example, you can find a Danish flag on the rev counter and Tom's signature is etched into the tachometer beneath it. All in all, it took us three years from concept to delivery and the result is something we're very proud of at KALMAR.



IS KALMAR JUST SPECIFIC TO THE PORSCHE BRAND OR DO YOU HAVE OTHER MARQUES IN THE PIPELINE FOR CUSTOMERS?

Our number one priority is to build a car that is fully created to the wishes and liking of the customer. We [at KALMAR] look at what we know best. Up until now, that has included making bespoke modern coach-built cars that start with a Porsche as the donor car. However, if a customer comes to us and their vision of the perfect car is something different, we are happy to see if we can do right by them. We're an honest brand so we would rather tell a client that our company is not the right fit for them than build a car we are not proud of. Integrity always comes first.

WHAT IS THE NEXT CAR THAT KALMAR HAS SCHEDULED TO BUILD, PLEASE GIVE SPECIFICS OF WHAT IS INVOLVED IN THE DESIGN AND CONSTRUCTION, ENGINEERING ETC?

We have a new car – a brand new car – that we will reveal the ideation and platform behind it in 2023. As much as I'd love to tell you more about the brand-new vehicle and potential cars to come, it wouldn't be fair on a range of partners, dealers, and media colleagues, so you'll just have to wait and see... I don't think you'll have to wait long. Us Danes do like to make sure we get it right before lifting the lid on a new project, and we're just perfecting it now in readiness.



TELL US A BIT MORE DETAIL ABOUT THE ADVENTURE SIDE OF THE BUSINESS. HOW IT WORKS, HOW MANY CARS, HOW MANY PEOPLE; THE LOGISTICS MUST BE MASSIVE. WHERE IS THE NEXT ONE PLANNED FOR?

IS THERE ONE PLANNED FOR AUSTRALIA? BEING SUCH A VAST COUNTRY AUSTRALIA WOULD BE RIGHT IN THE BALLPARK I WOULD THINK.

Endurance driving is a big part of my life. The idea for KALMAR Beyond Automotive stems from doing some of my record drives with The Longest Drive [a small group of people who share the love for non-stop driving between world extremities]. I really wanted to share the exhilarating feeling you get from doing endurance drives and had the desire to create an opportunity where people can be bold and adventurous within a safe environment. There are so many incredibly exciting destinations in the world, and we create a unique driving experience for people that is unlike any other. For this we send our specially prepared fleet of Kalmar RS and CS around the world to discover stunning places and roads from behind the steering wheel.

In 2022 there was an epic 40-day Trans-Andes Rally in South America where we drove over 11,000 km from Lima, Peru to the end of the world Ushuaia, which pushed the drivers and their cars to their limits. We had a really exciting unique ice-driving program in Finland in January and our 10-day adventure through the pearl of Africa, in Uganda and Rwanda is scheduled for this autumn.

Another Beyond Adventure trip to Australia will surely also be one to look out for in the future. It will take participants through 7,000 km of the Northern Territory and Western Australia. The duration is 17 days in total, of which 14 will be spent driving, and the group of participants is expected to be around ten to twelve, like our other adventures. The program will be a mecca for adventure seekers and fans of untouched nature. We want to give the participants the drive of their lifetime and the bright red soil, white dunes, and canyons full of waterfalls Australia has to offer, are the perfect setting for that.









JAGUAR XJ220

✦ WORDS & IMAGES MARCO ANNUNZIATA





Italian collector Cristiano Spinetti leans on the side of his ancestry when it comes to alluring automotive machinery.

Nothing particularly eyebrow raising there but what is a double take moment is the weapon that sits beside his Ferrari F40 and Lamborghini Diablo.

Alongside these iconic examples is a Jaguar XJ200, serial number 123, which is not what one would normally find firing through the Tuscan countryside.

“It seems that the only one missing here is McLaren Formula 1” Cristiano chuckles while walking me around his collection.

He then begins to tell me about the relationship between the noble British brand Jaguar and his family.

“Of course, we like Italian cars but there have always been Jaguars in my family's garage (especially the E-Type my father's favorite model), and we have always followed with interest Jaguar in their racing history, told stories, and watched videos from the 1950s with the C-Type and D-Type (my all-time favorite Jaguars), and later enjoyed the many victories of the Jaguar XJR-9 and XJR-12 at 24-hour endurance races.”

There is a certain fondness of the British leaper badge among Italian connoisseurs.

“Jaguar is a noble brand, perhaps somewhat forgotten by the masses, but it is impossible to forget the great achievements it has left in the racing world,” Marco adds. “Also, with regard to luxury cars, Jaguar was in my opinion one of the most important manufacturers of high-class sedans for a certain target level.”



THEIR AIM WAS TO CREATE A MODERN, HIGH-PERFORMANCE VERSION OF THE JAGUAR C AND D-TYPES THAT HAD COMPETED AND WON AT THE 24 HOURS OF LE MANS IN THE 1950S.

The XJ220 story began to grow wings in late 1987 when Jim Randle, Jaguar's chief engineer, together with a small group of Jaguar employees (the so-called Saturday Club) began the project and carried it forward in their spare time when they weren't busy with official commercial tasks. Their aim was to create a modern, high-performance version of the Jaguar C and D-Types that had competed and won at the 24 Hours of Le Mans in the 1950s and which could be entered in FIA Group B competition.

The design team built the project on a 1:4 scale, building a cardboard model of the car as they could not afford a full-scale model. Consequently, aerodynamic tests were also conducted on a scale model. Randle, however, used his reputation to strike a deal with parts suppliers to get all the parts needed in exchange for the suppliers staying on the project once the green light was obtained for production. That demonstrated a high level of confidence that the XJ220 would not be banished to a still-born grave.

The XJ220 was so named because it was supposed to reach 220 mph (354 km/h). The figures were 212.3 mph (341.7 km/h) for Jaguar's testing phase at the Nardo track in Italy with Tom Walkinshaw Racing driver and F1 ace Martin Brundle at the wheel. Had the rev limiter and catalytic converters been removed, a top speed of 217 mph could have been achieved. This achievement still made it the fastest production car from 1992 to 1993, when it was overtaken by the McLaren F1 which reached a top speed of 386.5km/h. Ultimately 220 was also the number of units that would be produced, but after the excellent reception, Jaguar announced production would be lifted to 350 cars.

Powered by a 6.2-liter Group C-derived V12 with 500PS, the XJ220 concept would be a technologically advanced car with a futuristic look. Among its main features were four-wheel-drive and four-wheel steering, while access to the passenger compartment was via Lamborghini-type scissor doors.



“I was still a kid but when I saw the photos from the unveiling of the working prototype of the XJ220 at the British International Motor Show in October 1988, it immediately became one of my favorite cars of all time. The first idea was that an XJR10 got an elegant suit. Someone who was in Birmingham that year told me that people seemed much more enthusiastic about the Jaguar XJ220 than the two Ferrari F40s exhibited by Ferrari and Pininfarina and owned by Pink Floyd's Nick Mason and David Gilmour,” Cristiano recalls.

And so, the XJ220 made a big impression on many other people, and its positive reception prompted Jaguar to put the car into production. About 1,500 deposits of £50,000 each were taken, and deliveries were planned for 1992.

Jaguar decided to proceed with the production of the Jaguar XJ220 in collaboration with Tom Walkinshaw Racing (TWR), the specialist UK racing and automotive squad. The assembly would take place in a purpose-built factory in Bloxham, Oxfordshire, with initial customer deliveries expected in 1992.

The concept promised four-channel anti-lock braking, advanced all-wheel-drive developed in collaboration with FF Development, adaptive suspension, and four-wheel steering. The plans, however, were turned upside down in a short time.

Indeed, as Jaguar's normally aspirated V12 would not be able to meet future emissions requirements, a 3,498cc turbocharged V6 producing 550bhp was used instead. Four-wheel drive and four-wheel steer systems were also abandoned as they were deemed unnecessary and overly complex.

Meanwhile, unbeknownst to Jaguar, Tom Walkinshaw was working on his road car. Based on the Le Mans-winning XJR-9, Walkinshaw's new XJR-15 was a more hardcore take on the supercar theme than the XJ220.

Jaguar still agreed to back Walkinshaw, but to avoid skimming customers for the XJ220, the XJR-15 (originally expected to cost three times as much as an XJ220) was ostensibly marketed as a one-make racing car.



The green light for production was given in late 1989. That December, Jaguar announced a production run of 350 cars at a pre-tax price of £290,000. The first production XJ220 was unveiled by Diana, Princess of Wales, at the Bloxham plant in October 1991. A public launch then took place at the Tokyo Motor Show later that month, with customer deliveries commencing in June 1992.

The price of the XJ220 had now risen to £470,000 which, combined with specification changes and the general slump in demand for performance cars caused by the early 1990s recession led many buyers to let go of their buying options.

According to factory documentation, a total of 281 cars were produced. In total, 277 customer cars were completed, also three complete sets of spare parts vehicles were made, and one vehicle was scrapped due to defective body materials. Of the 277 customer cars, 11 were converted to a 'racing' specification to generate increased interest in the XJ220 project.

The last XJ220 rolled off the production line in April 1994, after which the Bloxham factory was handed over to Aston Martin to produce the DB7. Ultimately, a total of 282 XJ220s were built, 69 of which were right-hand drive.

Cristiano indicates there are several factors why the XJ220 did not rise to the heights of other supercars of its era but that still does not lessen its appeal as an icon of that generation.

"Perhaps due to its excessive price when new, perhaps due to the engine which for many had no pedigree, which I consider to be a wrong opinion because that engine was derived from racing and its choice in turn improved characteristics such as power and weight savings. With a big V12 for me, they would have gotten a much more clumsy, heavy, and slower vehicle. Jaguar has claimed a weight of 1470 kg and a 0-100km/h time of 3.6 seconds for the XJ220."



“The thought of having the XJ220 number #123 in my garage and being able to look at it, touch it, and drive it whenever I want gives me incredible satisfaction. Although its organic curves seem almost spatial, the XJ220 has been built traditionally, in the old master's way that we know well here in Italy, with hand-beaten aluminum alloy body panels – a very difficult task considering the size of the car. And in fact, on the road, it may look like a spaceship, but it is a large sports car where the mechanical component is undoubtedly more present than the electronic one. The cars in my collection each have their own soul and different driving qualities.

Cars governed by electronics have no character and do not excite me, especially in terms of sporty driving.”

Cristiano is unashamedly passionate about supercars from the 1980s. "I am a great fan of all the supercars of those years, my favorite is undoubtedly the Ferrari F40 which, the last great car wanted by Enzo Ferrari who had a certain respect for Jaguar, and I'm sure he wouldn't have scorned the XJ220! When I think of that period, I have to say that I like all the models, also because it's a time when the mechanics and design of cars counted more than anything else and were of the highest level.”

“These are exceptional cars, whose important differences were aimed at keeping the weight low, providing a lot of power to the engine, and having an aerodynamic and chassis study that guaranteed stability. Each supercar was different from the other: there was one designed for maximum speed, one best suited to the track, and one best drivable on the road. Some were probably better thought out and designed than others, but without a doubt, all had their own character and charm. At that time supercars weren't as fast as they are today, but still very fast. What matters to me is something else. (and) That is the experience and sensations that a car conveys once you're behind the wheel, and as far as I'm concerned, the cars that excite me the most were produced in those years.”

Unfortunately, the XJ220 had a very short racing career. In June 1993, three XJ220s were specially prepared for the new Gran Turismo class.

At Le Mans, a month after its success at the BRDC National Sports GT Challenge, despite the 73 minutes lost due to a breakdown, the XJ220 driven by John Nielsen, David Brabham, and David Coulthard took the first step of the podium in the GT class. However, it was stripped of that victory due to irregularities with the exhaust system.

Later the XJ220 was entrusted to the Chamberlain Team which continued to see it compete in the GT category. These results prompted TWR to create the S model: special modifications to the bodywork and

minimal interiors were combined with the specific tuning of the suspension and engine, with power raised to 700 hp.

A story, that of the XJ220, is short, intense and hard to forget.



BMW KOENIG SPECIALS HS8 850 V12

✦ WORDS & IMAGES GEORGE COLBEANU









This car was thought to be lost to the automotive history pages, never to be seen in the metal again.

That was until it was discovered by a group of BMW-loving Brits last year.

Once owned by an infamous Polish gangster, the red Koenig Specials KS8 BMW is central to a remarkable story.

This rare, powerful coupe has now emerged from its underground bunker where it was stored for eight years after the team of enterprising Brits saw it for sale in Germany.

Before documenting the sale and retrieval at the end of 2022, I will give you a snapshot of one of its previous owners.

The scarlet Koenig Specials KS8 850 V12 had been the prized possession of notorious criminal Nikodem ‘Nikoś’ Skotarczak who built an organized car stealing ring from the 1970s through to his murder in the 1990s.

In the criminal underworld of post-Communist Poland, Nikoś was a force to be reckoned with. Dubbed the 'king of car thieves', he built a lucrative empire on the back of his ability to steal cars from Germany and Austria and smuggle them into Poland with relative ease. Born and raised in Gdansk, he had a seemingly endless supply of accomplices and a knack for evading capture. Nikos had spells in and out of prison in the 1980s and 1990s from a range of car stealing, false passport and escaping police custody offenses. Married four times, he was shot dead in a brothel in the Polish port city of Gdynia at the age of 43.

It is perhaps unsurprising, then, that Nikoś would choose a car as ostentatious as the Koenig Specials KS8 as his ride of choice. In the world of high-end German car tuners, Koenig Specials was the cream of the crop, known for its work on Mercedes, BMW, Porsche, and Ferrari models. With its flared fenders, aggressive body kit, and towering rear wing, the KS8 was the ultimate expression of excess - the perfect vehicle for a man like Nikoś, who reveled in flaunting his wealth and power.

But the Koenig Specials KS8 was more than just a status symbol for Nikoś. It was also a key part of his legend. Tales of the gangster's escapades in the car - outrunning the police, transporting smuggled goods, and shaking down hapless victims - became the stuff of folklore in the criminal underworld. Even after Nikoś's death in 1998, the Koenig Specials KS8 retained its reputation as a symbol of his power and influence.

In addition to the legend of Nikoś and the Koenig Specials KS8, it's worth taking a moment to consider the company that created this iconic car. Koenig Specials, founded by Willi Koenig in the 1970s, a German tuning operation that made a name for itself in the world of high-end auto customization.

Koenig Specials was known for its work on a variety of high-end car brands, including the premium brands mentioned earlier. The company specialized in producing performance upgrades and custom body kits that took these already impressive vehicles to the next level.



One of Koenig Specials' most famous creations was the KS8, a custom version of the BMW E31 8-Series that featured flared front and rear fenders, an aggressive body kit, and a towering rear wing. The KS8 was the ultimate expression of automotive ostentation, and it quickly became a favorite among the wealthy and powerful. Not forgetting the crown jewel, the 13J rear wheel typically wrapped in 335/40/17 Michelin tires.

Under the hood, the KS8 is powered by a 5.0-liter V12 engine that has been supercharged by Koenig Specials to produce over 450 horsepower back in the 1990s. That stacks up as a decent amount of oomph even today. This engine is paired with a 4-speed automatic transmission, which provided smooth and effortless shifting, adding to the luxury feel of the car.

In terms of dynamics, the KS8 is a true performer. It's equipped with an adaptive sport suspension that stiffens when necessary and improves its handling, as well as a high-performance braking system that provides excellent stopping power. The car also features a rear-wheel drive and steering setup, which gives it a more engaging and dynamic driving experience and is the perfect formula to really plant that V12 across an autobahn.

The standard BMW E31 850 is already a highly respected and sought-after car. Koenig Specials took this already impressive platform and elevated it even further with their signature upgrades, creating a truly legendary performer in the process.

But Koenig Specials was more than just a car tuner - it was a cultural phenomenon. The company's bold, over-the-top designs and high-performance upgrades captured the imagination of car enthusiasts around the world, and its cars became symbols of success and status.

The Koenig Specials KS8 wasn't just a symbol of Nikoś's wealth and status - it was also an integral part of his criminal enterprise.

Nikoś's exploits in the Koenig Specials KS8 became mythical in the criminal underworld. There were tales of him outrunning the police, transporting smuggled goods, and shaking down hapless victims.

As the Koenig Specials KS8 makes its comeback, it's a reminder of the enduring legacy of this iconic car company. From its humble beginnings in the 1970s to its current status as a cultural icon, the Koenig Specials KS8 is a





testament to the enduring power of automotive high-end tuning. So, it's not surprising that the car has captured the imagination of car enthusiasts and crime buffs alike, and that it continues to make waves in the car community today.

The car in this feature vanished from the public eye in the years following Nikos's passing. Some speculated that it had been destroyed in a crash or scrapped for parts. Others whispered that it had been secreted away in the garage of a wealthy collector, hidden from view. The truth, it turns out, was far more intriguing.

THE KOENIG SPECIALS KS8 HAD INDEED BEEN HIDDEN AWAY

Instead, it had been entombed in a modest underground facility, where it had sat undisturbed for the past eight years.

New owners, Tahmid Haque, Raj Sira, Mitesh Surti, Ebrahim Gaffar, Atif Yaqub and Manmohn Johal caught wind that the car was in Germany. Being dedicated BMW enthusiasts, and not having ever come across a Koenig Specials KS8 in person, the group organized a logistically challenging trip to Germany to bring the powerful coupe back to the UK.

The towing car of choice was a black Mercedes G63, owned by Ebrahim, accompanied by a BMW X5 for the rest of the crew. They set off to complete the first half of a 750-mile round trip just two days before the end of 2022. That same night, the crew arrived at the hotel where everything was prepared for the next morning when the car had to be collected and drove back into the UK.

The following morning the team set off to the Pawn shop where they met the current owner of the car who had apparently been oblivious to its past. After a brief yet somewhat insightful conversation with that owner, the final sum was handed over and the title for the car was now in Tahmid's hands. Now back in the SUVs, the crew had a short drive to the underground unit to retrieve the KS8 where it would be revealed to the outside world for the first time in nearly a decade.

According to Tahmid, maneuvering the G63 inside the low and tight garage was not the easiest of jobs but they got it lined up eventually the retrieval crew got behind the KS8 and pushed it carefully towards the trailer.



Having meticulously aligned the KS8 with the trailer, the team quickly found out there were mere millimeters on either side of the car as the wide tires slowly rolled onto the trailer. There was no room for error.

The KS8 emerged out of the darkness and eyes were drawn from everywhere, with many passing by stopping to see what we were towing (not the most inconspicuous thing to tow). From there they headed straight back to France towards the Eurotunnel leading to the UK.

The entire operation to collect the KS8 was captured in a video produced by this author that has been posted on Tahmid's YouTube channel, Tahamid's Collection.

The car had been advertised in 2022 on the open German marketplace for €99,000.

After numerous phone calls to experts in the field and the network that Tahmid had at his disposal, a deal was reached, and a collection date was set to bring the KS8 to the UK.

Tahmid and his colleagues breathed a collective sigh of relief once the KS8 was safely back in the UK.

“We realized that we had unearthed one of Poland's greatest automotive treasures and are set to give it a new lease of life, and share with the world again,” Tahmid said with understandable excitement. “The feeling of owning such a treasure is great but also comes with a lot of responsibility. In a way we feel like we owe it to the car community to give the KS8 a new life and share with the world.”







Tahmid's group is planning to fully recommission the car and has since been sent to an 8 Series specialist who had a basement full of E31 parts that were mostly no longer available from BMW. The car went through a thorough inspection which led to two new batteries, fuel pump rebuilt, alternator rebuilt, oil service, new oil filters, new air filters, 12 new spark plugs, brake fluid service, braking system rebuild, brake master cylinder rebuild, new viscous fan, new ABS pump, multiple new hoses and bushes replaced, new upgraded steering rack and a lot more. The result of this was the car running smoothly on all 12 cylinders for the first time in eight years.

What next for this most storied KS8?

“As with most new cars bought within the group, Atif loves to drive on the track and a new addition isn't really considered part of the family until it's done a lap around the Nurburgring. The plan, once the car is mechanically sorted, is for it to be driven to Germany and head straight onto the Nurburgring for a few laps.

“We have also been invited to showcase the car at one of Europe's largest car shows in Poland.

“And it would be great to reunite the car with Poland once again.”

PORSCHE AND CHANDELIERS

✦ WORDS & IMAGES GEORGE COLBEANU





BOSCH

Turbo



DUNLOP
TIRES

BILSTEIN
SHOCK ABSORBERS

VASEK POLAK

hell



Stuttgart Sportcar BRAZ



Regis Mathieu runs a world acclaimed business in the south of France that deals in the production of chandeliers. Mathieu is a craftsman beyond repute where his stunning designs can be seen in some of the world's most famous buildings. Think of the Paris Opera, the Palace of Versailles, Laxmi Vilas Palace, and Opera Philadelphia as examples. His work comes out of a shop that was once an Ochre factory on the outskirts of the Provencal town of Gargas around 44km from Avignon.

His father ran the Mathieu Lustrerie company that produced lighting following World War II, but the firm closed following his death. While studying business, Regis then committed to bringing his dad's business back to life. That involved traveling to eastern Europe and the US, where he armed himself with knowledge and immersed himself in how to best create his own lighting designs.

So, what the devil is Mathieu doing on the pages of a premium automotive magazine?

Well, he just happens to be a long-time collector of some of the finest and rarest machines to come out of Zuffenhausen. Some of his cars include a 1964 Porsche 904 Carrera GTS, a 356 Speedster and a 718 RSK, one of only 35 built.

Earlier this year Mathieu put on an exhibition at his orange-hued Gargas facility to commemorate 60 years of the 911.

Open to the public only for the month of January, Mathieu's exhibits included some of the most desired and rare 911 models. We have hand-picked some of the display cars here:





911 RSR TURBO 2.1L

Is truly a car that'll make your heart race faster than a Ferrari on the straightaways.

This beauty was first rolled out in 1974. Only four of these were ever made. This was the follow-up to the 911 Turbo, which made its debut at the Frankfurt Motor Show in 1973 and took the world by storm. But the 911 RSR Turbo 2.1L was built for one thing and one thing only: dominating the competition on the racetrack.

Under the hood lurks a 2.1L flat six-cylinder engine that produces a whopping 460 horsepower thanks to its turbocharger. And let's not forget about the fiberglass body and lightweight parts that make this 911 the first one to be entered into the 24 Hours of Le Mans in the prototype category, where it went on to take the top spot.

In the colors of the L  poque team and Martini Racing Porsche System, the 911 RSR Turbo 2.1L went head-to-head against G  rard Larrousse and his Matra. It was leading the pack for a while and ultimately took home a second-place finish. But let's not forget, this was an experimental car. And thanks to its success, Porsche engineers went on to develop the 934, 935 and 936!

Therefore, it's easy to see how the 911 RSR Turbo 2.1L revolutionized the Porsche racing world and opened the way for future developments. Even today, Porsche continues to develop Turbos, as evidenced by the devilishly quick 919 that won the 24 Hours of Le Mans. It's a true testament to Porsche's engineering capabilities and a true racing icon.



996 GT1 EVO

Developed in the late 90s, this beast was built to take on the endurance racing circuit and dominate the GT1 class regulations set by the FIA.

Built on the 911 platform, the 996 GT1 EVO was a force to be reckoned with. Under the hood, you'll find a water-cooled 3.2-liter flat-six engine that pumps out a whopping 600 horsepower. Paired with a six-speed manual gearbox, this car pervades the essence of pure driving joy. But it's not just the power that sets this car apart. The carbon fiber and Kevlar composite body helps to keep weight down, while advanced aerodynamics, including a massive rear wing and diffuser, provide maximum downforce for unparalleled handling.

The 996 GT1 EVO made its racing debut in 1997 and quickly made a name for itself on the endurance circuit, competing in races all over the world. In 1998, the 996 GT1 EVO, driven by the likes of Allan McNish, Laurent Aïello, and Stéphane Ortelli, took home a second-place finish at the prestigious 24 Hours of Le Mans, behind its sister car, the Porsche 911 GT1-98.

This car is considered as one of the most advanced race cars of its time.



Stuttgart Sportcar BRABSON

935 1976 MOBY DICK

This firecracker factory racing version of the 911 first hit the scene in the 1970s with the goal of dominating the 'Group 5' category, which it proceeded to do. With its 3-liter flat-six-cylinder engine, like the 930 Turbo on the road, it was originally paired with a 4-speed manual gearbox as the torque of its turbo engine was too high for a 5-speed gearbox. But after its initial success, the engineers quickly realized that this car had even more to give.

Over the years, the 911 RSR underwent several evolutions, increasing its horsepower from a respectable 590 to an awe-inspiring 850. It dominated endurance racing, winning prestigious races such as the 24 Hours of Le Mans, the 24 Hours of Daytona (winning 6 times in a row), and the 12 Hours of Sebring (7 times). It also conquered hill climbs, with driver Jean-Marie Almeras earning the title of European Mountain Champion three years running.

But it's not just the performance that makes the 911 RSR special. The car's breathtaking shapes, and the way it shoots flames out of its exhausts on deceleration, make it a true sight to behold. It went through several bodyworks during its long career, the most famous being the "Moby Dick" bodywork in 1978. But the one you see in front of you today is the first dress developed by the Porsche factory. It's considered an inspiration for the most exclusive 991.

In short, the 911 RSR is a true legend of the motorsport's world. Its performance, longevity, and iconic design make it a car that will forever be remembered in the annals of Porsche history.



When asked about his motivation behind putting on the exhibition, Mathieu's answer was simple: his number one passion is creating chandeliers, art with light, if you will. His second is cars, Porsches in particular. You come to understand this when his Porsche fascination started when he was only 19. He bought a 356 Speedster which he drove to his budding lighting business every day.

So, for the inauguration of the newest exhibition hall in Gargas, the idea struck him to bring together some of the world's most sought-after and rare 911 models. Just for one month, on display, free of charge, for enthusiasts of the world to indulge in. He expected a decent turnout, but what transpired was nothing short of unbelievable. Thousands of people crossed the exhibition's doorstep to view the iconic 911s. "I am left speechless by the overwhelming success of this exhibition," Mathieu marvels. "To see so many people from around the world come to see my collection and appreciate the beauty and craftsmanship of these chandeliers and cars is truly humbling. I am grateful to the rightful owners of each of these 911s, for entrusting me with their care and for allowing me to share them with the world.

"I am also grateful for the inclusion of some of my own personal cars in this exhibition, it truly means a lot to me to be able to share my passion with others. Porsche provided us with the new GT3RS to be a part of this exhibition, which was extremely kind.

"This is a true representation of Porsche's ongoing passion and dedication to excellence. The exhibition is a dream come true for me and I'm grateful for the opportunity to share my passion with others and I hope that my collection continues to inspire and delight for many years to come."

As mentioned earlier, the exhibition was only open to the public for the month of January 2023, and it was a runaway success.

It begs the question; will there be another exhibition like it? A firm yes as the response from Mathieu.

Even after these magnificent machines have made their way back to their rightful owners, Mathieu's chandeliers continue to hang elegantly, a testament to his passion for art and light.

If you ever get the chance to visit Gargas, don't miss out on the opportunity to see the incredible works of Mathieu, a true master of his craft.



FABSPPEED

MOTORSPORT

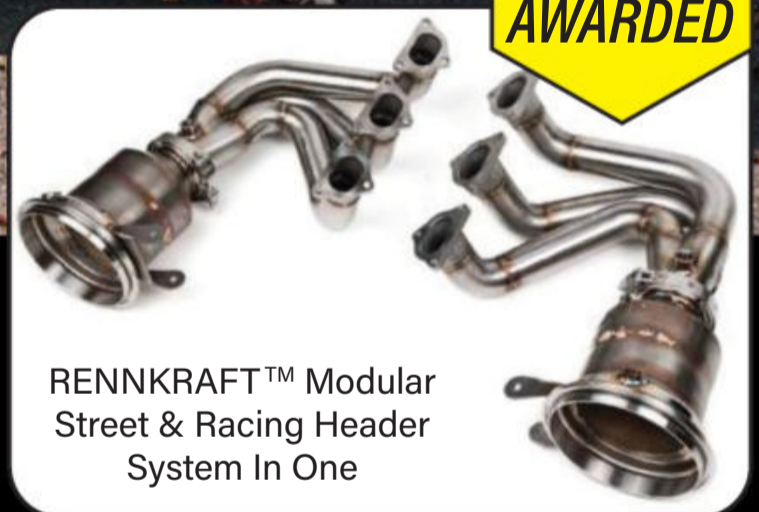
**29 YEARS OF AIR & WATER
COOLED EXCELLENCE**



**U.S.
PATENT
AWARDED**

PORSCHE 993

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



RENNKRAFT™ Modular
Street & Racing Header
System In One



SCAN THE
QR CODE NOW,
YOUR CAR WILL
THANK YOU

INNOVATION, NOT IMITATION

Fabspeed Motorsport has been designing the very best Porsche performance products for over 29 years. We use the most advanced techniques to engineer and manufacture high-performance exhaust systems, air intakes, and ECU tunes for Porsche and the world's most coveted exotic cars. All of our products are designed and engineered in Fort Washington, Pennsylvania.

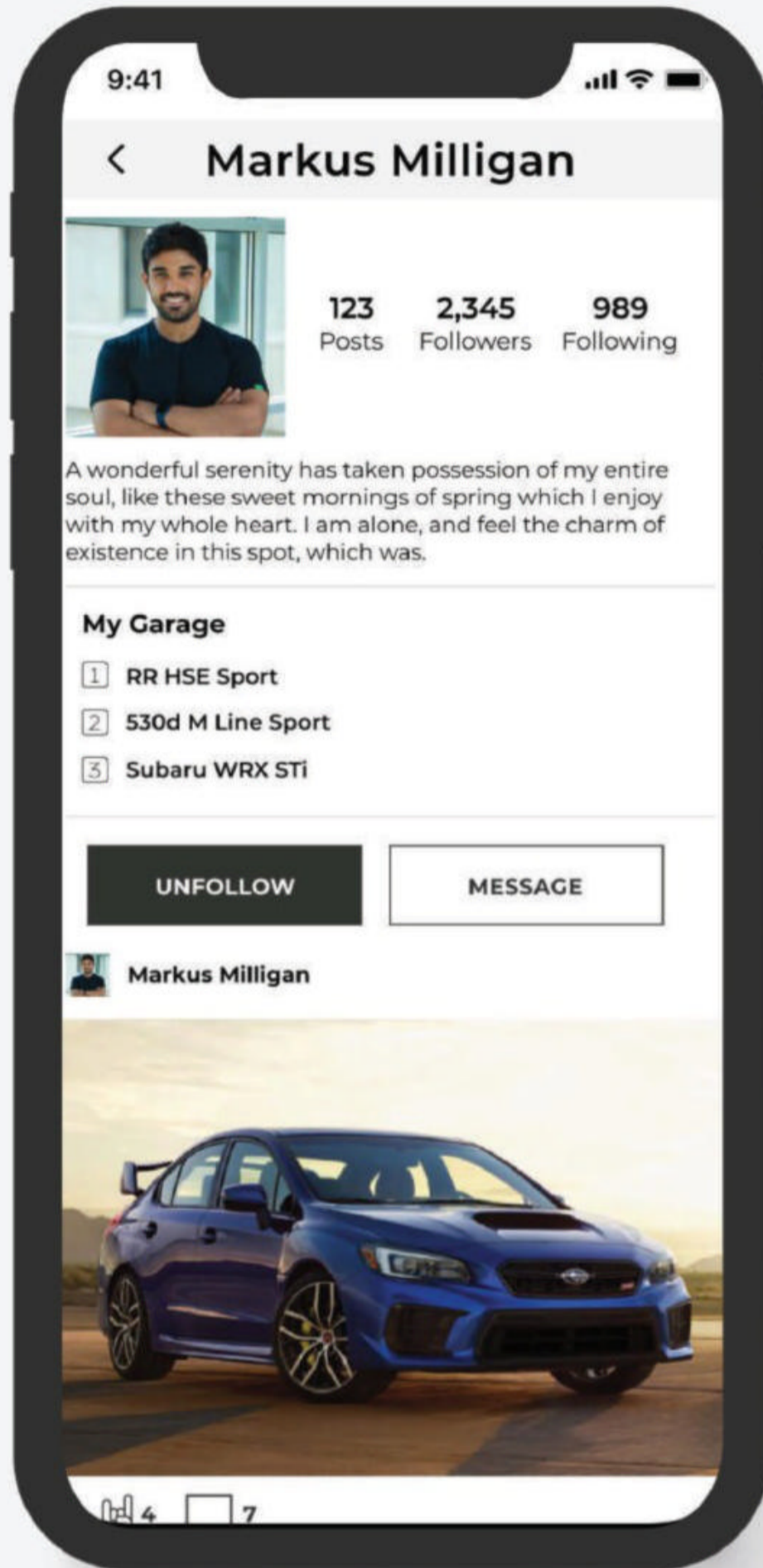
USE THIS PROMO CODE  AT CHECKOUT FOR SPECIAL SAVINGS

FABRM10

215-646-4945 | info@Fabspeed.com | www.Fabspeed.com

BUILD YOUR DREAM GARAGE

online



Scan to download



DOWNLOAD OUR APP FOR **FREE!**

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

OUR DIGITAL & ANALOGUE ANATOMY

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

● **Story** · Reach

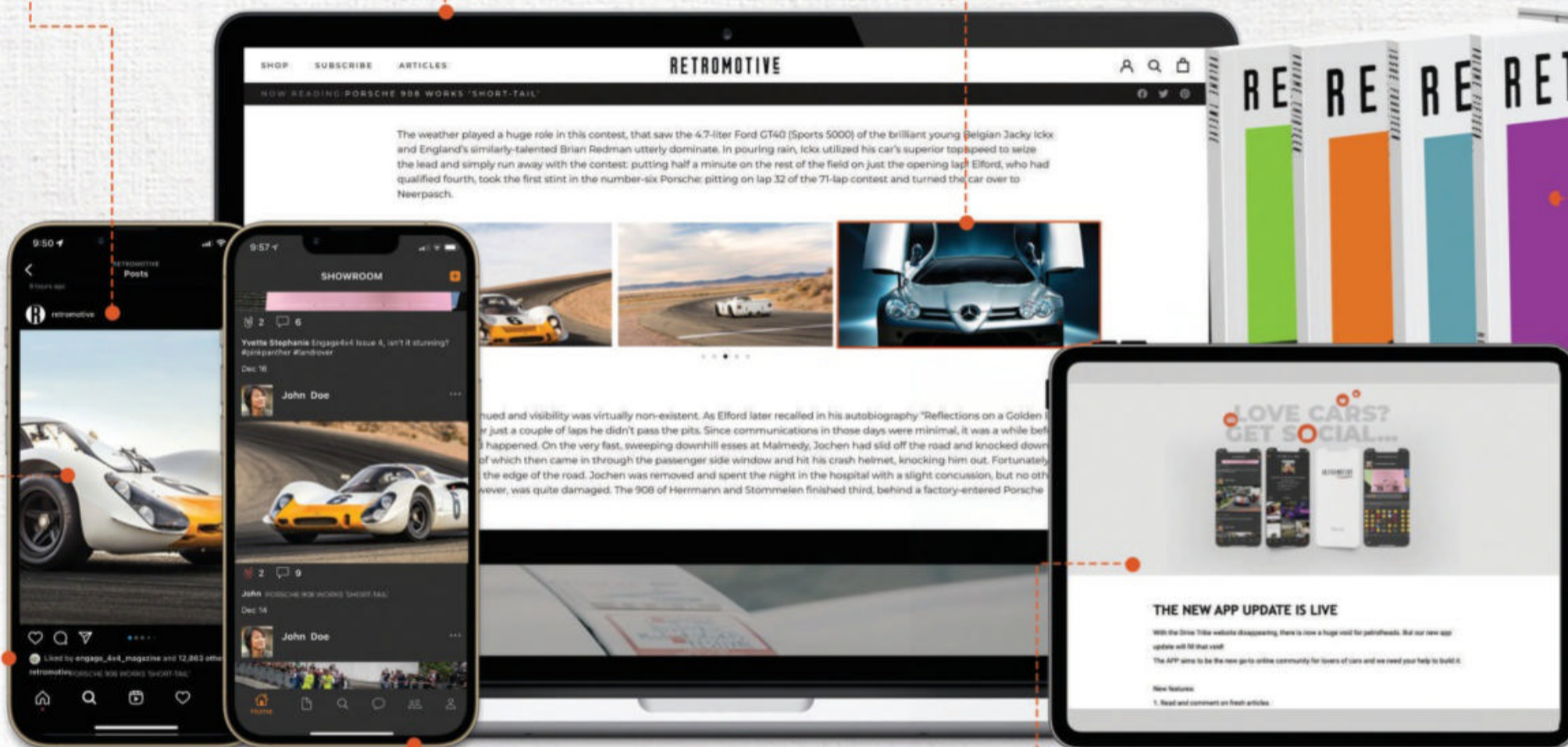
over 1 million viewers / month

● **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.**

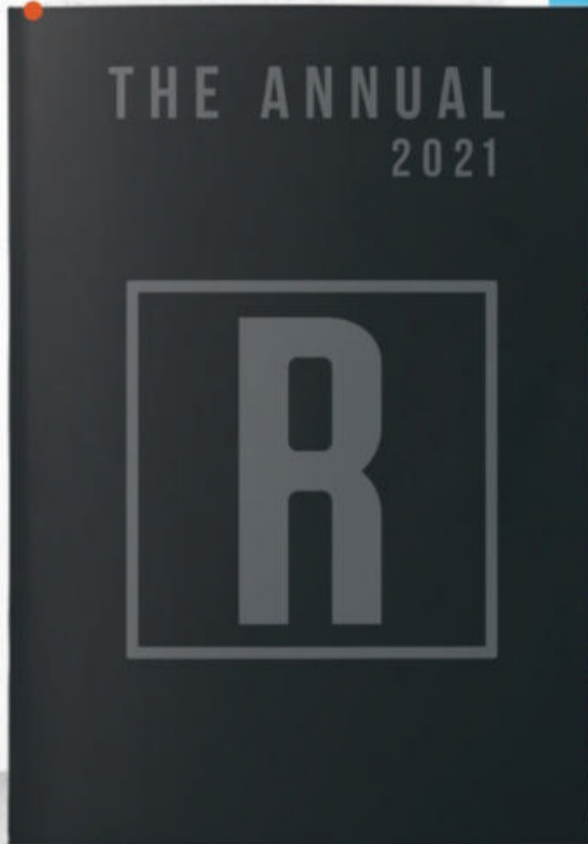


FOUR ISSUES

Special editions published per year.

2,000 print subscribers & counting...

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



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

www.retromotive.co



RETROMOTIVE.CO