

#MANUAL





Foreword

by
Kenny Schachter

In an age when hostility to cars is reaching a fever pitch and we are fast approaching the obsolescence of manual vehicles altogether— I mean the ones you have to drive yourself vs. stick shifts, which are already basically extinct— what better time to stage a car show at the Miami Basel Design Fair in Switzerland.

Like Donald Judd before her, art, design and architecture for Zaha Hadid transcended studio practice, profession or mind set, amounting to a cause. Zaha had a democratic, non-hierarchical approach to design that didn't differentiate between art forms: her towers could be filled with her art, furnishings, housewares, clothing and even vehicles (she designed car and boat prototypes). Judd didn't just preach his reductive, analytical, simplified approach to art and design, but built and lived it. In her inimitable fusion of organic forms created with mathematical precision, Zaha followed suit.

When you drive a vehicle, you don't see it and when you park it, you leave it. I reside with my cars in my home office as I don't differentiate between the artistry of a well-made spoon, table, painting, sculpture or car. Spanning a 1952 Aurelia B20GT to a 1991 Lancia Delta Integrale HF Evolutione, a broad array of 13 handmade and quirky autos will be on view providing a sense of time before regulations and corporate conservatism led to homogenization in design.

You can't discount the roles cars have played in the culture of literature, music, architecture and film before universal antipathy and hostility set in.

The cars constitute my personal collection built over the course of 15 years living in Europe, and they are defined by the maxim espoused by Ferdinand Porsche that form follows function finding beauty in the streamlined versus superfluous. That is not to say these cars lack decorative flourishes, rather the opposite—just created in a more integrated manner.

Adhering to such design discipline, when cars were built with creative freedom and lack of bottom line constraint, the aesthetically seductive and alluring characteristics of the vehicles are still manifest. Small in production numbers and stature, making due with limited scale and means, these vehicles offer an unparalleled glimpse into the decades from the 1950s through 1990s before concerns shifted from individuality and uniqueness in automobile manufacturing to generic sameness.

Exhibiting a car collection in this day and age might very well be considered garish and materialist, but you can't discount the roles cars have played in the culture of literature, music, architecture and film before universal antipathy and hostility set in. This one-time symbol of freedom and mobility is now seen by many as nothing more than another form of bear trap and ice melt-er, but they also rise above the mundane to equal in art form.



**‘A manual
today is a non-
autonomous
car you actually
have to drive’**

Kenny Schachter



1973

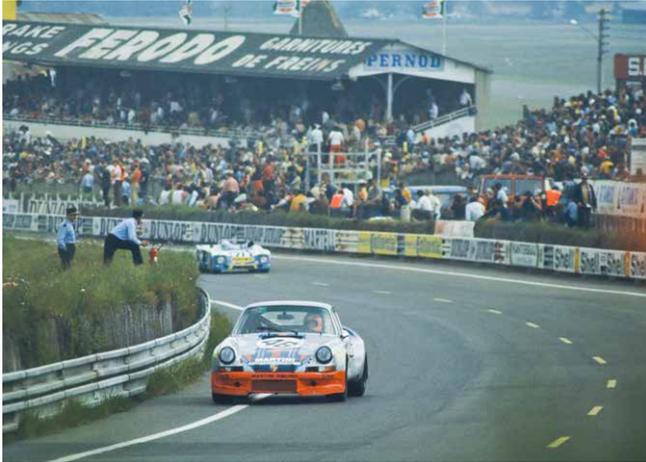
RSR Prototype R7

4th is not normally celebrated as a racing result but for a basically modified road car this result is still one of the Martini Works Porsche Racing Team's most memorable results at the 24 heures du Mans. Its lightened steel body shell started its life on the production line as the basic budget 911T, then moving over to the works race department 1973 was Porsche's first serious attempt at an outright win world sports car racing. This car is one of two surviving works cars from that year.

'A product that is coherent in form requires no embellishment. It is enhanced by the purity of its form'
Ferdinand 'Butzi' Porsche











MARTINI RACING

46

INTERNATIONAL CLUB
MARTINI

BOSCH
ELECTRIC

1973

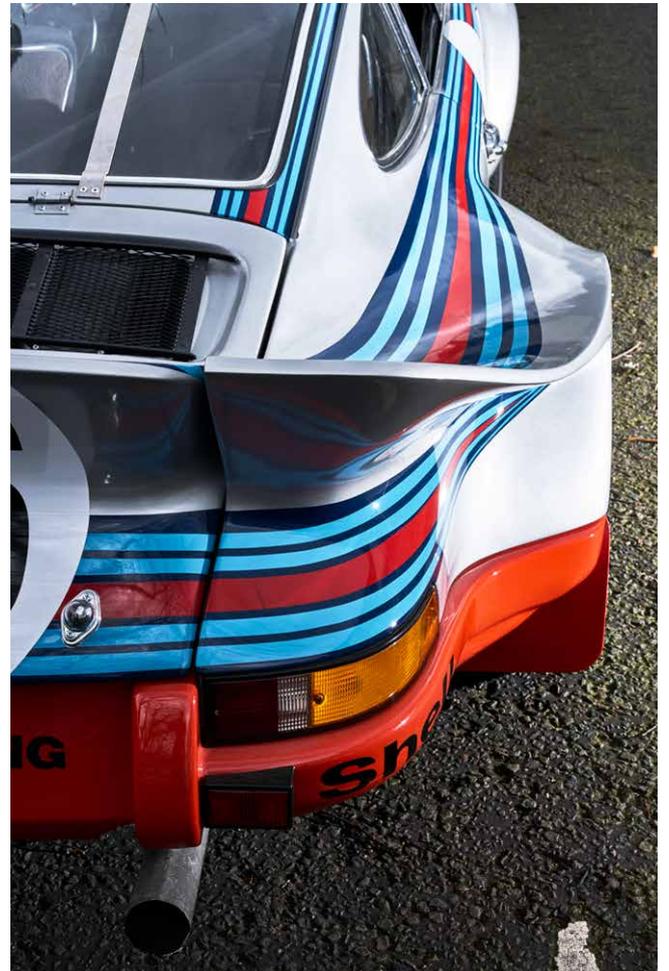
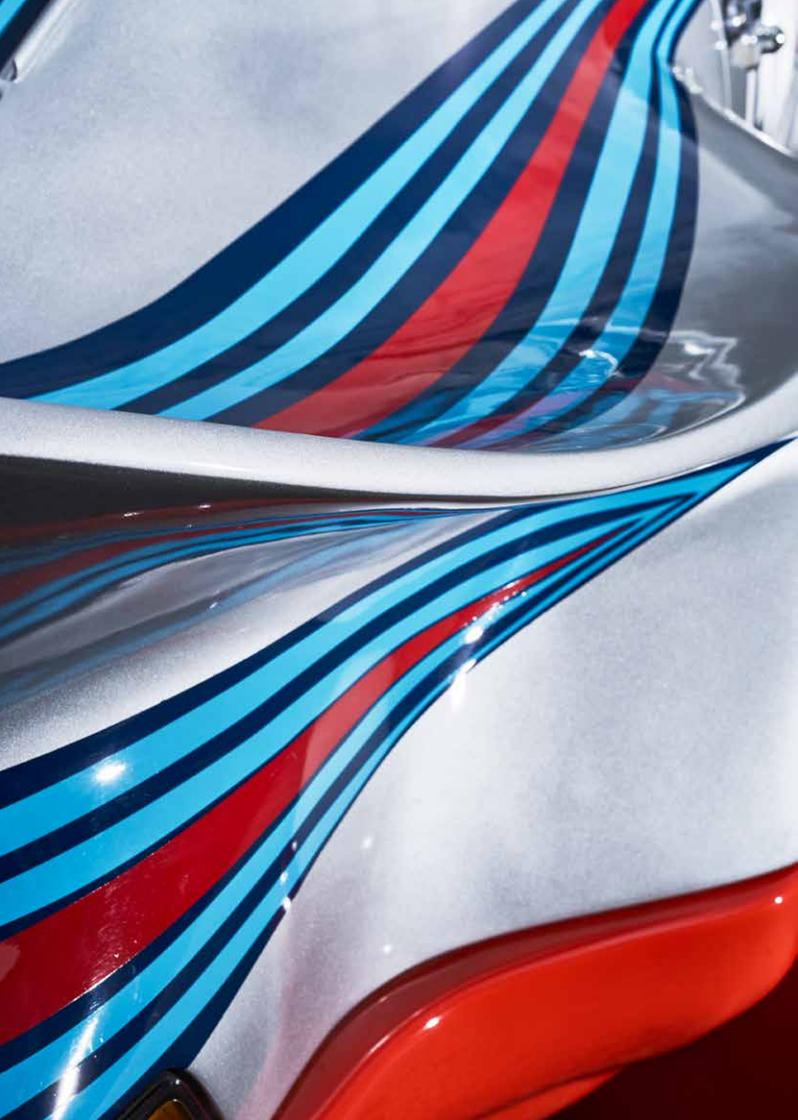
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MICHELIN MICHELIN MICHELIN

Continental

Polaroil

FFD
FER



**‘I think cars encapsulate
the history of innovation
and style – it’s the other side
of the coin of the car being
public enemy number one’**

Sir Norman Foster





1980

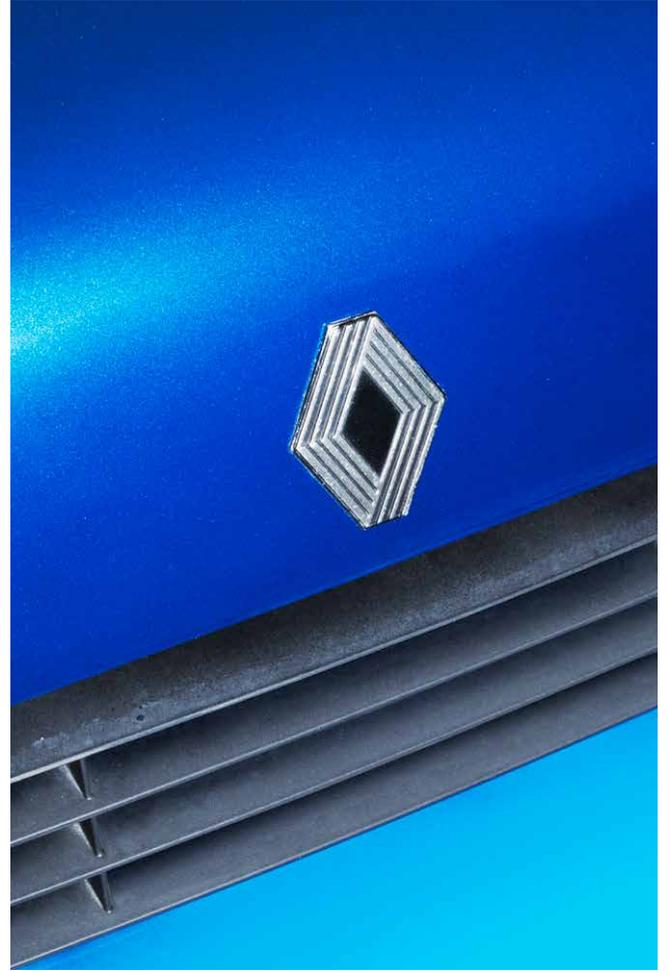
Renault Series 1 R5 Turbo

Seven years after winning the World Rally Championship in 1973, in 1980 Renault introduced the new R5 Turbo as a homologation special to compete in Group 3 and 4 racing and international rally competition. The R5 was based on the production Renault 5 Alpine hatchback, but to meet the demands of its intended mission, Renault engineers scrapped the standard 5's front-engine, front wheel drive layout in favor of a mid-engine, rear-drive layout that positioned the engine and gearbox longitudinally behind the front seats.

The rest of the basic platform remained, but the R5 Turbo's chassis was strengthened at the rear to cope with the increased loads introduced by the new mid-engine layout.

This 1980 Series 1 R5 Turbo is number 428 of the limited run of fewer than 600 cars.

Renault's initial plan was to build 400 production examples, the minimum needed for homologation purposes. But when the car was introduced at the 1980 Brussels Motor Show, interest in the road-going version took Renault by surprise.





**‘We value
speed more
highly than
we value
human life’**

George Orwell, 1946



High demand prompted the company to put the car into limited production at its Alpine factory in Dieppe, France. In three years, the factory produced 1,820 R5 Turbos, but fewer than 600 of these were the first series R5 Turbos which today are the most desirable, having never been exported to the U.S.

This 1980 Series 1 R5 Turbo is number 428 of the limited run of fewer than 600 cars. Finished in brilliant French Blue it features the decidedly hyper-optic French art deco-style interior that helped characterize the early-generation Turbo and complete its overall aggressive demeanor. Ultra-clean, never raced or modified in any way, it has been owned since new by one French family and was very recently imported from Paris with just 82,000 original kilometers (51,000 miles).



**‘I believe anything done
extraordinarily well is art –
I don’t differentiate between
a fork, a car, a sculpture
or a painting. I want to live
a life fully integrated and
not characterized by (false)
hierarchies.’**

Kenny Schachter

Classic Porsche Magazine, July 2012

1952

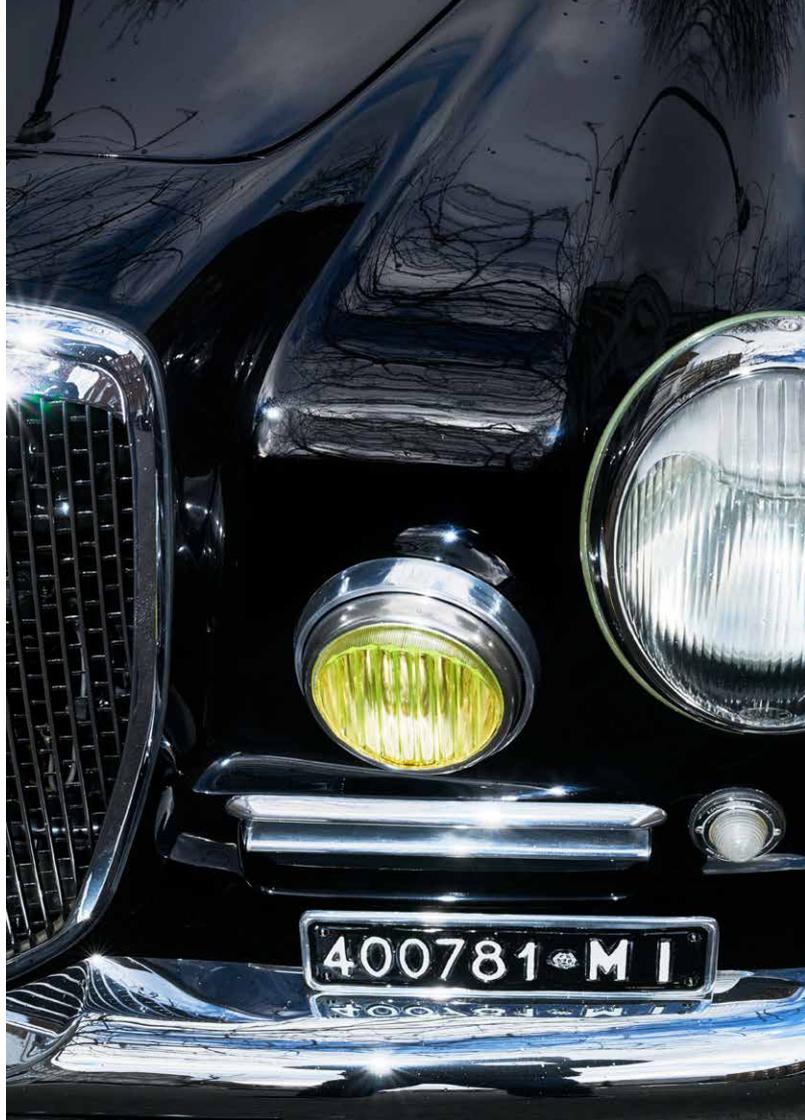
Lancia Aurelia B20 GT

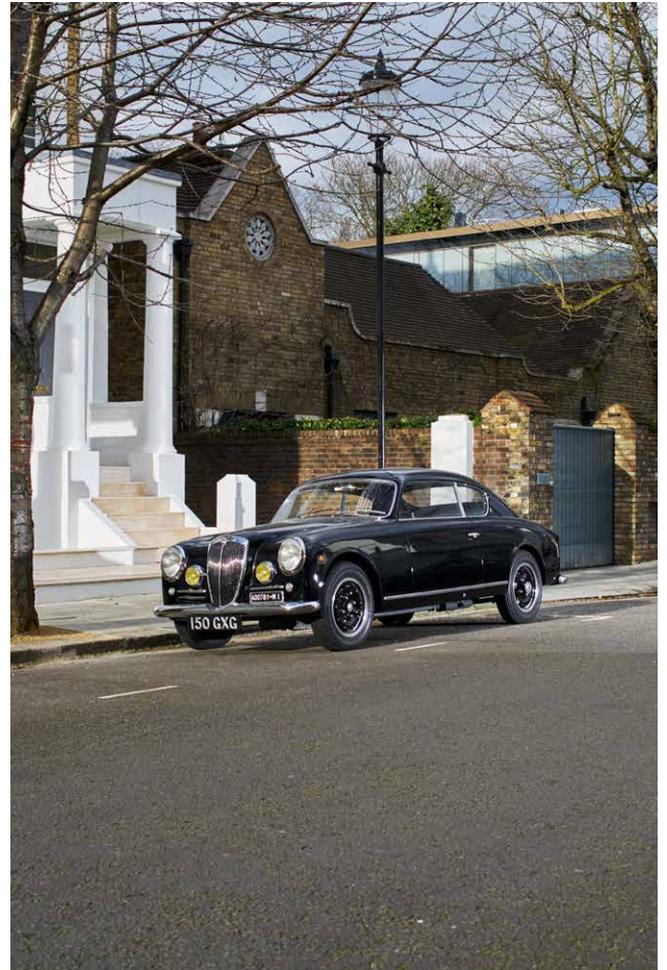
This B20 GT is one of 731 second series Aurelia B20s produced with continuous history from new. All major mechanical components are the originals as are the glass, panel work and floor coverings. This car was first registered in Milan on 30 July 1952. No significant metalwork has ever been done nor any replacement panels fitted.

In 2000, it was judged best Aurelia at the Lancia Motor Club, Aurelia 50th Anniversary Concours.

The car sports several rare, highly sought after original period accessories including a Nardi wood rim steering wheel, Condor radio, Nardi floor gear change, and Borrani turbo alloy wheels. Jack, wheel brace, starting handle, toolkit, driver's handbook and parts book are all with the car.

In 2000, it was judged best Aurelia at the Lancia Motor Club, Aurelia 50th Anniversary Concours. In May 2006, the car was photographed by Simon Clay inclusion in "Aurelia In Detail" published by Charles Herridge.

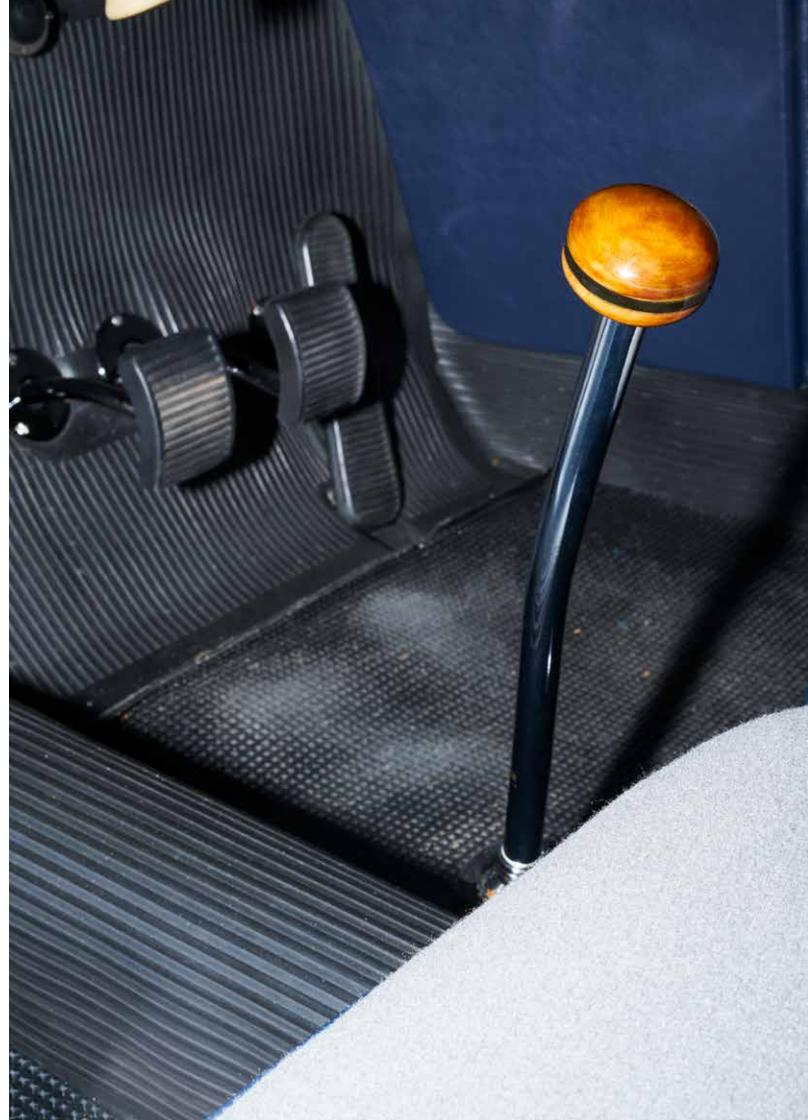






‘I was trying for years to woo people through humour, but it seems flash cars are much easier.’

Stephen Merchant





2006

Land Rover Defender TD5 90

From the 1940's through to 2016 the Defender has been the backbone of farming through to Chelsea school run! Functionality forced design for rough terrain in 110 inch wheelbase and yet still seats six people.

Modifications to car: intercooler, silicone turbo hoses, full exhaust with, ECU remap, free flow air filter, silicone top coolant pipe, alloy header, variable vane turbo and boost controller, performance exhaust manifold and stronger studs, alloy intake pipe and MAF Bypass.

**The Defender has
been the backbone
of farming through to
Chelsea school run!**





20

EA56 SZF

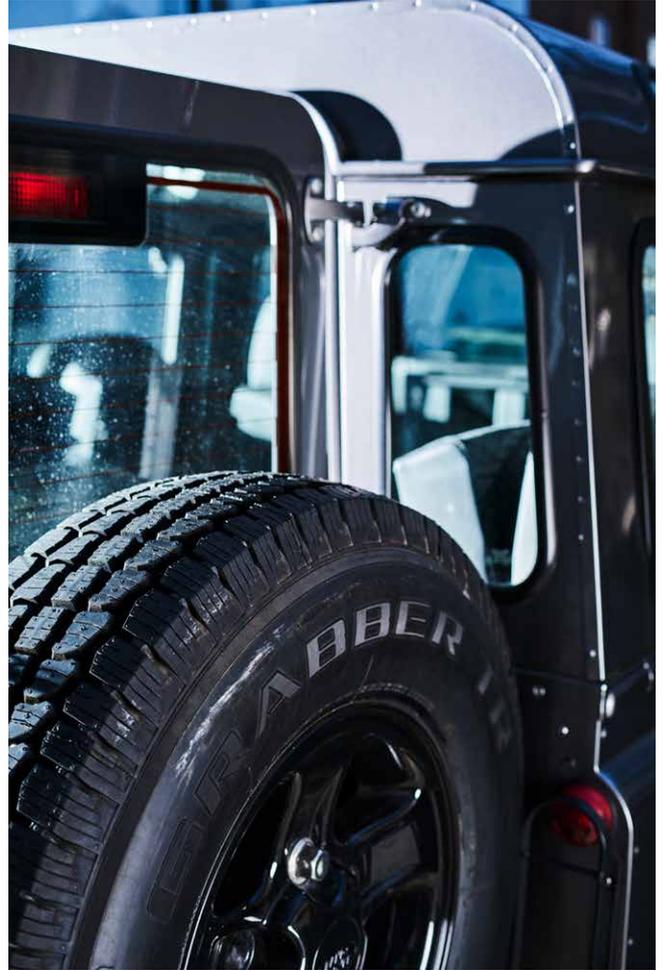
Td5



**‘Freedom,
style, sex,
power,
motion,
colour,
everything.’**

Tom Wolfe





‘I am such a fan of the Porsche blues that I commissioned the early conceptual artist from New Zealand, Billy Apple, to make a work based on the many variants.’

Kenny Schachter

Classic Porsche Magazine, July 2012



1972

124 Abarth Spider

**Recently judged by
the Abarth Classic
certification program
as 100% as it left
the factory**

This one owner car may very well be the most original extant. With only 56,000 km from new, the car still wears the first coat of paint. Recently judged by the Abarth Classic certification program as 100% as it left the factory, everything on the car is as it was in 1970 including the interior and mechanics.

Abarth full competition rework on suspension, engine, drivetrain, wheels and body , a completely new car in principal to conquer world rallying for fiat in the 1970's.







**‘The automotive manufacturers
have made a greater
contribution to the art of
comfortable seating
than chair builders in all
preceding history.’**

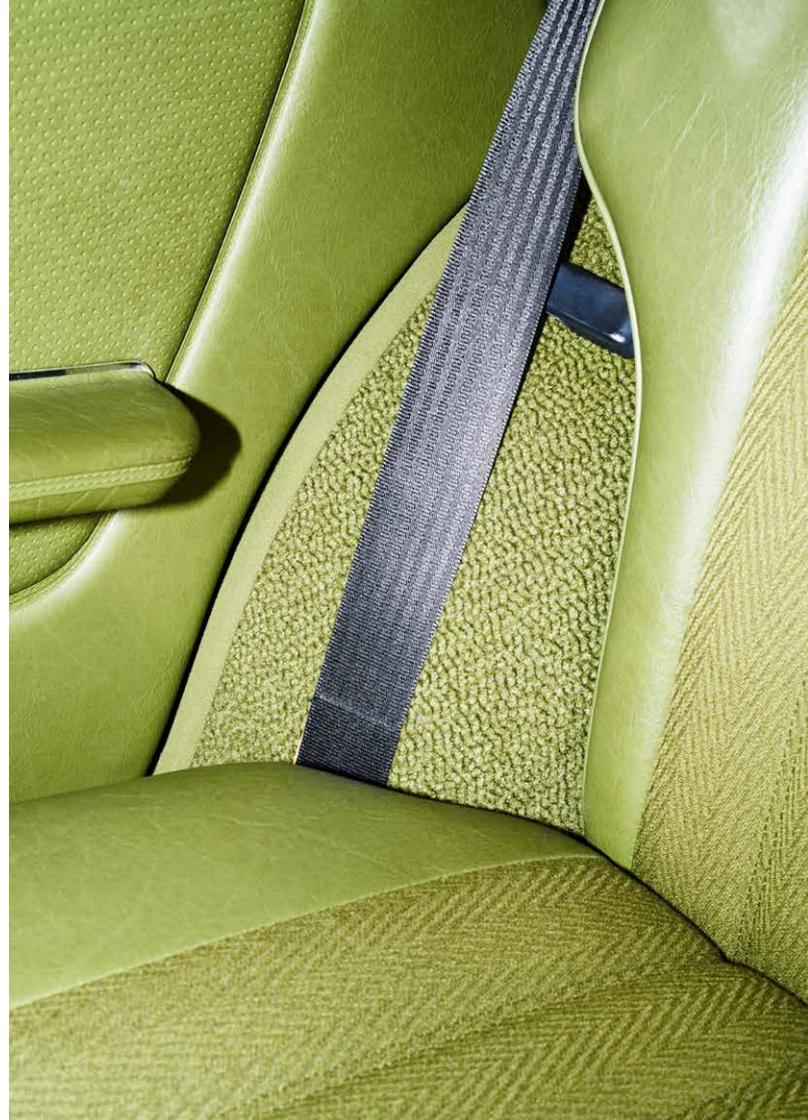
Walter Dorwin Teague

1982

Mercedes-Benz 300TD Touring

This Mercedes 300TD was first registered in Germany, August 1982. The original Mercedes service booklet is present, displaying 16 stamps from the same Mercedes dealer in Wesel, Germany. The last stamp to be found in the booklet was carried out at 47,248km by an independent garage in Germany, 1995. Mercedes-Benz introduced the W123 in January 1976 and in 1977 at the Frankfurt Auto Show, an estate version named the W123T was introduced, the T in the model name stood for 'Touring and Transport'. W123 production ended in January, 1986. This car is in true time warp condition and looks like it did the day it was manufactured. All of the

panels are arrow straight and all of the chrome trim perfect. The underside condition is as new and undercarriage still protected with the original wax. The engine, seats, door cards, carpets, dash and headlining are all 100% free of any signs of use. The steering wheel and gear knob still have their textured matte finish and all the other driver controls are as new. All of the alloy wheels are immaculate, shod in a matching set of 195/70 R14 tyres. All of the braking and suspension components are immaculate, as are the inner arches. Within the history file there is the original Mercedes document pack, in notably fine condition, containing all the owner's manuals and booklets.







'Naturally I love cars aesthetically as well as for the physical experience of driving them, which can involve sweating and suffering. And I like cars inside. I like having them inside my space where I live and work, and I like the inside of classic cars with their simple structures and alive odours.'

Kenny Schachter -
Octane Magazine,
October 2016





HBA 509Y



1991

Lancia Delta Integrale HF EVO I

An excellent example of the sought-after pre-cat Integrale Evoluzione. A four owner car specified by its first Italian owner with full Nero leather trim to match the Nero Metallic paint. Imported to the UK in 1998 and accompanied by a full and extensive service history warranting the 98,000km (61,500 miles) from new. An original and unmodified example of this rally classic.

**'Men may or may not
be better drivers
than women, but they
seem to die more
often trying to prove
that they are.'**
Tom Vanderbilt

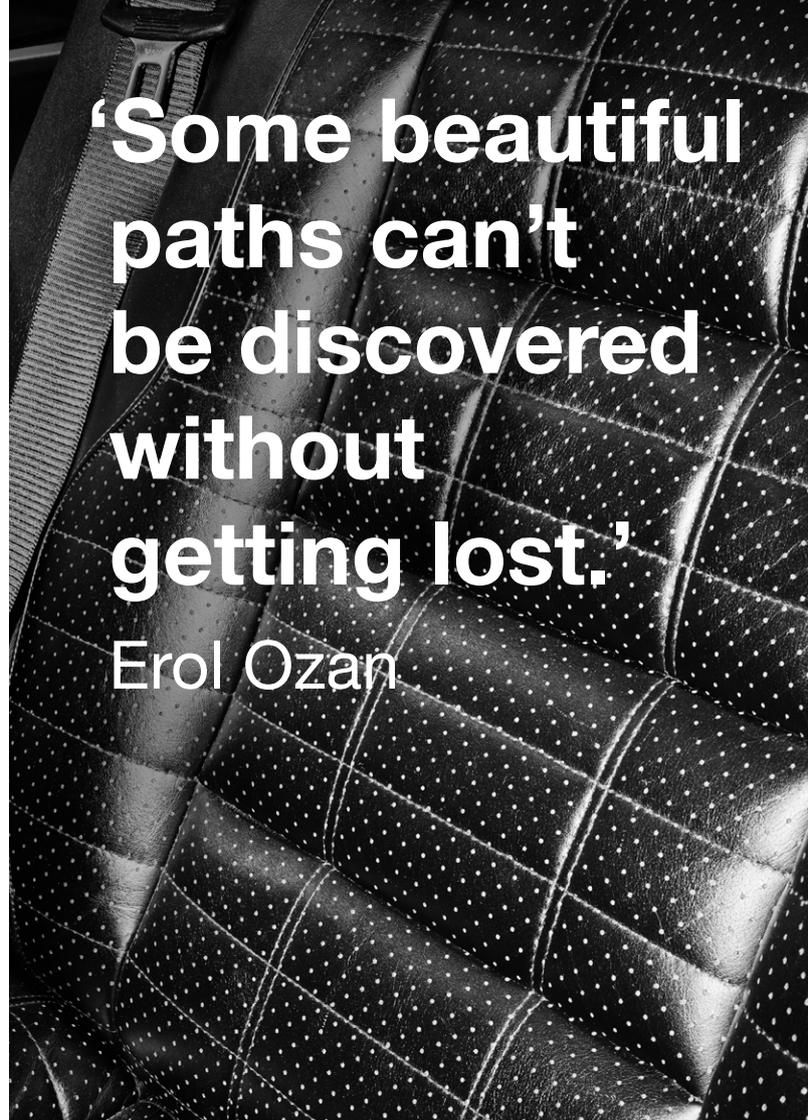






**‘Some beautiful
paths can’t
be discovered
without
getting lost.’**

Erol Ozan



**‘I’m going to put it in my office.
If I drive it, I don’t see it.
If I park it and leave it,
I still don’t see it. So I’m going
to live with it. It will be just
across from my desk.’**

Kenny Schachter

Octane Magazine, November 2016

1970 Lancia Fulvia Fanalone HF 1.6 Lusso

Single family owned from new, the car was bought new in March 1970 at the dealership Lancia, Ferrari, Maserati, Antonucci Automobili SpA. in Trieste.

This is the Lusso configuration of the Fulvia, a homologated street version of the famous rally car. Road preparation included stainless steel bumper, glass windows (instead of light Perspex), black leather interior, with a body color of brown chestnut.

This is the Lusso configuration of the Fulvia, a homologated street version of the famous rally car.







1965

Alfa Romeo Giulia Sprint GTA

Perhaps the most original unrestored 1965 Alfa Romeo GTA Stradale in existence. Homologation number still visible on the boot gutter, an all alloy panel car.

Perhaps the most original unrestored 1965 Alfa Romeo GTA Stradale in existence.

Magnesium sump, correct carbs; an original panel car, original engine, the list goes on: interior, etc, is all textbook reference standard. Some original paint is still in the engine bay, the outside has been repainted

once to a high standard circa 2000. Brakes are still Dunlop, upright on front suspension are correct GTA. Magnesium wheels are in excellent condition and correct width and type. Fittings all original from grill surround fixings to spare wheel clamp and tool kit.

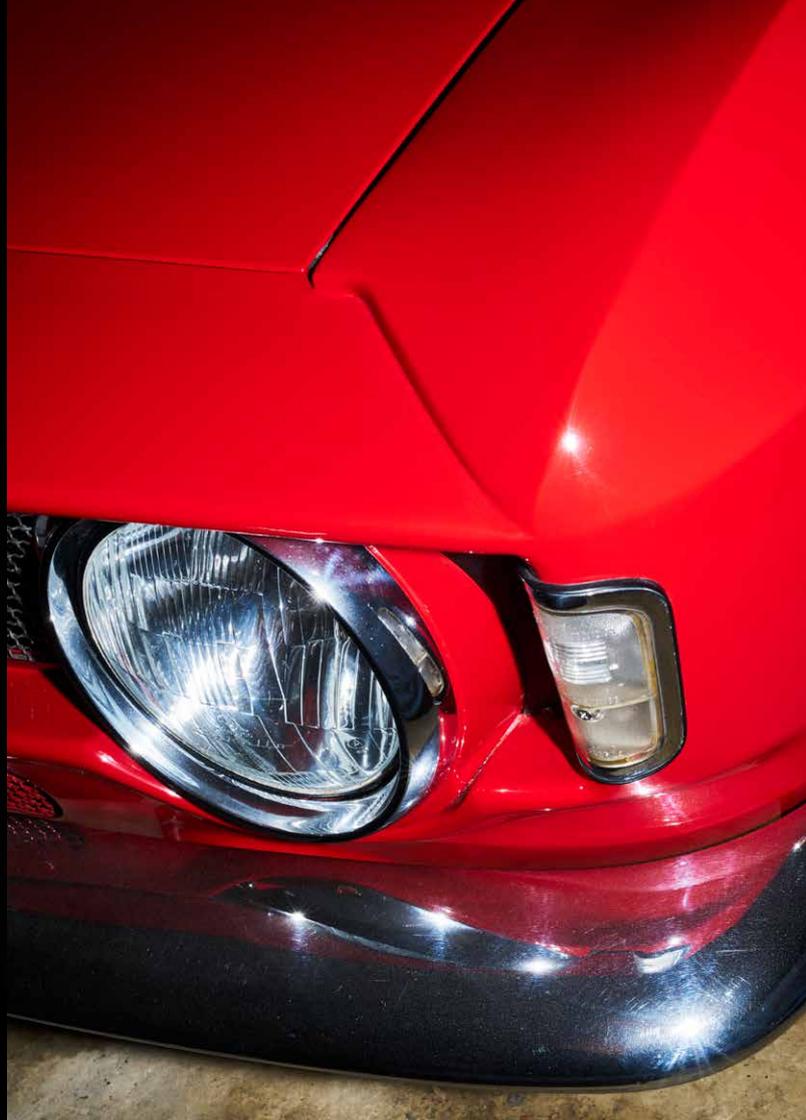
Very original car although repainted it has been meticulously kept in original condition retaining so many original parts. Not used in competition, no signs of competition equipment being fitted and unrepeatable in condition.





**‘Looking good
in Italy is even
more important
than looking
where you’re
going.’**

Jeremy Clarkson









1961 Alfa Romeo Giulietta Spider by Pininfarina

Single-family owned from new, an exceptionally original car including a matching hardtop that featured in the Italian film *The Best of Youth* in 2003. Alfa Romeo's Giulietta was originally designed in the early 1950s as an affordable small coupé to dart through narrow European streets with ease. Originally introduced at the 1954 Turin Motor Show, a saloon version arrived in 1955 and a convertible variant was introduced the same year. The Giulietta Spider was based on the Sprint, and it utilized a variant of Alfa Romeo's 1.3-litre, four-cylinder engine, which could produce 74 horsepower. Weighing in at

lighter than the coupé, it boasted more exciting performance than the coupé as well as a top speed near 100 mph. Its performance was remarkable, especially considering that the car only produced 74 brake horsepower.

It quickly became the favourite of the Giulietta line and came to define the marque in the post-war era. An updated version was introduced at the Frankfurt Motor Show in 1959 and featured many cosmetic changes, including new recessed headlights, a revised nose and grille design, and a redesigned dashboard for the interior.





It quickly became the favourite of the Giulietta line and came to define the marque in the post-war era.





**‘Form follows function -
that has been misunderstood.
Form and function should be
one, joined in a spiritual union.’**

Frank Lloyd Wright

1966

Austin Mini Cooper S

Built in Abingdon UK, 3rd August 1966 for export to Canada but then delivered to Portland Oregon USA 19/7/67 by Pierres motors (original invoice with car).

There are 81,000 miles showing and original steel reverse rim Dunlop wheels and only two previous owners. With the car is heritage certificate, owners handbook, passport to service book, and stamped metal owners identification plate. The car has been coveted by just two owners in the USA. In the 90's Due to paint deterioration, the car was stripped and the body was walnut shell blasted to remove the original flaking paint and repainted, it was then carefully painted and reassembled.

No panels have ever been replaced, repaired or welded, something unprecedented for a classic Mini, early or late.

The hydrolastic suspension is correct and fully functioning, the engine and gearbox original and matching. The car is finished in original green 'export' color (different from UK colors), and still retains correct internal parts (en40b crank, steel rods etc.).

This may very well be the best early Mini Cooper S in existence today.





This may very well be the best early Mini Cooper S in existence today.



2007

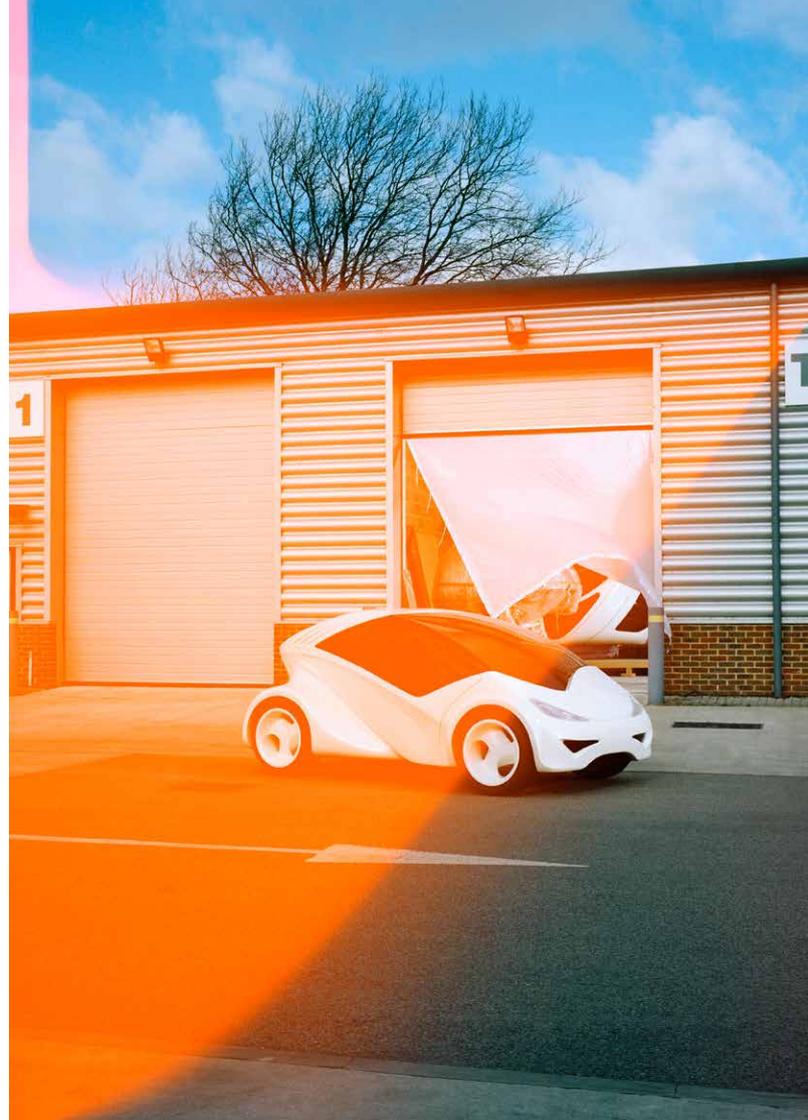
Zaha Hadid Z-Car

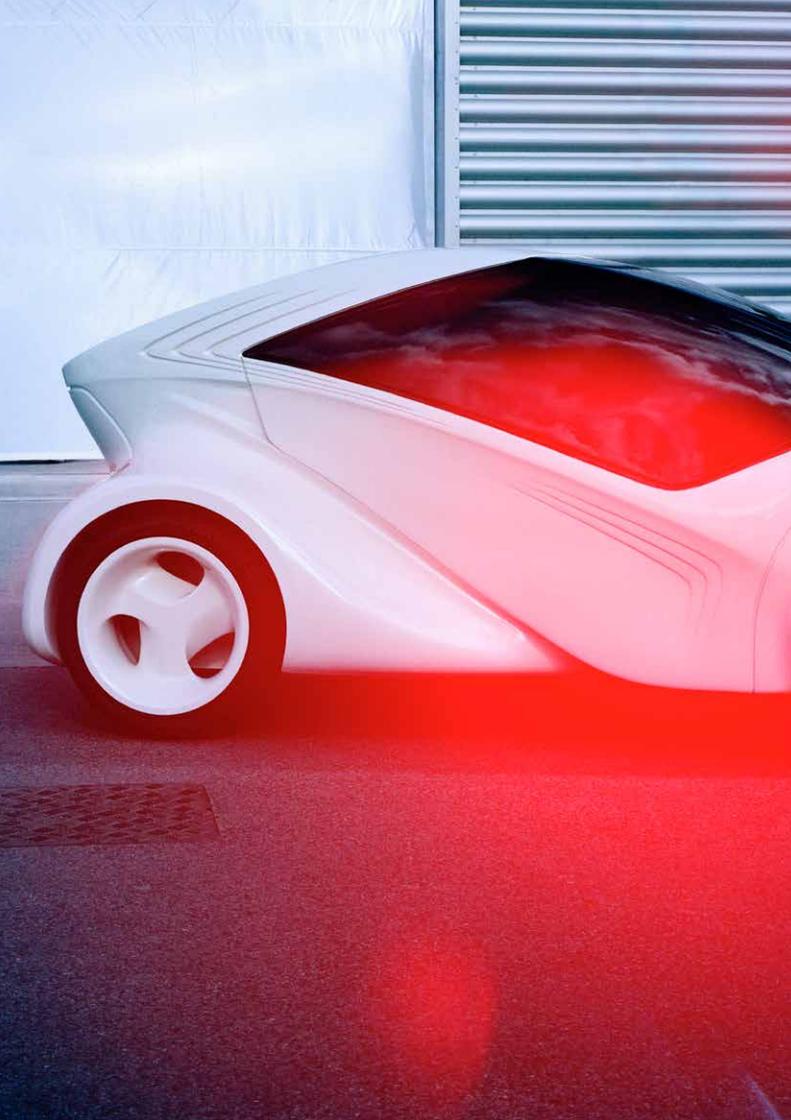
From lines depicting motion in space, to signature Hadidian organic curvature, all are present in the concept car models of Zaha Hadid. A long-term project begun in 2005 which also incorporated the design of a boat. The Z.Car I employed a hydraulic suspension system that went from an upright, compact position for city driving to a more aerodynamic road going stance for the highway. The hinging motor of the three-wheeled vehicle afforded a longer wheelbase and lower centre of gravity at high speed (for better mileage performance), while transforming to short wheelbase facilitated smaller parking requirements while creating less

congestion on the roads. Like everything she breathed on, Zaha changed constraints; in this instance, of 'microcars', for the sweeping asymmetric style lines, panoramic front views, and compressed windscreen wiper 'blade', were ground-breaking.

'Your car should drive itself. It's amazing to me that we let humans drive cars... It's a bug that cars were invented before computers.'

Eric Schmidt -
Google co-founder





‘Can you make a small fortune in the automobile industry? Yes, if you start out with a large one.’

Victor Gauntlett -
former owner of
Aston Martin







From lines depicting motion in space, to signature Hadidian organic curvature, all are present in the concept car models of Zaha Hadid.

Credits

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Rovecars.com

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