

Unique Hand Built Sports Cars Concepts and replicas

Dates to mark

Now it's time to fetch your calendar, as the dates for UHS2023 now has been set. We have decided that UHS2023 will take place in the days 19 - 22 October 2023.

We are aware that it is a little later than UHS2021 was, but we have listened to the racing communities, who in a feed-back told us that the season for racing was not yet completely finished in early October. Since we also would like to see hand-built race cars at UHS2023, we have therefore decided to put the event approx. 14 days later than it was back in 2021.

Having said that, we would like to emphasize that UHS is for both race cars and sports cars. The main thing is that they must be hand-built - preferably unique or recreations of rare sports or race cars.



Why not attend UHS2023 ?

If you have either built one yourself or if you are in the process of building one, you should consider to attend UHS2023. Send an email to schulz@asconbs.com with a description of your car project.

Hand-built cars as a business

Making hand-built cars a business is a theme that we would very much like to focus on - also at UHS2023

In connection with UHS2021, we had contact with some enthusiasts that actually hand-build cars with sales in mind. We think this is interesting, because it allows one to develop design and techniques with an economy generated from your own projects.

In fact, we had one represented at UHS2021 by virtue of Aquila Racing Cars, which has both developed and built their CR1 but also the smaller Synergy. Aquila has taken it so far as to establish its own race series, which also takes place in Sweden this season. Now the series is called Aquila Formula 1000. It is a fantastic initiative that enables you to get into motorsport at a reasonable price compared to other classes. You can follow Aquila Formula 1000 here: <https://www.aquilaracingcars.com/sv/>



Dan Suenson (right) and Aquila Synergy in an interview situation at the UHS2021 · photo: Rune Søndergaard, Form & Grafik

However, it is not only race cars that are hand-built with sales in mind. Some build cars which probably can be described as both race cars and sports cars. Here, for example we could mention Italian Mazzanti Automobili, Danish Zenvo, German LMP Engineering, English Lola McLaren, Bulgarian Aeromaster Sportscars or Danish Agile. The list is long, but all are hand-built and All these express the dream to create something that appeals to our senses either in terms of design aesthetics or technological fascination.

Hand-built cars in this genre were also represented at UHS2021, namely Factory Five by Tom Vidar Røed (Norway), just as Carsten Wiwels (Denmark) MG based Fiberfab Carebee actually also represented the genre. Also Jørgen Kjærulff Nielsens SS100 replica representet this genre.



Tom Vidar Røed and his Factory Five GTM at UHS2021 · Photo: Thomas Aaker for UHS2021



Carsten Wiwels posing his Banshee i/Caribee into the exhibition hall at UHS2021. Photo: Thomas Aaker for UHS2021



Jørgen Kjærulff Nielsen at his TRAC100/SS100 in a wonderful lightsetting at UHS2021.

We have also noticed those who may be on their way to creating a production with sales in mind. One of them is Dario Pasqualini, who was represented at UHS2021. In our correspondence with Dario Pasqualini prior to UHS2021, we already saw some



The first draft of the chassis to the Testadoro Espeziale by Dario Pasqualini. Inserted a small key model of the body design. We will cover the development of this project in our next newsletter article.

design drafts for Dario's reinterpretation of a modern sports car, and when I met Dario at the Stuttgart Retro fair, it was admittedly Testadoro barchetta 1951 that stood on the stand, but Dario also had a small model standing of the next project, just as the first elements for the pipe chassis was exhibited. This project is exciting, and we look forward to cover the project through both newsletters and articles.

The market for hand-built cars

There is without any doubt a market for hand-built cars. In a world where cars have become a very standardized product without any great appeal for aesthetic pleasure, many people want to distance themselves from the crowd by buying a classic, a recreation of a rare car or even a unique car. Many are looking for something else than the conformitidy. Some of the established car manufacturers are doing experimental cars, but cars in general seem to be becoming more and more uniform for the sake of mass production of technology and design.

There is a market, but what are the conditions for being in that market?

For enthusiasts like Dario with a new and unique car on the drawing board, the road is paved with requirements for documentation to get the car approved for ordinary street use.



Dario Pasqualini unloading his Testadoro Barchetta 1951 at UHS2021

Then there is the market for recreations or replicas of rare or expensive cars that already have been built earlier. This market is challenged by legal issues where established manufacturers seek to maintain a copyright to specific car models or designs. We

have all heard stories about the destruction of cars or ongoing law suits against car builders who build either copies or own interpretations of such cars.

One can probably conclude that it is rare for established manufacturers to sue people who build a car for their own use, but the story is completely different when you start selling them.

I do not know the legal details of individual cases, but it may surprise me that the established manufacturers are not trying to find solutions rather than suing people who produce models of e.g. race cars that have never been produced for sale to ordinary street use - e.g. a Jaguar XJ13 or a C-Type or D-Type, and I think the legal challenges could be the same if one makes a copy of a

newer model such as a Bentley's Speed 8 - the Le Mans winner from 2003.

Aeromaster Sportscars in Sofia, Bulgaria actually manufactures bodies designed as the Bentley Speed 8, and I think that's great, because self-builders now actually can build a car and make their own configurations of the driveline, suspension, steering and interior design. I think it's an exciting opportunity.

Another question in this context is where the line is between producing body parts or whole bodies e.g. in connection with



Robert Gregson at UHS2021

the restoration of a valuable classic car.

Last year's participant at UHS2021, Robert Gregson (Gregson Polska), produces body parts and whole bodies for classic cars. Robert never mentions his products by the original manufacturer names, just so as not to conflict with

them. Does the buyer of a brand new body for e.g. an injured classic have a equally great responsibility? Is it still the same car after having a new body. The dilemmas are many.

My suggestion is that the established car manufacturers to cars which now have become classic or extremely expensive supercars, could establish a certification programme where one could get a certification of the car in different classes and be registered with the recreation in a certification register. The established manufacturer could then receive a reasonable certification fee to issue the certificate. They could then graduate the certificates and fees according to the quality of the reconstruction. It would benefit both the builders and the established car manufacturers. I think it would encourage builders to strive for the best certifications.

Where as everything is, we would like to create a showcase for both unique hand-built sportscars for own use and unique cars or recreations, which may also be for sale.

Club-UHS and UHS2023

- how you can support UHS2023

Why not become member of Club-UHS?

Have future newsletters direct in your mailbox, and get full access to all our future and past articles and on-line magazines.



Honorary patron for Club-UHS, Keith Helfet

The benefits of a membership are many and more will be added as we expand the club activities.

However the most important reason to join Club-UHS should be to support our work to establish the second International Festival for UNIQUE HANDBUILT SPORTSCARS in 2023.

As mentioned the dates have been chosen. UHS2023 is planned to be held 19 - 22 oktober 2023, and the exhibition hall is already pre-booked for the event.

Join Club-UHS here: <https://provinsbyer.dk/index.php/cb-registration>

...or go to the website: www.uniquehandbuilt.com and choose menu Club-Uhs/Sign up for membership.



Contribute with your knowledge

UHS would like to convey knowledge to our readers. You could contribute to this ambition by becoming author of theme related articles or article series. If you enjoy to share you knowledge with likeminded, we would like to provide the platform for this.

It could be articles about your own car project, theme articles on subjects like materials, craftsmanship, tools, or technical knowledge about subjects related to hand-built cars.

Write to schulz@asconbs.com or contact us through messenger to discuss the options for your contribution to UHS.

Accompanying article to this newsletter

To a wide extend the theme for this letter was considerations about recreations, replicas or interpretations of existing cars.

In late april this spring, I visited Hans Jörg Bayer in Germany who happen to be af very inspiring and positive entusiast with a huge ambition to build his own Ford GT40 recreation. The attached article is the first of a series, where we will follow Hans Jörg Bayers project.

Yours Sincerely

Anton Schulz
Eventmanager · Author · Editor