

The International Festival for UNIQUE HANDBUILT SPORTSCARS

# Newsletter 1-2023



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Content

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Title	page
uniquehandbuilt.com	2
Can we do it again ?	3
Invitation	3
Ordinary classic shows	4
Bremen Classic Motorshow	4
Interesting News:	
New education in DK	6
Neville Swales on IVA<	6
Peterej Photo - profile	7
Latest from Testadoro	7

Uniquehandbuilt.com

Uniquehandbuilt.com is our new domain pointing towards the homepage for The International Festival for UNIQUE HANDBUILT SPORTSCARS

UHS

UHS is the official name of our events and an abbreviation of Unique Handbuilt Sportscars.

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Melcus RS 100 at Bremen Classic Motorshow. Wit permission from Photo: Peterej Photo

## Newsletter 1-2023

## Can we do it again?

By Anton Schulz

UHS-2021 indeed was a memorable event as it was the first attempt to establish an international event solely focusing on unique handbuilt sports and race cars. Former designer at Jaguar Cars Ltd, Keith Helfet, who was a guest lecturer on our festival was not aware that this particular concept existed elsewhere in the world. He also praised us for the result as he found the initiative both fascinating and remarkable.

The question is: "Can we do it again? and my answer would be: "Yes we can." and the preparations has been going on for quite a while now.

First of all we have now established a new website in order to communicate efficiently. The new site has been established in an upgraded content management system, and we all know what upgrades does mean in the matter compatibility with existing components. It has been a challenge to get all facilities configured the right way.

The website is a prerequisite to be able to handle such an event, but now all components for forms, events, ticketing, presentations, community building and so forth are in place, so now we can invite people to participate.

**- So, yes we can do it.**

Let's be honest. From an economic perspective UHS-2021 generated a deficit, but I would like to consider this as an investment in future events, so now the invitations for the UHS-2023 is going out in direct mails to all enthusiasts, who we know of.

## Invitation

## UHS-2023 Oct. the 19th. - 22nd.

Accompanying this newsletter you will find an invitation to participate in UHS-2023.

UHS-2023 will gather sports- and race cars from both segments, the private enthusiast building ones own one-off design or a kit in ones own garage and the small sports- or race car manufacturer hand building small series of interesting sports- or race cars.

Whether you belong to the one or the other segment, you will have an invitation along with this newsletter.

At present, the festival program is a preliminary program which will be completed during the summer, but we will have speakers with great knowledge and experience, as was the case last year with Keith Helfet about design and Ton Serné about suspension engineering.

So if you want to participate with your project or product, do not hesitate to register for your participation. Go to our website [UNIQUEHANDBUILT.COM](http://UNIQUEHANDBUILT.COM) and find the registration form.

The UHS 2023 exhibition will be limited to 20 stands, and we seek the special story, special design, special craftsmanship, special material or whatever special as long as it is hand built sports or racing car finished car or on going project. The deadline for registration is the 15th. of March 2023.

Registration will be binding, but one will not be billed before the deadline for registration has passed.

Will we see you and your project?



**The International festival for  
UNIQUE HANDBUILT SPORTSCARS**

**UHS 2023**

*Aquila Synergy interview with Dan Suenson, Aquila Racing Cars. - Photo© : Form & Grafik*

## Newsletter 1-2023

## Invitation

Prior to UHS-2021 we had a promising communication with manufacturers within the scope of race- and sports cars, as we thought that both the event and the manufacturers could benefit from their participation in an event solely focusing on their product niche.

At that time some naturally had a certain reticence with the regard to participate in UHS-2021, however no one rejected the idea categorically. Some even said that they would seriously consider their participation if we would repeat the event, after the completion of UHS-2021.

That's exactly what we will.

Therefore we now send invitations to two segments namely the manufacturers of handbuilt race- and sports cars or parts for these, and private individual building projects as individuals. Our aim is to have a 50/50 pct. representation from these two segments.

The conditions for participation differ a bit, as commercial manufacturers has some options to let the cost for participations go into their business accounting, whereas private individuals does not have the same option. We think this distinction is fair to all parties.

We hope you will catch this opportunity to participate in a unique event for enthusiasts with passion for unique handbuilt sports cars. Go to [uniquehandbuilt.com](http://uniquehandbuilt.com) for more details and registration.

## Ordinary classic motor shows

Recently I went to the Bremen with some friend to visit the Bremen Classic Motorshow. As the owner of a classic Jaguar XK140 for more than 20 years I am always keen to visit a good classic motor show. But since I started on my own handbuilt car project and also sold my XK in 2018, my interest for ordinary classic mass produced cars has declined, and I always head for special one-off cars or prototypes - that is if you can find one.

If you are lucky you will find one or two at a motorshow of the



Bremen Classic size shows. As we use to say in Denmark: "There is a huge distance between the Schnapps", but nevertheless I managed to identify a couple of interesting cars at the Bremen Classic Motorshow.

### Costin Nathan prototype

The first one was a Costin GT Prototype from 1966. It's a super low racecar with a sleek closed body, but the real interesting thing about this car is the blend of materials used to design and build this racecar. It was developed by the aircraft builder, Frank Costin.

Most notable is the use of plywood for the centre section of the chassis. On both ends a tubular sub frame was mounted to support the suspension and mid-mounted engine. One of the main reasons for the extensive use of wood was that it offered a strong, light-weight construction at the fraction of the cost of a similar aluminium chassis.

It has a 1600cc four-cylinder engine with Lotus Twin cams, which produces around 170 Hp. at 8.000 RPM.

The car has been driven in the 500 Km/1.000 Km Nürburgring as well as at the 24 hour Le Mans, where it however only made 14 rounds before it was pulled out of the race.

### Melcus RS 1000

Another interesting acquaintance at the Bremen Motorshow was the Melcus RS 1000. It stood a bit by itself in a corner of the exhibition hall, and unfortunately I did not meet the owner of the car at the fair, but there was a lot of information on an information stand. Here was information about the history of the car and its creator, as well as technical data.

I think the car is interesting from several perspectives. Firstly, it has a nice 2-door sports coupe body design with gull-wing doors all hand-built in metal. That in itself is, in my eyes, remarkable.

It was designed by Heinz Melcus and produced in 101 copies in Dresden.

Secondly, however, the car is also a bit curious, as it was designed and built in the former GDR, which in a car context has probably been best known for the Trabant and Wartburg, which we don't normally associate with sports cars.



*Costin Nathan Prototype at Bremen Classic Motorshow. Photo: AScon Business Services*

## Newsletter 1-2023

Thus Melcus is actually also based on Wartburg 353 technology, which i.e. implies for sports a very small cars 3-cylinder engine of only 992 cm<sup>3</sup> which produces 68 HP. The transmission is a 5-speed gearbox and the top speed is approx. 165 km/h

The dimensions of the car are:

Length: 4000 mm

Width: 1700 mm

Height: 1070 mm

Curb weight: 690 Kg

### After the Wende

The RS 1000 did not have an immediate successor. However, in time for the 50 years anniversary a limited series of 15 RS 1000 have been made. The first sports car of this series was presented on November 26, 2006.

In 2009, the production of the indirect successor, the Melkus RS

2000 began. The production was halted in 2012 when Melkus registered as insolvent.

It is a completely different car, and when you immerse yourself into a story like the one about the Melcus 1000, you want to write in depth about the history of this curious sports car. But this is a newsletter, so I will end the mention of Melkus here, but may come back with an in-depth article in a later issue of the newsletter.

### UHS will focus on this segment

The two aforementioned cars were virtually the only ones at the entire fair that would fall within UHS' focus area. Where the ordinary trade fairs cover all types of cars, we also believe that there is a need for an event which focuses exclusively on the segment for hand-built sports and racing cars. This was what we strived to establish in 2021 and now again with UHS 2023.



*Melcus RS 100 at Bremen Classic Motorshow. Wit permission from Photo: Peterej Photo*

## Newsletter 1-2023

### New course for "mechanic - mecanichs" i Denmark

Many of us self-builders build in a classic tradition using classic mechanics technology, just as the number of running classic cars is so large that there is now a basis for establishing a course for what you could call mechanic mechanics.

The workshop manager at Classic Car House in Lyngby, Kjeld Seidler, also had this idea, so he has inspired the vocational training centre in North Jutland to establish a course where you can be taught the old techniques, according to an article in the Danish online magazine , The motor magazine.

The course will be titled Classic Tech, and content has been determined for the time being for the first 3 modules, which will be completed over a 3-day duration. The modules have the following content:

#### Classic Tech - module 1

- Review of carburettor adjustments on various carburettor types.
- Adjustment using flow measurement on several carburettors.
- Basic adjustment of idle and full load.
- CO adjustment and control with Innovate Probe in the exhaust.
- Troubleshooting on carburettors.

#### Classic Tech - module 2

- Control and troubleshooting of the ignition system, possibly using exhaust temperature and thermal camera.
- Control and adjustment of plates and capacitors.
- Adjustment of the ignition timing and control of advancement on the rolling field.
- Checking the starting resistance, as well as measuring the ignition coils.
- Electronic ignition systems with Hall sensor. · Review of cold start systems on carburetors.

#### Classic Tech - module 3

- Review of K and KE Jetronic systems.
- Adjusting the Air Flow Meter.
- Adjustment of pressure on K-systems.
- Checking the cold start system.
- Control of nozzles and cold start nozzle.
- Short review of pumps on cars with "Rigid spark plug wires" (die-sel) if desired.

#### Possibly Classic Tech - module 4 (two days)

- Inspection and adjustment of gearboxes and rear gear.
- Control and adjustment of tracking and undercarriage.
- Adjustment of steering housings and steering balls.

#### Classic Tech - body module

- Construction of bodywork on older cars.
- Use of English wheels.
- Pulling and splicing of plate parts.
- Laying of bodywork tin.

We will follow up on this in a later issue of our newsletter.

### IVA - an option to have your

### build approved ?

IVA is the abbreviation for Individual Vehicle Approval, and I came across a brief but still interesting information about this brought by the well known car manufacturer, Neville Swales from "Building The Legend" on his Facebook profile.

#### WHAT IS INDIVIDUAL VEHICLE APPROVAL?

IVA stands for Individual Vehicle Approval and relates to Type Approval of vehicles in the UK. Type Approval is the process which ensures that vehicles, their systems and components, meet the appropriate environmental and safety standards for use in the UK. For your vehicle to be registered into the UK it must show that it has some form of Type Approval. In the case of new right hand drive vehicles supplied at your local retailer they will be supplied by the manufacturer with a mass scale Type Approval called a certificate of conformity.

For the rest of us who either have a vehicle we are importing from outside the EU, a one-off "special", a replica/re-creation or a left hand drive vehicle, we can use the IVA test to gain the type approval we need to register our vehicle without having to settle for a "Q-Pla-



ter" - but, instead, registered as a new vehicle.

Building the Legend may be able to help you with the process - ask us! <https://buildingthelegend.co.uk/contactus>

You can see the Facebook post here: <https://www.facebook.com/watch/?ref=saved&v=473341421656024>

### Peterej Photo



## Newsletter 1-2023

Earlier this year a number of photos was posted on Facebook by one of the participants from UHS-2021, Henrik Fasmer. You can see one of them on his facebook profile as cover photo.

The photos were created by the professional photographer Peter Elling-Jordt, who in my opinion has an outstanding talent for composing automotive images as well as processing them in different light settings e.g. also as images in monochrome colour tones.

By coincidence I happened to get in contact with Peter Elling-Jordt in relation to my visit at the Bremen Classic Motorshow. As mentioned in the chapter about the Bremen event, I did not manage to take some useful photos of the Melcus RS100, but a few days after my return to Denmark, I saw some wonderful images of the car on facebook marked with Peter's official brand Peterej Photo, so I realized that he must have been visiting the same event.

As I wanted to write about the Melcus in this newsletter, I dared to contact Peter and ask if I could use a number of his photos of the Melcus for my article, and he was very accommodating. As a matter of fact not only accommodating. He even made a small composition of photos of the Melcus for the use in the newsletter. A sincere thank you for this, Peter.

### About Peterej Photo

Peterej Photo is a freelance photographer with several years of experience and education. He takes pictures both in his studio and on location. If you go to his homepage you can take a look in a big number of galleries from different events. He also offers to enhance or edit your own photos for special purposes. You can also see his works at these addresses

<https://1x.com/peterejphotoW>  
<https://www.facebook.com/PeterEllingJordt>



<https://www.instagram.com/peterej.photo/>

During the entire program there is full catering as well as coffee, tea and refreshments ad libitum

### STOP PRESS

#### Testadoloro - a continued story

Dario Paqualini is a well known person in the UHS context, as he brought his wonderful creation of the never build Testadoloro Barchetta to the exhibition at UHS-2021.

Latest news from Dario I received as a message on Messenger just as I was about to send this newsletter:

*"Dear Anton, I'm happy to tell you that I'm going to have an exhibition in the national car museum here in Turin.*

*- From March 14 to September, I will model the car in clay and then we'll complete the car week by week."*

We knew, that the next project from Dario Pasqualini's hand would be a modern berlinetta styled sports car., and Dario accompanied his message with a few image aperitifs for us. It's amazing to see, what Dario has accomplished after he finished his first build, the Testadoloro Barchetta.

We will cover this build in details in the next newsletter.

### Support UHS-2023

If you want to support us in our efforts to execute UHS-2023 you can do in different ways:

- Sign for a preferred partnership.
- Sign up as member of the Club-UHS for 2023 here: <https://provinsbyer.dk/index.php/cb-registration>
- Sign up for an advert in our newsletter
- Register for participation in UHS-2023 here: <https://provinsbyer.dk/index.php/uhs-2023>

Yours Sincerely

Anton Schulz  
Event manager

# UHS2023

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## Preliminary Programme UHS 2023

- 9/10: Arrival and registration  
accommodation  
introduction and seminar
- 20/10: Company visit  
Construction of exhibition  
stands  
Seminars
- 21/10: Exhibition  
Seminars
- 22/10: Exhibition  
Dismantling of exhibition stands  
Thanks and goodbye

During the entire program there is full catering as well as coffee, tea and refreshments ad libitum

More information about UHS 2023 on [uniquehandbuilt.com](http://uniquehandbuilt.com)

*Robert Gregson - Gregson Polska at UHS2021  
Photo: Thomas Aaker Pedersen*