Tributes

Written by: Jürgen Lewandowski

2026-09-10

Initiator and Chair of the Jury for the Motorworld Buchpreis (Motorworld Book Prize)

Category Biography

1st place

Jörg-Thomas Födisch / Achim Schlang
Jochen Mass – Eine Rennsport-Ikone

Memories of Jochen Mass

How one remembers Jochen Mass – whose real name was actually Hans Joachim Richard Mass – has a lot to do with the year one was born. I came to know and appreciate Jochen, the racing driver born in 1946 in Dorfen, just under 45 kilometres east of Munich, as the driver of the legendary works Capri. It was impressive to see how Jochen handled that heavy coupé – I was on the road with the Max Moritz team at the time and saw just how much Reinhardt Stenzel struggled against him in the Carrera 3.0 RSR. Then we met again with the Jägermeister 935 and the Porsche works 935 – he really was a brilliant driver. And on top of that, he was approachable and friendly – not on the track, but in private. Then came his Le Mans victory in 1989 – I experienced that from a distance; I wasn't attending races any more, as I had other priorities.

Of course, we were aware of his rise as an Alfa driver under Alfa guru Helmut Hähn, where he was quickly able to demonstrate his qualities. I also knew that Jochen had driven in Formula 1 for a while – he'd won the Spanish Grand Prix in 1975, but only received half the points because the race was abandoned early. And, of course, Jochen was also the man Jacques Villeneuve had collided with – which proved fatal for the Canadian. What a burden.

I really got to know Jochen later on, when he was on the judging panel at Pebble Beach and we drove back to San Francisco together along Highway No. 1 – he was in the passenger seat, saying 'You drive for a bit…' and reciting poems. He was a marvellous reciter – he could have made a living out of it. He was a brilliant racing driver and a wonderful friend. It's lovely that Jörg-Thomas Födisch and Achim Schlang have produced another very personal book featuring lots of photos and a little text. He didn't really need much text either – his personality spoke for itself.

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

provaEdition

Honourary Award

Thomas Ammann / Karl Ludvigsen
Ferdinand Porsche – Mensch, Visionär, Familienunternehmer

Ferdinand Porsche – the man, the visionary

Apart from Enzo Ferrari, there is probably no other automotive pioneer about whom so many books have been written as Ferdinand Porsche. And yet the myriad of stories have been devoted almost exclusively to Ferdinand Porsche the engineer and – naturally – the developer of the VW Beetle. This is a fact that has not gone unnoticed by the Porsche and Piëch families, which is why, to mark the patriarch's 150th birthday, a volume has now been dedicated to him, intended to highlight and describe Ferdinand Porsche as a person.

The result is not a doctoral thesis, but a glimpse into the private life of this engineer of the century, in which three of his grandsons offer a family perspective on their grandfather. Ernst Piëch, Hans-Michael Piëch and Wolfgang Porsche recall their grandfather and the time they spent with him – as a family man and a private individual. He must have been an approachable, empathetic grandfather who – insofar as his relentless work schedule allowed – made time for his family. He took Ernst Piëch, his eldest grandson, along to technical meetings from a young age – otherwise, Porsche, who could not swim, enjoyed sailing on Lake Wörthersee and loved going to the cinema, where he would happily and quickly fall asleep.

Alongside the conversations with the three grandsons, Karl Ludvigsen provides an in-depth account of the life and work of Ferdinand Porsche – it is clear just how thoroughly this doyen of motoring history has immersed himself in the history of the Porsche family over the course of many decades. The chapters are supplemented by a wealth of previously unpublished photographs from the various family albums – these pictures alone make the anniversary volume well worth a closer look.

Delius Klasing Verlag

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Honourary Award

Siegfried Tesche
Motor Legenden – The Rolling Stones

Rolling stones on wheels

In recent years, Siegfried Tesche has turned his attention to the subject of 'stars and their cars' – and, incidentally, he also covers cars in films. Following books on the cars of the Beatles and Elvis Presley, his latest volume focuses on the cars of the Rolling Stones. And it's astonishing just what the band members have driven over the course of their lives: when they were still poor, rather dubious set of vehicles such as the Humber Hawk and Humber Snipe (Brian Jones), the Riley Pathfinder (Mick Jagger), and the Morris 10 (Bill Wyman) – he'd learnt to drive in the army on a Magirus lorry – were all fair game. And, of course, there were plenty of Ford Transits and other vans to transport the equipment to the hundreds of gigs. The early cars owned by Charlie Watts and Ron Wood are unknown – Wood later owned a yellow Triumph Spitfire.

As business picked up, the era of Rolls-Royces and Bentleys began – famously, the blue Bentley S3 Continental Spur, in which Brian Jones, accompanied by his partner Anita Pallenberg, and Keith Richards, with a chauffeur, (the Stones were initially dreadful drivers with a considerable list of accidents and damage) from London to Morocco, and had to drop Brian Jones off at a hospital in France due to an overdose. By the end of the journey, Richards and Pallenberg were a couple.

Later on, the fleets included a number of Ferraris, a Miura (Charlie Watts) and even two Citroën SMs – as well as Mercedes-Benz 300 SEL 6.3s and other high-powered models. The photograph in which Mick Jagger is seen admiring his newly acquired Aston Martin DB6 – into which another driver had crashed – became famous. Speaking of pictures: unfortunately, only a few of the Stones' cars are pictured with their owners – they apparently didn't often have their photos taken with their prized possessions. But otherwise: a lovingly researched labour of love for Stones fans.

Motorbuch-Verlag

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Category Motorsport

1st place

Jörg-Thomas Födisch / Michael Behrndt / Rainer Roßbach / Nils Ruwisch
Comeback des Nürburgrings

Fascination of the Nürburgring

There are probably a hundred books about the Nürburgring by now – and yet there is always new material to fill them. On the one hand, there are the annual volumes published every autumn containing all the race results; on the other, there are the photo books catering to nostalgics, featuring images from past decades – though I particularly remember the three long-out-of-print volumes from Petrolpics (print run: 911 copies / published 2007 to 2009).

But now Jörg-Thomas Födisch – who, with a devoted team, has been producing new works on the history of the Green Hell year after year as the undisputed Nürburgring specialist – has created yet another book that deserves a place in every motorsport library: *Comeback of the Nürburgring. The 1950s*. It is incredible what magnificent photographs the team has unearthed from the years 1945 to 1959 – photographs that document not only the reconstruction of the Nürburgring, but also the journey from the first small motorbike and car races right through to the legendary Grand Prix and 1,000-kilometre races of the late 1950s.

And it is not just the racing cars on the circuit – which still lacks crash barriers – that captivate the huge crowds lining the track, but also the portraits of the racing drivers who risked life and limb on motorbikes and in racing cars. The young Stirling Moss and the elderly Juan-Manuel Fangio, plus starting grids packed with Porsches, Ferraris, Alfa Romeos, Maseratis and Aston Martins – back then simply racing cars, today investment assets worth millions. And what makes the book even more appealing is the foreword by Eckhard Schimpf – the Jägermeister sponsor and racing driver experienced the Ring as a boy alongside his father and, from the late 1950s onwards, also as a racing driver himself. After reading it, you can almost smell the petrol and hear the sound of a high-revving Ferrari twelve-cylinder engine ringing in your ears.

provaEdition

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Honourary Award

Frank Kuhlemann
BMW M und BMW in der Formel 1

The origins of M GmbH – why, what and when

BMW M GmbH came about through a series of coincidences – Bob Lutz, then Head of Marketing, was frustrated by the defeats suffered by BMW's racing cars at the hands of the Ford Capri armada from Cologne, even though the BMW 3.0 CS Coupé was certainly capable of winning. Meanwhile, Jochen Neerpasch, then head of racing at Ford, was frustrated by the inflexible Ford Group, which was unwilling to implement his ideas for a more effective racing department. The result was Motorsport GmbH, led by Neerpasch, which created a cult car in the form of the CSL coupés and the legendary M1, and redefined the sports saloon with its derivatives, the M5 and M3. Added to this were numerous Formula 2 titles and, in 1983, victory in the Formula 1 World Championship with Nelson Piquet at the wheel.

A truly impressive development which – after Jochen Neerpasch had left the company – was brilliantly managed by his successors. One of them was Adolf P. Prommesberger, who, in Frank Kuhlemann's fascinating book, comments on and explains the development of the company – later renamed M GmbH – from the 1960s to 2009. Now, Kuhlemann's book is not merely an impressive collection of facts; it stands out from the many other works on the subject thanks to Prommesberger's commentary. As a direct participant and contemporary witness, he is naturally able to explain numerous developments and decisions that had previously seemed incomprehensible to the public. Just one example: the firmly planned M8 – whose engine was subsequently used in the legendary McLaren F1 – fell victim to the first oil crisis and a lack of courage to bring it to market despite this.

A fascinating book well worth reading, though it suffers somewhat from its very text-heavy layout and the scarcity of images, which are also small in size. A slightly more relaxed layout would have made for an even more enjoyable read – nevertheless: currently one of the best books on the subject of M GmbH.

Olms-Verlag

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Category History

1st place

Hans Peter Würsten / Günter Engelen
Mercedes-Benz 170 V/170 S/220

You can't get any more Mercedes-Benz 170/220 than this

Every now and then, large, heavy books turn up on one's desk – often two or three volumes in slipcases. Behind them often lies many years' work, painstaking research, and the search for images, quotations and eyewitness accounts thought to be lost. And the result is often good, sometimes striking, and on rare occasions: stunning. Anyone who looks at the two 5.7-kilogramme volumes *Mercedes-Benz 170 V/170 S/220* by Hans Peter Würsten can only come to the conclusion that they are 'stunningly good'. No less than 15 years of work have gone into the 950 pages documenting the history of the first Mercedes-Benz model to be mass-produced.

Hans-Peter Würsten: "The Mercedes-Benz 170 V was unveiled on 15 February 1936. Up until that point, the brand with the star had been defined by top-of-the-range and luxury cars, as well as racing cars accustomed to success. But it was only with the help of the compact and affordable 170 V that Mercedes-Benz managed to break through as a mass-production manufacturer. The popular car quickly rose to become Daimler-Benz AG's most-produced and commercially most important model, enabling the company to resume passenger car production in 1946 following the war."

What Hans-Peter Würsetn, with the support of Günter Engelen, has compiled here on an epic scale is more than impressive – it is fascinating. Volume 1 describes the history of the model range down to the last detail, whilst the technical specifications, all colour variants, all price lists for optional extras, and the shape and position of the type plates – and much more besides – are covered in Volume 2 across 270 pages. Naturally, all the managers, technicians and designers involved in the development of the models over the decades will be specifically acknowledged. As I said: a monumental work, which, with a print run of just 500 copies, will quickly sell out and serve as a reference work for decades to come. Hats off!

Karren Publishing

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Honourary Award

Alexander Diego Fritz
Denzel Sportwagen

Smitten with Denzel

Alexander Diego Fritz has already won a car book award once before – for his book on the Lindner Porsche Coupé. And now, with this book on Denzel sports cars, comes a fitting follow-up – though it is not just about the extremely rare Denzel models (of the barely 70 ever made, 31 have survived), but specifically about chassis number DK 156, the 56th car built – his car.

Alexander Diego Fritz saw it around 50 years ago in a desolate state; to be more precise: dismantled into countless parts, with missing components and a wrecked body – just as it had been salvaged from the road following an accident. Wolfgang Denzel designed and built them in Vienna between 1948 and 1960, based on VW Beetles and fitted with engines he had tuned himself, before sending them out into the world. Even Porsche bought its engines from Denzel in its early days – Porsche went on to become a major player, whilst Denzel never really got off the ground.

Alexander Diego Fritz had been fascinated by these small, beautiful, light and fast cars since his early youth and had dreamt of owning one for decades – his book describes not only the make and the models, but also his search for a car. Given the prices demanded and paid for a Denzel today, it soon became clear to him that – if at all – he would only be able to afford the aforementioned pitiful wreck. And one day, the remains – packed in banana crates – ended up in his garage. An epic, five-year restoration began, which Fritz describes wonderfully and which alone makes the book worth reading. The hunt for parts – Denzel even built the engines himself – the search for helpers, and the restoration, carried out largely by himself, is fascinating. And when the freshly painted bodywork gets a scratch because the newly fitted window doesn't fit and shatters, you find yourself sympathising with Alexander Fritz and his struggle for his Denzel. And rarely has one felt such joy for a man as for Alexander Fritz when he sets off on his first drive in his Denzel.

And one should also mention the dynamic Hollinek Brothers Publishing House in Vienna, which time and again takes on such specialised topics and thus plays its part in saving automotive history from oblivion.

Verlag Brüder Hollinek

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Honourary Award

Jean-Philippe Müller
Bugatti 64

Who invented the gullwing doors? The Bugatti 64

Jean-Philippe Müller has clearly fallen under the spell of Bugatti's creations – his book on the Bugatti 'Bugatti 32 – Der Aero-Tank' was featured here in 2023, and now Müller has turned his attention to a very special Bugatti model, the Type 64. A model that was planned as the successor to the Type 57, and which Jean Bugatti began to consider as early as 1937. In 1938, work began on the construction of five chassis – the result was to be a four-seater touring model intended to succeed the Type 57.

Jean-Philippe Müller writes: "It is interesting to note that, at the same time, Bugatti was engaged in the construction of the Bugatti P 100 aeroplane. The Belgian engineer De Monge was commissioned for this project – he naturally used lightweight aluminium for it – and the Type 64 was also to be built from aluminium (Dural) to reduce weight. And since the riveting is also reminiscent of aircraft construction, it can be assumed that De Monge also advised Bugatti on this point." However, the Type 64 was not only interesting in this respect; it was also the first car – 14 years before the Mercedes-Benz 300 SL – to feature huge gull-wing doors, which allowed the four occupants to enter the car comfortably. A patent for this technology was posthumously granted to Jean Bugatti, who died in 1939, in 1940.

The death of Jean Bugatti and the outbreak of the war put an end to the dream of the Type 64 – incidentally, the gull-wing doors were soon replaced by two 'normal' doors, as the technology was too complicated and the doors were too heavy. Today, the only Type 64 ever built is on display at the Musée National de l'Automobile; other bodies were later fitted to two of the chassis, whilst the remaining two chassis have been preserved without bodies. Müller has meticulously researched the history of this one-off car and, 87 years on, has documented it as far as possible and published the results through his own publishing house. A fascinating story of a fascinating one-off that – though forgotten today – made design history.

Self-published

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Category Design

1st place

Frank Rocholl
Under the Sun Vol. 2 Ferr

A rare species – Under the Sun

Last autumn, we reviewed the book *Under the Sun Vol. 1 Porsche* in this column – and wrote: “As you turn the pages, you see California, hear California and even smell California – and, of course, you also see, hear and smell Porsche. The question remains: what could possibly follow this volume…?”

Now *Under the Sun Vol. II Ferrari* is here – and this volume, too, has turned out to be a spectacular illustrated book that stands out from the vast majority of other books about Ferrari. The reason for this is that Frank Rocholl approaches the subject of Ferrari with a different focus – “My concept was to finally show the cars on the road, in motion, on their way to the baker’s. Out in the world – and why not a bit grubby too? In the truest sense of the phrase ‘Under the Sun’. I’d never seen anything like it before.”

But it didn’t turn out to be that simple. “It was tough; I’d imagined it would be easier. Whilst Porsche drivers show off their cars, meet up and cover many kilometres, most Ferraris are kept hidden under dust covers in air-conditioned garages – many have simply become too valuable. You never see them parked on the streets; there’s no customisation scene; they’re admired as untouchable, fragile objects. They’re a rare breed. I realised this during a photo shoot: you don’t lean against a Ferrari; you instinctively recoil, for fear of scratching the paintwork.”

Nevertheless, Rocholl sought out and found plenty of extraordinary models in extraordinary locations. Take, for example, a 1972 365 GTC/4 painted in a bright green – or, to be precise, ‘Verde Nijinsky’ – which epitomises 1970s pop culture in its purest form. And it’s a car that still leaves Rocholl wondering: “I’d really love to know who came up with a colour like that back then and, above all, who actually ordered a car like that.”

Unlike the Porsche volume, the location in *Under the Sun: Ferrari* isn’t really definable – whilst Volume I clearly lives and breathes California, Volume II feels a bit like the Côte d’Azur, a bit like California, a bit like Rome and a pinch of Miami. Add to that a dash of the Marlboro racing atmosphere of the 1970s – a period Frank Rocholl holds in high regard. Just as he has a soft spot for films in which Ferrari models can be seen and heard: *To Live and Die in LA*, *The Long Goodbye*, *Rain Man*, *Against All Odds*. He describes the films and the Maranello cars featured in them, accompanied by photographs.

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Anyone expecting model descriptions, lists of technical specifications or production figures – including chassis numbers – is in the wrong place here – Frank Rocholl: “There are more than enough books on that subject. That would have been a waste of time.” Instead, there are detailed photographs of hubcaps, gear selectors, tool kits and ignition keys.

And, of course, the Marlboro chapter: ‘The Marlboro Days’. Photos from the era when advertising began to take over the bodies of racing cars and the mechanics’ overalls. An orgy of red – though a white Ferrari F40 comes as a surprise.

In Volume I, Porsche sees California, hears California and even smells California – and, of course, one also sees, hears and smells Porsche. In Volume II, you see a different world: Ferrari is more exclusive, lives a more secluded life and presents itself as more mysterious – but of course you also see, hear and smell something: the Ferrari legend.

Not your average Ferrari book – but all the more appealing for it. The question remains: which brand will Frank Rocholl turn his attention to next?

Self-published

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Honourary Award

Michael Dörrenberg
Grenzenlos – Supercar Norwegentouren

On a grand tour of Norway

We reported on Michael Dörrenberg and his tours in a handful of supercars last year – back then, the focus was on drives through the Dolomites. The verdict: it was a pleasure to read for several reasons – firstly, spectacular mountain passes and routes were chosen; secondly, the tours were complemented by useful tips on hotels and restaurants along the way – so with these recommendations, it was possible to plan not only a driving experience, but also a gourmet and accommodation experience.

During a conversation a few months ago – Michael Dörrenberg turned up in his Lamborghini Huracán STO fitted with a roof rack – he told me about his next plan: a major tour of Norway in supercars. That sounded exciting, as illustrated books about tours through Norway are few and far between – now the finished work is here, and one is simply awestruck by the sheer beauty of the landscape. Even if the weather is poor, with mist hanging in the air, and drives in an AMG GT Black Series, Lamborghini Huracán EVO, Lamborghini Aventador LP 780-4 Ultimae, Ferrari 296 GTS or Porsche GT3 RS are likely to be rather unpleasant in the rain, reading the book still leaves you with a desire to set off for Norway straight away. The wonderful photographs of the Norwegian landscape, the fascinating fjords, the challenging mountain passes and the cosy harbour towns – or, in some cases, harbour villages – all play their part in this.

Supplemented with recommendations for hotels and restaurants along the roadsides, this book offers a wonderful opportunity to experience a new, hitherto rather forgotten destination and to take your time exploring it – and perhaps even to be inspired to plan and undertake a journey through the Kingdom of Norway yourself. Even though it rains quite often in the photographs and the clouds hang low and heavy, it seems well worth considering.

Callwey Verlag

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Category from the GB and USA

Daniel Cabart, Denis Cohignac, Patrick Rollet, Gautam Sen
A Century of Concours d'Elegance

The century of the concours

A few months ago, the most beautiful, rarest, most spectacular – and, in some cases, most expensive – cars on earth gathered once again at Lake Como. The venue: the Villa d'Este in Cernobbio – where the first Concorso d'Éléganza took place 98 years ago. What was originally intended as a sales event for the many coachbuilders is now a gathering of collectors, designers, dealers and journalists who celebrate the elegance and aesthetics of the automobile. That said, the first automotive concours is thought to have taken place on 4 September 1921 in Dinard, France.

There are now events of this kind all over the world – with Car Week in Pebble Beach and Villa d'Este regarded as the most important – alongside events in England (Salon Privé), France (Bagatelle) and Amelia Island in Florida. To better understand how these events have evolved from their origins as sales shows into today's competitions for trophies and honours, a team of writers led by Gautam Sen took a closer look at the history of this concept, which originated in France – and described its evolution into multi-million-euro events where cars are now hyped up and consequently become increasingly expensive. There, one can see which makes and models are gradually becoming 'in' – and which are slowly fading from the spotlight once more.

The term 'Concours d'Élégance' itself dates back to the 18th century, when the aristocracy would parade their finest carriages in Parisian parks to be seen and admired – and some were singled out in magazines as being particularly elegant. So not much has changed – except that nowadays it is rare to see aristocrats behind the wheel of these rolling treasures; instead, it is the new moneyed elite who are more likely to be seen there.

Dalton Watson Publ.

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Honourary Award

Gautam Sen
Lancia Stratos Zero

The eternal futurist – Lancia Stratos Zero

Often – very often, in fact – when it comes to exceptionally beautiful, surprising and design-defining cars, two names crop up: Marcello Gandini and Giorgetto Giugiaro. It simply seems to be the case that these two Italians were able to infuse their designs with an extra touch of elegance and sophistication. But when it came to that little touch of madness, Marcello Gandini often had the edge: Miura, Countach, Stratos, Carabo – all magnificent masterpieces. Although the precursor to the Lancia Stratos – with the beautiful name Lancia Stratos Zero – was even more radical.

An object not even a metre high, lying on the floor, which makes you constantly afraid of tripping over it or stepping on it. The most radical wedge of them all, accessible only via a glass panel that opens wide upwards; underneath is a sort of mattress onto which you have to lie down before driving off – just like in Snow White's coffin. Built on the chassis of a crashed Lancia Fulvia HF 1600 rally car, the 1.6-litre four-cylinder engine – producing 115 PS or 86 kW – roared away behind the reclining occupants – the Zero is a mere 84.6 centimetres high!

Of course, the Stratos Zero was a concept car; a model intended to attract new customers for Carrozzeria Bertone – it later evolved into the 'real' Stratos, which was equally radical and a series winner in the World Rally Championships (and is now prohibitively expensive). The Stratos Zero is also priceless; it is now part of an eclectic collection in California and sweeps the board at the world's most prestigious concours d'élégance events. Gautam Sen has taken a closer look at the Stratos Zero and written an interesting book about this provocation on wheels – complemented by an extensive feature on Gandini, Carrozzeria Bertone and their creations, this book belongs in the library of anyone with an interest in design.

Dalton Watson Publ.

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Honourary Award

Walter Bäumer / Jean-François Blachette
Maserati 250F – A Legendary Formula 1 Car

The best Grand Prix car of all time?

The Maserati 250 F dominated the racetracks in the late 1950s – after Mercedes-Benz had withdrawn from motor racing with its Silver Arrows in 1955. And Juan-Manuel Fangio won the Formula 1 World Championship in 1957 in a Maserati 250 F. To this day, the Monoposto with its 2.5-litre inline six-cylinder engine (there was also a rarely used twelve-cylinder version) is regarded as one of the most elegant racing cars of all time, and the number of racing drivers – both male and female – who have driven it is considerable, as the car was considered perfectly balanced and easy to drive – a statement that only racing drivers can make.

Walter Bäumer has, after all, been regarded for years as a fixture amongst Maserati connoisseurs, having contributed extensively to the documentation of the brand's history through a multitude of books – and now his magnum opus on the 250F has been published. Together with Jean-François Blachette, president of the French Maserati Club and himself a proven connoisseur of the brand, he has chronicled the history of the 250F in two volumes totalling 850 pages, illustrated with over 660 photographs. A labour of love that must have taken several years, as the history of the 250 F begins much earlier, in the early 1950s, with various precursors. The result of these years of work and research is impressive, and so there are unlikely to be any further questions on the subject of the Maserati 250 F in the coming years. Compiling all the chassis numbers, their races and drivers, as well as the ownership history spanning decades, must have taken years in itself. The fact that replicas were produced in later years using original factory parts certainly did not make the research any easier.

There seems to be a trend towards very expensive, very large and very heavy reference volumes in limited editions covering a wide variety of models – as the Mercedes-Benz volumes on the 170 V demonstrate. And even more such heavy tomes have appeared on my desk in recent weeks. So the superb Maserati 250 F volume will certainly not be the last heavyweight of the year.

Dalton Watson Publ.

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Category From around the world

Stephen Bayley
Death Drive

And sometimes it ends in a crash

At first glance, this is a rather banal observation – as a glance at the newspapers confirms. Accident after accident, even though the figures – if one looks at the accident statistics from the 1970s and 1980s – have fallen dramatically. That does not alter the fact that some fatal accidents have been etched into the history books: James Dean, a gifted actor and a rather good racing driver, died when a student, blinded by the glare of oncoming light, failed to see him and cut him off. Jean Bugatti died during a test drive at the wheel of a Le Mans racing car whilst trying to avoid a drunk cyclist. The poet Albert Camus died when his publisher, Michel Gallimard, veered off the road in his Facel Vega – with Camus in the passenger seat – and crashed into a tree. Camus, who did not think much of cars, had intended to travel to Paris by train; Gallimard had skimped on new tyres – and to make matters worse, it was raining.

Now, many of these incidents are well known, but the British author, critic, columnist, television journalist, curator and founding member of the Design Museum in London, Stephen Bayley, examines and describes a wide range of incidents from different perspectives: how do cars contribute to the perception of celebrities' personalities? Bayley writes: "No other object conceived and built by humans has a comparable, unsettling allure to that of the car. No other object evokes more emotions: vanity, desire, greed, social competition." And sometimes this perverse promise ends in a car crash.

To avoid any misunderstanding: *Death Drive* is not a sensationalist book about accidents, but a sober account of situations and their protagonists. What's more, Bayley is a superb writer; as you read, you not only learn about the various cases and their significance for cultural history – ranging from T. Rex founder Marc Bolan to Princess Diana and star photographer Helmut Newton – but you also come to appreciate the quality of the English language and get a sense of what it can express when mastered as Bayley has done.

Circa Press

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND
HYMER
WIRmachenDRUCK.de Sie sparen, wir drucken!

Ulrich Biene
Siku – Die Autowelt im Kinderzimmer

The world of cars in the children´s bedroom

For decades, there were virtually no books on car models on the market – but publishers have now evidently discovered this small but fine niche and are providing collectors with the literature they desire. Ulrich Biene has turned his attention to the company Siku, but Biene takes a broader approach to the subject – he not only describes the wide variety of models, but first recounts how the brothers Werner and Kurt Sieper got back into business after the war with buttons, combs and – this was their first major order – dispensers for Tesa adhesive tape. The company, founded in 1921 by Richard Sieper, had been one of the first to work with thermoplastic materials and was now also producing milk churns and coat hooks – even pipes were made from plastic.

Then came Christmas figurines, animal figurines and toys for the sandpit – but gradually the focus shifted to cars, which slowly but surely began to replace the tin cars. The model range continued to expand; aeroplanes and tractors soon joined the range, and when Siku unveiled a stunning Porsche 356 model with a glass engine in 1955, the path forward was clear. Ulrich Biene, clearly taking great delight in the models, describes the company's subsequent development, the evolution of the model range, the various series in different scales, and the introduction of die-cast zinc models, which were used to produce large and heavy lorry models.

Siku's close ties with the ADAC – which have resulted in a wide range of models, including the ADAC rescue helicopters – are also mentioned, whilst a lengthy chapter describes the design and construction of the models – so the book is more than just a description of the models from the past 70 years; it is also the history of a company.

Delius Klasing Verlag

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND
HYMER
WIRmachenDRUCK.de Sie sparen, wir drucken!

Volker Neumann
Automobil Kühlerfiguren

Artworks on the bonnet

There was a time when cars were rare and expensive – and when their proud owners personalised their costly, bespoke and handcrafted status symbols with intricately crafted bonnet ornaments. A wonderful tradition of which – in an age of ever-stricter safety regulations – nothing remains, apart from the Spirit of Ecstasy (commonly known as 'Emily') at Rolls-Royce and the Flying B at Bentley, both of which can be retracted into the bonnet at the touch of a button.

Volker Neumann has fallen under the spell of these bonnet ornaments – there is no other way to explain the marvellous book on 'Car Bonnet Ornaments' that he has self-published. He writes: "The period from 1900 to 1940 represents a remarkable symbiosis of technical innovation, craftsmanship and artistic creativity – the distinctive bonnet ornaments were indispensable to this era, not only adorning the cars but also emphasising the individuality of their owners."

You really must see the bonnet ornaments collected over more than 30 years to appreciate the vast range of motifs: "Here, motifs from antiquity such as Icarus and Phryné meet events like the Olympic Games and fashion trends – personalities such as Charlie Chaplin and Josephine Baker served as models, as did René Lacoste (the one with the crocodile) and Suzanne Lenglen, who was one of the first global stars of tennis". And, of course, Howard Carter's discovery of Tutankhamun's tomb in 1922 also found its way onto the bonnets of some cars. In short: the heyday of bonnet ornaments was characterised by sheer boundless creativity. It seemed there was nothing that wasn't possible. Volker Neumann has compiled and wonderfully explained more than 200 extraordinary bonnet ornaments across 200 pages – and self-published the book. Given the time and effort invested over decades, the price is more than reasonable.

Self-published

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Roland Seiter
Baden-Baden – The Hidden Motor City

The Hidden Motor City

At first glance, no one would think of describing the somewhat dreamy spa town of Baden-Baden, of all places, as 'The Hidden Motor City'. This was also the case for Ernst-Jürgen Wackenhut, the mayor of Baden-Baden, who – following a visit from Roland Seiter – remarked: "During our conversation, I realised just how profound the automotive history of the Central Baden region is, and of the city of Baden-Baden in particular. It is a treasure of such magnitude that many people are probably unaware of it, or have forgotten it. Baden-Baden's automotive DNA is unique and plays a key role in shaping the city."

And indeed, as early as 1887, Gottlieb Daimler demonstrated his motorboat on the Waldsee lake in Baden-Baden; seven years later, the Baden-Baden engineer Joseph Vollmer built the first motor cars at Bergmann's Industriewerken in Gaggenau – where Daimler Truck AG continues to build motor cars to this day, making it the oldest motor car factory in the world still in operation. In 1903, the first 96-kilometre long-distance drive in Germany took place here; two years later, the first Herkomer competition brought the German Emperor's brother to Baden-Baden. One must give credit to Roland Seiter for having compiled wonderful material and magnificent photographs, ranging from the 1910 flower parade to the first beauty contest in 1921 – the Concours still takes place today – as well as the flat-track races (as opposed to hill climbs) and the touring drives through the Black Forest.

Of course, Seiter does not forget the many prominent visitors and racing drivers who visited the glamorous spa town: Hans Stuck, Rudolf Caracciola, Ernes Merck – 'Europe's most beautiful female racing driver' – and Hermann Lang, to name but a few. Perhaps the title 'The Hidden Motor City' is a little over the top – but that doesn't change the fact that this book offers a wonderful insight into the early days of the motor car, when the aristocracy – both by birth and by wealth – paved the way for this strange and expensive vehicle.

Verlag teNeues

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!

Ellen Wilhelm
Into the Far – Vier Jahre im Land Rover

Why not drive to Australia?

It does take a certain amount of madness to decide to get into a Land Rover Defender and drive to Australia. Ellen Wilhelm, born in Ukraine in 1985, came to Germany at the end of 1997 as the child of a family of ethnic German repatriates. In 2004, she moved to Stuttgart to train as a graphic designer and, after graduating, lived there as part of an art and community project – though, in truth, 'even back then, I was plagued by a longing for distant lands'. Together with her partner Jonas, the couple then set off on a journey to Australia in 2014 in a Land Rover they had fitted out themselves. For four years, the two of them explored South-East Asia and Australia – a truly epic journey.

The impressive route took them through Russia, Mongolia and China – in Laos, they ran a campsite for a short while before continuing on via Thailand, Malaysia, Indonesia and Singapore to Australia. It is not just the impressive routes that Ellen Wilhelm describes across nearly 500 pages – but above all the landscapes, the people and the problems, both big and small, that inevitably accompany such a journey. The fact that the Land Rover caused comparatively few problems on this journey through rather remote areas certainly made the trip easier and more enjoyable. But actually, the car is more of a side note on this unusual and lengthy journey, which lasted four years after all.

A must-read for anyone who is occasionally seized by wanderlust and who can experience first-hand what it really means to leave everything behind: "We had a dream, and didn't know if we'd ever make it to Australia. But we set off anyway."

Self-published

MOTORWORLD Group

Headquarter:
MOTORWORLD Consulting GmbH & Co. KG
Ferdinand-Dünkel-Str. 5
88433 Schemmerhofen
www.motorworld.de

Tributes written by:
Jürgen Lewandowski

Presse Officer
Sybille Bayer
Phone +49 (0)7356 933-215
Mobile +49 (0)174 8870515
presse@motorworld.de

AUTOMOBILCLUB VON DEUTSCHLAND

HYMER

WIRmachenDRUCK.de
Sie sparen, wir drucken!