very generation seems to have one; or sometimes two or three. Throughout the history of mankind, design has been pushed forward largely through the efforts of a handful of men, and following them, everyone else picks up on what they’re doing and runs with it. We’re not talking about fashion designers for women’s clothing, more precisely to our particular subject, we’re talking about the men who were not only designers, but also engineers; two fields that go hand-in-hand outside the world of clothing. It’s not enough to make something that looks dif-

SNAKE BIT

THE NEW MOPAR SUPER CAR THAT’S NOT FROM CHRYSLER!
ter, it has to be functional, and it has to be better than whatever it’s intended to replace. Go back through the annals of time and you’ll find them; names like Frank Lloyd Wright, Nikola Tesla, Gottlieb Daimler, Thomas Andrews, Ferdinand Porsche, Wernher Von Braun, Author Emmons Raymond, and Henry Ford and Thomas Edison for that matter. They’re the ones who look at the world as it is and say to themselves, “That could be a whole lot better,” then they figure out a way to do it, and in most cases make it look nice as well. In the 1900’s, industrial designers became celebrities in their own right. Going back to the thirties, the era of truly iconic mechanical designers was ushered in. Names like Raymond Loewy, Henry Dreyfuss, Harley Earl, Gordon Bluewing, Virgil Exner, Elwood Engel, Battista Pininfarina, and Howard “Dutch” Darrin just to name a few. From locomotives to airplanes to automobiles, to wrist watches, their design and styling ideas touched just about every realm. Today, there’s a lot of younger guys struggling to fill those very big shoes with varying degrees of success, but recently we had the pleasure of meeting someone we legitimately consider to be perhaps this generation’s version of Raymond Loewy – none other than Henrik Fisker. To most of you out there, Henrik Fisker will undoubtedly be most widely known as the founder of Fisker Automotive, which debuted their plug-in hybrid Fisker Karma exotic super car at the 2008 North American International Auto Show. As most of you know, we’ve never been huge fans of hybrid of all-electric powered vehicles here, but the Fisker Karma was something quite a bit different. Looking more like a Lamborghini than a cracker box roller skate electric car, the Karma was absolutely gorgeous, it’s interior was spectacular, and what’s more, it was designed to run like a bat-out-of-hades when the go pedal was pushed down. And Hendrik Fisker designed it pretty much from the ground up, inside and out. In 2012, production stopped on the Fisker Karma, amidst major problems with the company providing the batteries for the cars and other suppliers and investors. Highly agitated, Henrik resigned from the company he had founded and left. The company was soon bought by the Chinese renamed Karma Automotive, and they’re vowing to produce more cars of a similar nature in the near future. That’s probably how you’ve known Henrik Fisker up until this moment. But believe us, there’s a whole lot more to this man than just his sudden desire to produce a hybrid luxury super car. We’ve been blessed to meet some guys in our lives that we truly consider to be absolute geniuses, and Henrik certainly ranks pretty high up there.

Henrik was born back in 1963 in Denmark, but he’s lived and worked in Germany, London, and for much of his career, in Southern California. He graduated from California’s Art Center College of Design, and having always had a penchant for all things mechanical and a notable eye for style, he secured his first big job back in 1989 with BMW’s advanced design studio in Munich. He designed the 2017 BMW concept car, which led directly to him designing the BMW 28 roadsters, which we’re quite certain you’ve seen zipping around just about everywhere. In 2001, Fisker joined Ford Motor Company, and since they were partnered with Aston Martin, he became the design director for Aston. Most of those spectacular Aston Martins you’ve seen for the last fifteen years have varying amounts of Fisker’s handiwork in them, with the gorgeous Aston Martin DB9 being his creation entirely. He left Ford in 2004 to form his own design company, Fisker Coachbuild, which specialized in creating exotic bodies and interiors that could be fitted to existing chassis and drivetrains – much the same thing that notables such as Fleetwood, Murphy, and Saoutchik had done back in the prewar golden era of luxury car making. Then came the desire to build his own car from the tires up, which resulted in the Fisker Karma, and since leaving that venture in 2012, Henrik Fisker has hardly been sitting around doing nothing; that’s not the kind of guy he is.

Several years ago, Henrik was looking at a Dodge Viper and pondering just how much potential the car had for even greater things. Sure, it was built as a Corvette killer and Dodge’s version of a “super car,” but he didn’t believe it was on the same playing field with the elite Ferraris and Lamborghinis of Europe, and Henrik Fisker kept studying it and scribbling notes, wondering why nobody was pushing the car father. By 2015, Henrik decided if nobody else was going to do it, he would, so he began looking to the foremost authorities in the Viper field and that naturally led him to Viper racing specialist Ben Keating of The Viper Exchange down in Texas. Having raced Vipers and designed suspension and high-performance engine components for Vipers since Dodge first released them, there’s no one on the planet who knows more about making a Viper go faster and handle better than Ben Keating. When they sat down together, Henrik showed him his initial sketches for what he had in mind, and it was something none of us would’ve expected. Rather than just take a Viper and add some body modifications to it, Henrik had the notion that you could start with a Viper chassis and then build an entirely new car around it. He thought there had really only been one true American “super car” throughout history (arguably) and that one car was the Ford GT40. Henrik thought that with America’s extremely rich automotive history, there was something wrong with that picture, and it was high time the United States had a car that could go out there on the world stage and stand toe-to-toe with anything Europe had to offer. Ben Keating liked that idea quite a bit, and that, in turn, told Henrik that his idea was not only feasible, he’d already...
Henrik Fisker sat down with Lutz in Detroit of the newer Corvettes. All that aside, Camaro we see today and the radicalization worth, he also pushed through the modern entire LH series of cars. For what it's known to Chrysler fanatics as the man who giant corporation. Lutz will forever be without all the hassles of dealing with a neer Gilbert Villarreal to build exotic cars Automotive in Detroit with business part-

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