

Solo PANTHER



1992 Panther Solo

Contact Details

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The Panther Solo

Bought for his wife by a member of Panther's management team (the much respected Bruno Eismark) in March of 1991, this is one of only 16 Panther Solo SuperCars produced by the company following a £15 million development programme.

Finished in Porsche Guards Red with Rhino Hide, the car remained unlicensed here in the U.K. until 14 December 1992 and was subsequently sold to a syndicate of American investors who collected some of the world's rarest 4-wheel drive SuperCars, it spent most of last 25 years in a private collection in the State of Nevada, USA.

As a result, the mileage remains extremely low and being a fervent Panther enthusiast, I was very pleased indeed to be able to purchase the Solo in early 2017. I then embarked on a re-commissioning after what was an extended period on display so it was pleasing that two years later the Solo won 'Car of the Show' on its first Classic Car outing.

Now fully re-commissioned it has been 'run-in' during the last two years before being displayed by The Panther Car Club at various National and International Classic Car Shows.

The Solo has now covered 974 miles in almost 30 years.

Solo PANTHER



BUILT BY HAND IN LIMITED NUMBERS

The Panther Solo was built by hand. Each car being assembled by a team of four engineers and trimmed in leather by one craftsman. It took a total of over 500 hours to create each completed car.

As with other prestige automobiles, clients were encouraged to visit the Panther factory in Harlow, meet the team building their car and select paint colour and leather dye.

The following equipment was standard: Four-Wheel-Drive, ABS, Alloy Wheels, Four-Speaker Sound System, Tinted Glass, Electric Windows, Central Locking and Electrically Heated Front and Rear Screens. The instrumentation was totally unique in that all dials were lit electrostatically, not by bulbs.

Only sixteen Panther Solo's were built and 12 were sold world-wide to Supercar enthusiasts. Of the remainder, one was used for the mandatory crash testing and one was written-off in an accident during road testing. This was chassis number 009 which was rolled at over 100 mph whilst travelling on the A1. Thankfully both occupants escaped injury because the specially designed passenger cell remained intact, even though the front and rear sub-frames were torn off.

We believe the other two were retained in the private collection of the company owner and his family.



Panther had the dream of building a futuristic sports car with lots of flair and an extraordinary number of innovative features.

Solo was also to make its mark as the world's first mid-engined 4-wheel-drive car and being Cosworth powered, Panther managed to produce a totally unique and potent British SuperCar.

The centre section was an aluminium honeycomb sandwiched between two epoxy resin skins.

At points of high stress, the fibres were unidirectional and carbon fibre was used for the upper door frames.

All bodywork was strengthened with a Kevlar/Carbon composite.

Solo PANTHER

Style & Handling



The Solo's wing at the back came straight from March's involvement in the car's development and owes much to their famous Indycar design."

"Together with four-wheel drive, the torsional stiffness was the key to Solo's dynamic brilliance. In its handling, it didn't just excel, it rewrote the rules. Taken round the corners by the Solo in a manner that makes other sports cars seem slow-witted and inept. What other car could make a Porsche Carrera 4 look clumsy? It combines the grip of a Lamborghini Countach with the steering sensitivity of a Ferrari 348."

Copyright Autocar & Motor.

First publish in Panther Car Club Magazine
April 1995





The engine is a turbo-charged 2 Litre, four cylinder Cosworth unit similar to the one fitted to the famous Sierra Cosworth. It develops 204 bhp at 6000 rpm and 200 lb ft of torque at 4500 rpm. Unlike any other mid-engined Supercar, the Solo's engine is mounted not only north-south but also asymmetrically in both vertical and horizontal planes in order to make room for the 4WD transmission, without adding length to the wheelbase.

Solo PANTHER

A Uniquely Advanced Design

Engine:

Cosworth 2 Litre 16 valve Turbo System
200 BHP

Transmission:

Borg Warner T5 gearbox, five speed, all synchro. Panther design transfer box with viscous coupling limited slip device.

Torque split 34% front 66% rear. Front and rear differentials rubber mounted, controlled by torque reaction arms.

Dimensions:

Length: 4.3m

Width: 1.8m

Wheelbase: 2.53m

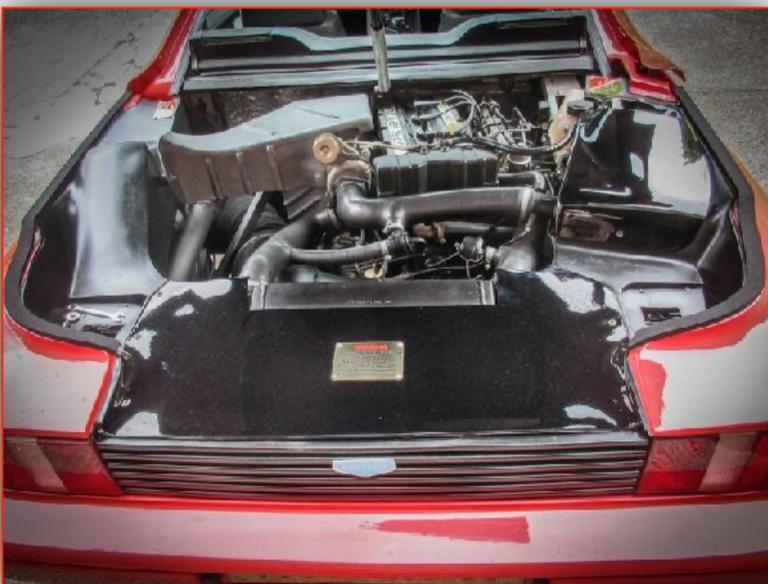
Weight: 1235 kg

Performance:

Top speed: 142mph

Acceleration:

0 - 60 mph - 7 seconds





Panther introduced unique cockpit features along with the rare 4-seat configuration on this particular Solo's Recaro interior.

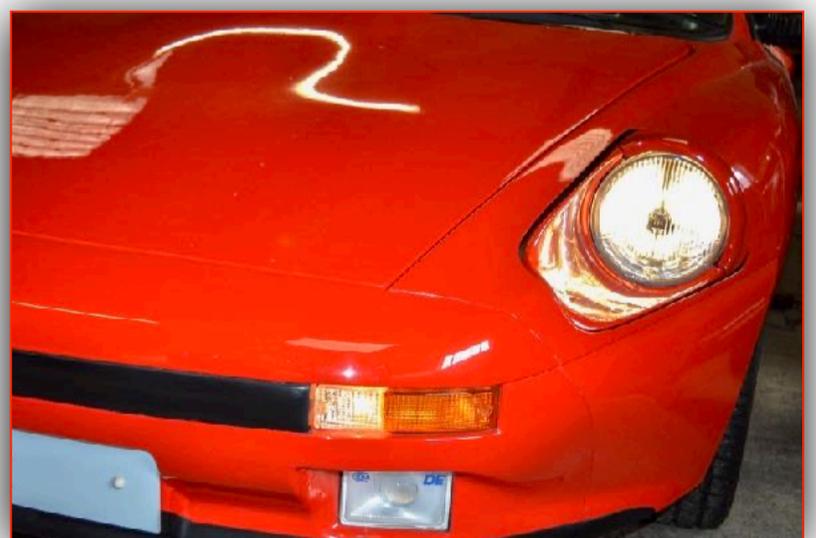
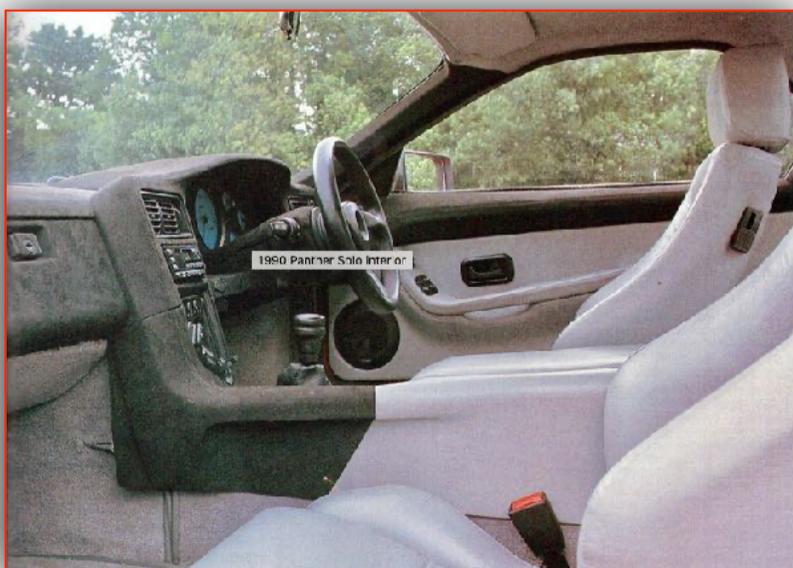
The instruments are just as extraordinary with the palest of blue finishes for the dial faces. This is striking enough in daylight but switch on the lights and the whole display glows with otherworldly luminescence because the unique instrumentation is lit electrostatically.

Solo PANTHER

Interior & Exterior



Smart lateral thinking resulted in the novel headlamp unit being engineered to swivel (rather than 'pop-up') which allows the Solo to maintain the exceptionally low Cd of 0.30



"A British designed and built sports car that had more talent and innovation in its passenger cell than most its exotic rivals"



Solo PANTHER

The Solo's TracSporter (Extra Wide) Trailer



The trailer comes complete with the top-of-the-range Winterhoff WS 3000 Lockable Stabiliser and has an in-built MEACO Desiccant Dehumidifier for use when the Solo is stored.

It is also fitted with DATATAG'S Electronic Security & Tracking System together with their Unique Forensic DNA Code applied throughout.

This specially built trailer has large doors incorporated in the design for ease of access from both sides. I had the Panther Solo logo and the unique graphics specially designed and applied by Digital Revolution Print & Design of Sale in Cheshire.

Load Capacity - 1700kg

Internal Bed Dimensions

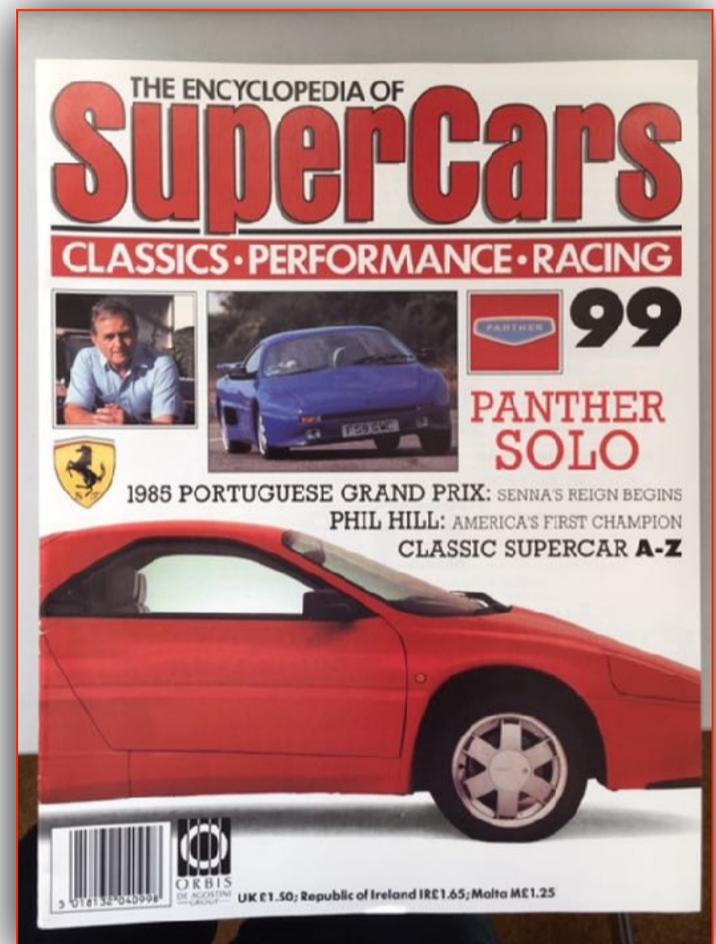
1.98m wide

4.88m long



Solo PANTHER

In the Media



Solo PANTHER

Press Reports



CAR – August 1985

“The development of the Panther Solo has taken a remarkable turn. The car, first conceived as an affordable mid-engined sports car, is to be re-engineered for permanent four-wheel-drive, standard anti-lock brakes and it will have the Cosworth 200bhp plus turbo four. These things will promote it to the front rank of Supercars”.

AUTOCAR – September 1987

“Solo – Britain’s most exciting new sports car for 25 years”

CAR – October 1987

“First Drive of the Panther Solo - Behind the wheel of the most important British sports car since the E-type Jaguar”.

AUTOCAR & MOTOR - October 1989

“Panther Solo is the best-handling car I’ve ever driven. I can honestly say I’ve never encountered anything like it. The Solo’s chassis simply sets new standard for grip and neutrality”

PERFORMANCE CAR – November 1989

“This is the Panther Solo, potentially the British supercar for the 1990’s. It’s mid-engined and Cosworth powered, with four-wheel drive under that composite body”.

FAST LANE – NOVEMBER 1989

“Panther has brought its turbocharged, four-wheel-drive Solo to market. The asking price is nearly £40,000. Cars as good as these have failed; worse ones have sold in reasonable numbers”.

AUTOCAR & MOTOR – August 1990

“Despite being the only mid-engined four-wheel-drive production car, Solo’s real claim to fame lies in its unique composite monocoque of aluminium and epoxy resin”.

AUTOCAR & MOTOR – June 1993

“It’s sad and rather extraordinary that so little of the effort expended on the Panther Solo’s £15 million development has been appreciated on the road. Only 12 production cars were built, and most of these, by all accounts, have been used very sparingly. Have you ever seen one?”



Heritage Certificate



THE PANTHER CAR CLUB LIMITED

<i>Prepared For</i>	Mr. R.S. Clare
<i>Make and Model</i>	Panther Solo No 029
<i>Body Style</i>	4 Seater Coupe
<i>Date of Manufacture</i>	1st March 1991
<i>Location of Manufacture</i>	Harlow, Essex, England.
<i>Chassis Number</i>	SA9PANSH5L2005029
<i>Engine Number</i>	YBB18254 (2.0Ltr Cosworth).
<i>Exterior Paint Colour</i>	Porsche Guards Red.
<i>Interior Trim/ Colour</i>	Rhino Grey Leather with Suede Recaro Interior.
<i>Original Owner/Distributor</i>	Mrs. P Eismark.
<i>Registration Mark</i>	K74 WPM
<i>Remarks</i>	First Registered 14/12/1992

This certificate was issued by the PCC on 18th April 2017

MN Laplain

MICK LAPLAIN, COMPANY ARCHIVIST



PANTHER PRODUCTION
HERITAGE CERTIFICATE
NUMBER

00017