



RENNtech headquarters in Stuart, FL.

Fast forward 35 years later, innovation is at the core of RENNtech's values as a brand. The tuning house is known for their rock-solid reliability, quality of craftsmanship, and innovative engineering solutions that go beyond engine tuning. Hartmut Feyhl believes that a holistic approach must be taken in order to ensure that his products do not simply move faster, but they perform better in every way imaginable. RENNtech goes the extra mile to develop proprietary software and hardware solutions that seamlessly integrate with a vehicle's telematics, unleashing the vehicle's full potential. Suspension systems are refined, and aerodynamics are optimized in order to keep the vehicle secure on its course. RENNtech's evolutionary pursuit of performance technology has paved the way for motorsports. In 2018, RENNtech Motorsports' AMG GT4 raced its inaugural race at the Circuit of the Americas.

MERCEDES-BENZ CLUB OF AMERICA



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On the Cover:

Hartmut Feyhl, RENNtech founder proudly standing with the first Mercedes-AMG GT 63 with 1,196 hp, breaking the 10 second mark on the quarter mile. The RENNtech RIIIx.

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RENNtech
PERFORMANCE WITHOUT COMPROMISE®





**HART
LIKE A
HAMMER.**





Hartmut Feyhl



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It is a fascinating time to be alive if you happen to have any underlying interest in modern classic Mercedes-Benz and Pre-Merger AMGs. These cars are young enough to serve as childhood poster cars while being old enough to have seen a massive resurgence in cultural interest and value. The Mercedes-AMG brand has evolved to become a household name among performance enthusiasts. The marque that was once known for high performance tuning and bespoke coachwork has grown into the darling of Mercedes-Benz performance. Discerning enthusiasts may recognize another household name synonymous with performance — Hartmut Feyhl.

"The apple doesn't fall too far from the tree."

Hartmut Feyhl grew up in a small town in Germany called Affalterbach, home to a small tuning company called AMG. In his youth, Hartmut would enjoy competitive sports such as shooting sporting clays, and racing go-karts at the local kart track. Having shot well one afternoon, a gentleman by the name of Hans Werner Aufrecht came to congratulate Hartmut on his successful day at the range. A result of pure serendipity, Aufrecht represented the "A" in AMG. The two quickly discovered they had several things in common; including both sporting clays and motor racing enthusiasts from Affalterbach.

Hartmut Feyhl was invited to apprentice at the AMG workshop where he had the good fortune to work directly with Hans Werner Aufrecht and Erhard Melcher The "A" and "M" in AMG. From 1978 through 1986, Feyhl progressed from a Technician to a Master Mechanic and AMG Engineer. Hartmut continued to pursue go-kart racing and Formula Ford racing with the support of AMG, as he believed that these racing experiences were crucial in developing a deep understanding of how to improve vehicle performance by pushing them to their limits. This process instilled many of Hartmut's core principles as a driver and engineer. By 1986, Hartmut Feyhl was named the Technical Director for AMG North America.

PHOTO 1 & 2: Hartmut Feyhl racing in Formula Ford.

PHOTO 3: Heart like a Hammer.

PHOTO 4: Pre-merger AMG 6.0 L 32-valve motor.

PHOTO 5 (PG 43): When the 5.0 L was not enough, RENNtech bored and stroked M119 introduced the second generation of W124s, built around the 400 E and 500 E (E 420/E 60).



An interview with Hartmut Feyhl, founder of RENNtech.

Text: Rubin Howard | Images: Serge Que + RENNtech Archives



Hartmut worked closely on the development of the W 124 E 300 6.0 AMG, affectionately known as the "Hammer". When the first U.S.-Spec Hammer was built in 1987, it featured a 32-valve head which produced 360 bhp and 400 lb-ft of torque. The nickname "Hammer" originated in the United States. The word hammer has a relevant meaning both in German and English, so it stuck. The power of the car hits you "like a hammer" and in German "Das ist Hammer" translates to "this is awesome". The Hammer was an engineering marvel that left everyone in disbelief. Feyhl was summoned by Car and Driver for the "Ultimate Top Speed Shootout", and with subtle modification, Feyhl was able to reach 300 kph (186.41 mph). When reviewing The Hammer, Car and Driver wrote "The Hammer covers ground so quickly that you swear you can feel the earth's curvature racing to meet you."



In 1989, with the blessing of Hans Werner Aufrecht, Hartmut Feyhl founded RENNtech. The name is derived from the German word "Renn" meaning race, combined with "tech" in reference to technology. Bringing bespoke racing technology to the street was exactly what Feyhl had planned to do. What began as an innovative startup quickly grew into a global powerhouse. RENNtech's first location was in Delray Beach, Florida. The success of the W 124 "Hammer" and the R 129 served as the backbone of RENNtech's initial business. By 1990, RENNtech had already expanded to a larger building in Lake Park, FL. Hartmut had evolved the engine technology of the Hammer, basing RENNtech Hammers off a 6.0 L M119 engine paired to an 400 E or 500 E wide body. Variances between AMG 300 E 6.0 L and RENNtech 6.0 Hammers depended vastly on customer specifications and the year of production.

PHOTO 6 (TOP): The car that broke the mold. Restored by RENNtech in 2020, this silver 300 E 6.0 AMG "Hammer" broke 300 kmh (186.41 mph) in 1986, and originally belonged to Hans-Werner Aufrecht, the "A" in AMG.

PHOTO 7 (PG 45, TOP): With over 40 years of performance engineering under his belt, Hartmut Feyhl leads the performance development of Mercedes-Benz AMG at RENNtech.

PHOTO 8 (PG 45, BOTTOM): RENNtech SL 74 R — the most powerful SL of its time, the RENNtech built M120 V12 produced 585 hp and 600 lb-ft of torque. Today RENNtech Classics continues to build the R129 in the same manner as 30 years ago.