

Bits & Pieces

Rétromobile & Race Retro

The racing season has all but ended, as the winter rally season is about to commence, but it is also the season for rebuilds and for updating our kit for next season. Two exhibitions can help with that while at the same time providing us with the opportunity to see our friends away from the busy paddock.

Always up market, Rétromobile has been slowly morphing into the very top-end of the exhibitions spectrum, a show for multi-millionaires, where you can buy a pre-war 8C Alfa, Aston Martin Zagato or Ferrari 458 GT3, and where, this year, it will be coupled with a modern supercar show, so you'll probably be able to clinch a deal on a Valkyrie while you're at it.

However, even if you've already got all the cars you need and you're not in the market, there is still plenty to see and do at Rétromobile. The organisers are there and will tell you about their events, the restorers are there, and the FIA is there so you can talk to them about the regulations and the HTP process. Parts, art, and beautifully curated themed exhibits are always part of the show. Rétromobile runs from 28 January to 1 February at Paris Expo Porte de Versailles.

Not at the other end of the scale by any means, but a little more down to earth for sure, is Race Retro, which takes place at the UK's Stoneleigh Park near Coventry. With the focus on historic motorsport, here is where you will find most of the clubs that run historic racing in the UK, as well as suppliers of everything from helmets and harnesses, to engines, tyres, trailers and, of course, competition cars for sale. In addition, Iconic Auctioneers holds a sale there every year. There is an outdoor rally



The rally stage with famous drivers is a big attraction at Race Retro

stage that attracts famous international rally drivers, who put on a great show, and some will even take passengers! MSUK is a major supporter. Dates are 20-22 February. With new halls, themed displays, and a re-organisation of the layout, this show is definitely on the up.



Rétromobile aims at the top of the market

Bernina Gran Turismo

After last year's absence, the Bernina Gran Turismo came back with a bang on 20-21 September. Lucky with the ever-changing weather on the high (2,328 metres) Alpine pass, the hillclimb was run in glorious sunshine, with a small but high quality field of competing cars, ranging from Fritz Burkard's Pebble Beach winning Type 59 Bugatti, to the 1,600-horsepower Bugatti Bolide (there as a demonstration), a flame-throwing Gulf-Porsche 908, a Martini-liveried Lancia 037 Safari racer, an Alfa Romeo 8C, an Audi Quattro Group B, Katarina Kyvalova's 41/2 Litre Bentley and Martin Kapp's Alfa Romeo TZ2 amongst the 38-car field.

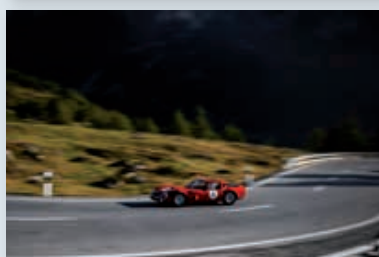
Commemorating the events that took place in 1929 and 1930, when a group of racers that included Hans Stuck and Louis Chiron met at the Bernina Pass to test their talent as part of the International Automobile Week St. Moritz, the Bernina Gran Turismo allows competitors to run on a closed road from La Rösä in Valposchiavo to the summit near Ospizio Bernina. The official route covers approximately 5.9 kilometres and climbs over 450 meters, featuring more than 50 curves along the way.

It's not about winning, but Daniele Perfetti was classified as winner of the competition category in his Porsche Carrera RSR ahead of cars as diverse as Martin Halusa's Bugatti Type 35B, Mike Neumann's MGB and Susanne Halusa's Ferrari SWB. The much bigger regularity category was won by Jacob Vic in an Austin Healey 100S. Days of concours, dinners and cocktails that top and tail the event, made an enjoyable social occasion.



Fritz Burkard brought his new Bugatti Bolide for its first outing on the open road. Alternating with Burkard, at the wheel were Andy Wallace and Bugatti CEO Mate Rimac. The matte black UFO with more than 1,600hp was serviced like a Formula 1 car between sessions, complete with heated blankets and its own crew of mechanics

*Photos Andrea Klainguti and Keno Zache
Courtesy Bernina Gran Turismo*



It wasn't about winning, but Daniele Perfetti 'won' the competition, in which almost every car was in a different class

