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BEACon February 2024

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Ferrari

Maserati and Ferrari side by side at the Mille Miglia!

Last week, as a birthday present, Jenny and I went to see the movie 'Ferrari' at the Bowral fleahouse. I really liked it! It helps if you are of an age that knows and appreciates the era (the movie is set in 1957 – Ferrari's most critical

year). I started following motor racing in 1959, so that era is very familiar to me. The thing that impressed most is the accuracy of the story and the cars. It's not a Hollywood view of car racing – the director is a true enthusiast and had waited years to be able to recreate a true picture. The replica cars are stunning, specially made at a small Italian coachwork house that specialises in work on the classics. Actually, one of the cars is authentic – the Maserati 250F belongs to Pink Floyd drummer Nick Mason, who lent it to the movie. (I think it is the same car that Jeremy Clarkson drove on Top Gear years ago. I have the video of that, and love it.)

Ironically this movie promo features a Maserati 250F.

Peter Collins - France 1957
Ferrari 801

While the movie focuses on the 1957 Mille Miglia,

for me the best scene is early on when Maserati and Ferrari are competing for the lap record on the Modena test track they both use. Maserati is using the aforementioned 250F, and Ferrari their then current F1, the 801. The scene recreates exactly the action in one of my most treasured videos – Fangio driving a 250F around the Modena track. This video is available on YouTube https://www.youtube.com/watch?v=5Xg4Fr9SY04 .

I won't go into the story line of the movie here, but the acting is good. As Enzo Ferrari, Adam Driver has the problem that he physically doesn't look anything like the 'Commendatore', but after a short while you forget that as the movie progresses. Neither does Penelope Cruz look like Laura, Ferrari's wife, but for me she steals the acting honours with her very feisty portrayal.

Anyway, enough blathering from me – there is a good article describing the making of the film at https://www.caranddriver.com/features/a46213905/the-cars-of-michael-manns-ferrari/ . I recommend the movie if it is still on when you read this and you haven't seen it already.

Ferraris at Brescia for start of the Mille Miglia .

Phil O'

CLUB CALENDAR – February 2024

- **Runs start at 10 am from the Botanical Gardens Car Park on the corner of Old South Road and Kangaloon Road, unless otherwise noted.**
- **Please Note: all PDF files and links are available on the club's Events Web Page**

February

Wednesday 7th February
Eling Forest 12587 Hume Hwy, Sutton Forest
Download run sheet Eling Forest Run
Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
• Contact | Ross Pollock | m | 0412 734 825.

Wednesday 21st February
Criterion Hotel , 72 Goulburn Street Crookwell.
Download run sheet Crookwell Run
Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old South Road Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
• Contact | Ross Pollock | m | 0412 734 825.

February 17th to Sunday 18th February
Berrima District HistoricVehicle Club 46th Berrima Event
Download Programme and entry form. BDHVC

Alpine A110

As a long time follower of the World Rally Championship, one of the cars that I thought would be nice to have was the Alpine A110. I'll let Mr Wiki tell you about it.

The **Alpine A110** is a sports car produced by French automobile manufacturer Alpine from 1963 to 1977. The car was styled as a "berlinette", which in the post-WWII era refers to a small enclosed two-door berline, better-known as a coupé. The Alpine A110 succeeded the earlier A108. The car was powered by a succession of Renault engines. A car also named Alpine A110 was introduced in 2017.

The Alpine A110 experienced a remarkable evolution in terms of power output throughout its production years. Initially, the A110 had an output of just 51 horsepower, which was adequate for a car weighing only 620 kilograms. However, by the end of the A110's production run, its power output had increased to 180 horsepower. This impressive increase in power contributed to the car's success on the rally stages of Europe. The A110's crowning achievements included 1-2-3 finishes at both the 1971 and 1973 Monte Carlo rallies, and it used Renault 16 engines at the time. In 1973, Alpine won the inaugural manufacturer's World Rally Championship, defeating competitors such as Lancia, Porsche, and Ford. However, by 1974, advances in rally competition led to a significant shift in the landscape of the sport, and the Alpine A110, which had become outdated, struggled to keep up with its rivals. As a result, sales of the A110 declined, prompting Renault to step in and purchase the company outright in an effort to save it. Despite being surpassed by newer rally cars, the A110's legacy as a successful and iconic rally car remains, and its victories in the early 1970s solidified its place in motorsport history.

History[edit]

Alpine was founded by Jean Rédélé, a Frenchman based in Dieppe, who was an enthusiastic participant in rallying during the post-WWII era. Redele used Renault 4CVs and modified them for improved performance, including replacing the original three-speed gearbox with a five-speed manual transmission—a significant upgrade at the time. He also constructed new, lighter bodies to fit over the chassis and entered his modified vehicles in endurance races, including Le Mans and Sebring. Redele's success in rallying and continued improvement of Renault vehicles eventually gained the attention of Renault, leading to factory financial support. He formally established the Societe Anonyme des Automobiles Alpine and named the company "Alpine" as a tribute to his previous successes rallying in the Alps

Launched in 1963, the A110, like previous road-going Alpines, used many Renault parts, including engines. While its predecessor the A108 was designed around Dauphine components, the A110 was updated to use R8 parts. Unlike the A108, which was available first as a cabriolet and only later as a coupé, the A110 was available first as a berlinette and then as a cabriolet.

Alpine A108

The most obvious external departure from the A108 coupé was a restyling of the rear bodywork. Done to accommodate the A110's larger engine, this change gave the car a more aggressive look.

Like the A108, the A110 featured a steel backbone chassis and a fiberglass body. Alpine was a pioneer in the use of glass-fibre body panel construction, which was valued for its lightweight properties and malleability. This innovation allowed the company to produce its first proprietary body, the A106, which was placed on top of the old Renault 4CV chassis. The reduced weight of the body contributed to the car's success in rallying. Later, a cabriolet version was introduced, based on a stiff, tubular backbone chassis design that would become the foundation for all Alpines until the final production of the A610 in 1995.

The A110 was originally offered with 1.1 L R8 Major or R8 Gordini engines. The Gordini engine has a power output of 95 hp (71 kW) SAE at 6,500 rpm.

The A110 achieved most of its fame in the early 1970s as a successful rally car. After winning several rallies in France in the late 1960s with the cast-iron R8 Gordini Cléon-Fonte engines the car was fitted with the aluminium-block Cléon-Alu from the Renault 16 TS. With two twin-venturi Weber 45 carburetors, the TS engine has a power output of 125 hp (93 kW) DIN at 6,000 rpm. This allowed the production 1600S to attain a top speed of 210 km/h (130 mph).

The car achieved international fame during the 1970–1972 seasons competing in the newly created International Championship for Manufacturers, winning events throughout Europe, and earning a reputation as one of the strongest rally cars of its time. Notable performances included a victory in the 1971 Monte Carlo Rally with Swedish driver Ove Andersson.

1971 Monte winner.

Alpine played a key role in Renault's entry into Formula One. During the 1970s, Alpine had been involved in Formula Three and Formula Two track-racing series and ultimately persuaded Renault to enter Formula One. Alpine had built a Formula One testing mule by 1976, leading to Renault's full-scale entry into the prestigious global motorsport category. This involvement marked one of Alpine's enduring legacies, as Renault continues to be active in Formula One to this day.

After Alpine's acquisition by Renault in 1971, the International Championship was replaced by the World Rally Championship for 1973, at which time Renault elected to compete with the A110. With a team featuring Bernard Darniche, Jean-Pierre Nicolas and Jean-Luc Thérier as permanent drivers and "guest stars" like Jean-Claude Andruet (who won the 1973 Monte Carlo Rally) the A110 won most of the races where the works team was entered, making Alpine the first World Rally Champion. Later competition-spec A110s received engines of up to 1.8 litres.

1973 Rally winner.

In 2012, to mark the 50th anniversary of the A110, Renault produced a concept car called the A110-50. The modern production version of the A110 was introduced by Renault in 2017.

And the good news is that you can buy the current version of the car in Australia. Check out Alpine Cars Australia at https://www.alpinecars.com.au/ .

MOTORING MIRTH

Cop: You were going fast.
Me: I was just trying to keep up with traffic.
Cop: There isn't any.
Me: I know! That's how far behind I am.

Thank you to all contributors to this (shortened) edition. **Phil O'**