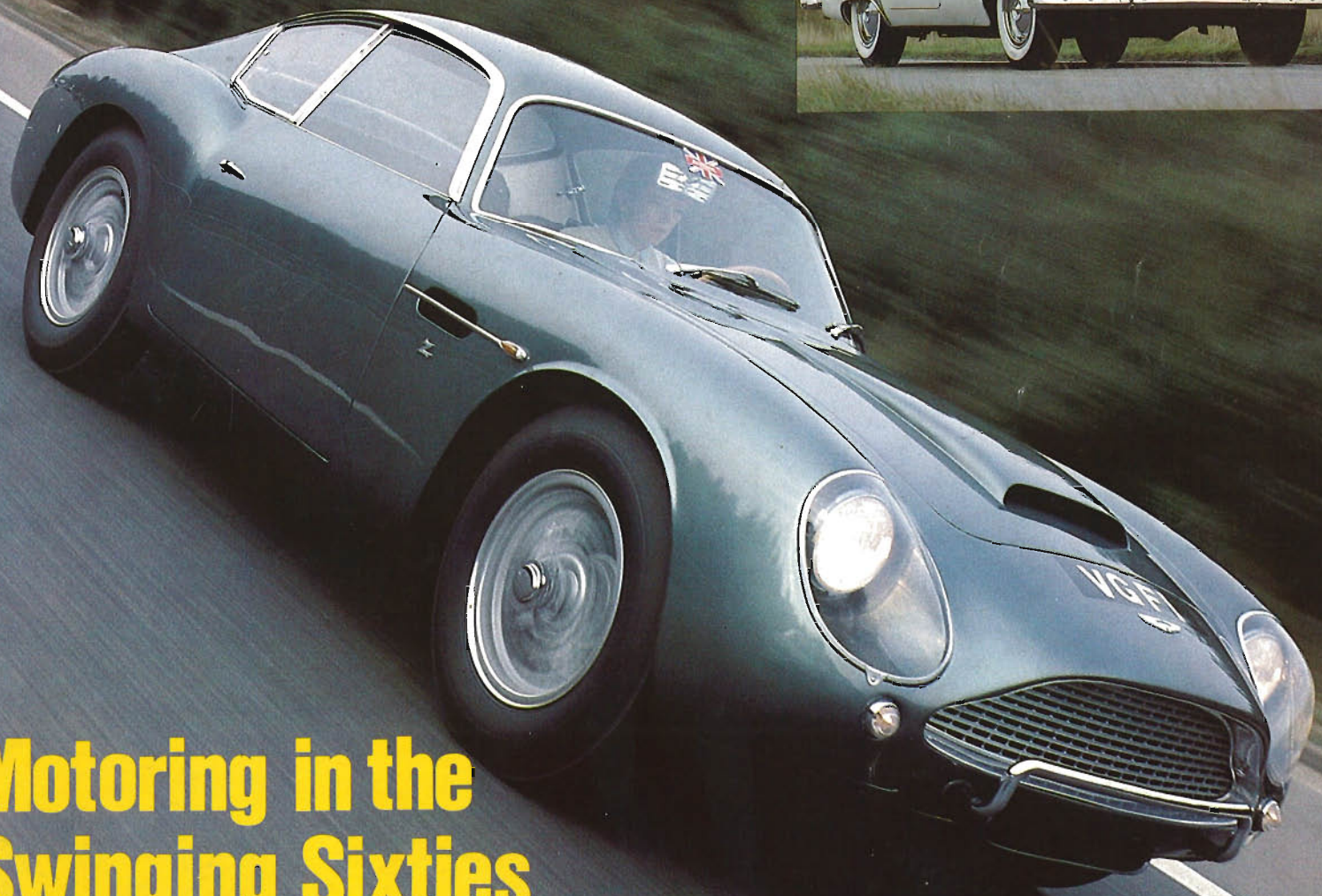


THOROUGHbred & Classic cars

Australia A\$3.50
 Canada C\$3.75
 Denmark DKr 38.00
 France Fr 31.00
 Germany DM8.50
 Greece Dra 230.00
 Holland Dfl 8.50
 Italy L4200
 Spain Pts 350.00
 Sweden SKr 20.10
 Switzerland SFr 7.80
 USA \$3.00

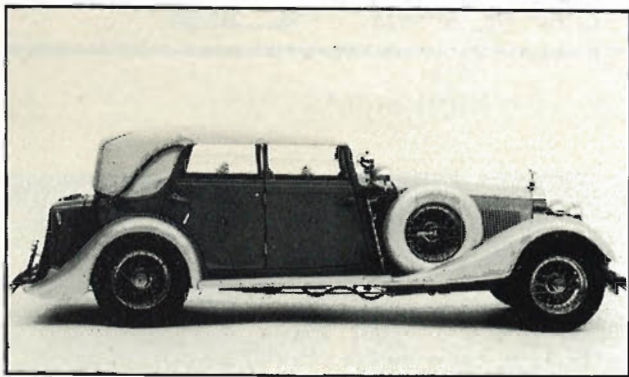
3.50



Motoring in the Swinging Sixties

Ford T-Bird: Original American Dream

The £179 Rolls-Royce



Meet the £179 Rolls-Royce — the largest (26") and most exciting precision scale model of the marque ever offered — featuring . . .

- * 2,905 parts in brass, steel, leather, rubber, chrome, plastic etc
- * fully detailed engine (inside and out) that turns over, ie—operates
- * operating precision steering from the wheel
- * opening doors, bonnet, folding (erectable) cloth hood
- * fully detailed interior, readable instruments, upholstered seats
- * easy-to-follow illustrated instructions PLUS our own guide based on a recent building exercise on the kit, ie — we iron any bugs out before they put you off! and — you can see what we built on show in our shop any time — plus — all the others listed below . . .
- * this car by the way is a '34 Torpedo Cabriolet and even if we say it ourselves probably the finest model car ever offered to enthusiasts . . .

order from here by 'phone or mail or send £1.25 for fully detailed, fully illustrated colour brochure showing

Rolls-Royce 1934 Phantom II drophead sedan coupe	£159
Alfa Romeo 8C Grand Sport tourer of 1932	£119
Bugatti Type 50 coupe 1932 — the Jean Bugatti car	£199
Fiat 130HP 1907 chain drive GP car	£79
Rolls-Royce 1934 torpedo cabriolet	£179
Mercedes Benz 1935 supercharged cabriolet	£159
Alfa Romeo Monza 1931 cycle-wing sports-racer	£119
Alfa Romeo 1931 Italian GP winner-Nuvolari	£119

* Please order early to avoid possible seasonal price increase



Pictured above are our two 'Jaguar MkII 1:43rd scale die-cast-hand built masterpieces which were recently said by one leading critic to be the "finest 1:43rd scale models ever made". They're typical of a new breed of fine-detail hand-built and painted models highly suitable for collections, gifts or presentations. Here is a brief listing of the best — our new "Model Cars '83" catalogue (price £2.00 UK & Europe—£3.50 anywhere else) lists most that are worthwhile — but here's the list-order from here (50p post each UK) or write to us for the catalogue

Jaguar MkII right hand drive	£24.95	Aston Martin Vantage	£24.15
Jaguar MkII left hand drive	" "	Jaguar XJ S HE '81	" "
Ferrari Mondial 8-rhd-red	" "	Chevrolet Corvette '83	" "
Ferrari Mondial 8-lhd-silver	" "	Ferrari 308 GT SI	" "
Jaguar MkVIII 1958	" "	Lotus Esprit/or turbo	" "
Jaguar MkIX 1960	" "	Jaguar D-Hawthorn	" "
Aston Martin V8 coupe '82	£24.15	Rolls Silver Spirit	" "
Connaught A-type GP	£29.95	Ferrari Dino 246GT	" "
Cooper Bristol MkII GP	" "	Bentley Mulsanne	" "
Jensen Interceptor Mk2 & 3	£24.15	Lincoln Continental	" "
Sunbeam Tiger-Mk1/2 or 3	£21.25	Jaguar Mk5 open/closed	" "
Gordon Keeble GK1	£18.48	Rolls Royce Phantom 1	" "
Mercedes Benz 450SLC	£34.50	Cord Beverly sedan	" "
1950 Saab 92	£22.75	Lister Jaguar race car	" "



**BRIAN HARVEY'S
GRAND PRIX MODELS**
167 Watling St. (A5 road)
Radlett, Herts, UK
Tel.: Radlett (09276) 2828

Tuesday to Friday — Open to callers by appointment.
Saturdays to everyone — 10 am to 5.30 pm.
Mail order dept. open 5 days each week — by phone.



Orders taken on most credit cards
Visa, Access, American Express etc.

FERRARI DAYS

Keith Bluemel recalls a memorable event which took place at Modena and Imola late last year

FOR four days in September the city of Modena reverberated with the sound of 200-plus of its expatriate children who congregated from all parts of the globe to participate in this *Cavallino Rampante Rodeo* in their birth-place.

The children all bore the surname Ferrari, with Christian names and ages ranging from Inter, born in 1948, through the fiery Testa Rossa from the class of 1961, to teenagers like Dino and Daytona from 1970 who were the youngest members of the family permitted to take part in this nostalgia-filled occasion.

The event was organised by the Automobile Club of Modena, who deserve the highest praise for engineering one of the most imaginative and carefully planned Ferrari events ever held, the scope of which even had event veterans taken aback by the magnitude of the offerings.

The meeting commenced on Thursday September 15 in the *Ippodromo* in the centre of Modena, where the participants gathered for registration and verification on the old horse-racing track. All day they came, singly, in pairs, sometimes in convoy, each new arrival bringing an appreciative buzz from the large and knowledgeable Modenese crowd surrounding the area.

The standard of preparation and presentation of each charge was of the highest order; it was obvious that these children had been fostered into good homes which placed their welfare as a high priority.

The evening arrived with over 200 Ferraris registered, the oldest being a 1948 166 Inter Berlinetta, chassis no 005, belonging to Ettore Guerra. The party moved on to the magnificent Villa Albergati outside Modena for a supper that almost became breakfast.

Friday saw the party move to the Circuit Dino Ferrari at Imola for a day of track events based on an estimated lap time for each class of car. Here, Clay Regazzoni delighted the crowds by competing in his 365 GTB/4 Daytona, which had been converted to hand controls following his terrible accident at Long Beach and from which he is still wheelchair bound.

Also present was Joanna Villeneuve, widow of Gilles, who unveiled a monument to his memory at the circuit.

The aggregate winner of the day's proceedings was Cantonia

Di Silva driving a 365 GTS Spyder, from Ciro Nappi in a 400 Superamerica. The competition car class was won by a 250LM coupé, with Paolo Bozzetto winning from David Piper and Ambrogi.

One of the novel features of the day was lunch. To cater for 500 or more people at a venue, without the facilities to accommodate them gave the organisers another opportunity to use their ingenuity, and they did not fail. The answer, a circus tent, and with their attention to detail, it wouldn't have come as a surprise if a tiger had strolled in. Instead, current Ferrari Formula One driver René Arnoux arrived for lunch, but was so besieged by well-wishers and autograph-hunters that not much food managed to pass his lips.

The Friday evening venue was the Municipal Theatre in Modena for a gala and buffet sponsored by Goodyear, in aid of the Muscular Dystrophy Centre.

Saturday morning was left free for sightseeing and shopping, or a cultural tour, if desired, was optional. The event for the afternoon was the Modena City Grand Prix around the old town circuit in the centre of Modena. Although it had the title *Grand Prix*, it was a parade of all the participants over a number of laps of the circuit.

Despite heavy rainfall at lunchtime, and the sky threatening more at any time, the taped-out perimeter of the circuit was packed with people wanting to witness this marvellous cavalcade of the town's heritage. With typically Italian high spirits, the crowd was willing the drivers to go faster, while the marshalls and police vainly attempted to do the opposite. When the skies opened again, it became a potentially dangerous situation as the restraining tapes had long since disappeared, and the track suddenly became that much narrower. One was treated to the spectacle of 250 GTOs, LMs and the like, accelerating hard down a tunnel of people, with exhausts barking and headlights blazing through a ball of spray. It was simultaneously frightening and exhilarating, much like the sensation on a roller-coaster ride.

From the streets of Modena, the next venue was the Military Academy, where the great man himself made a rare public appearance at the unveiling to the press of the new Mondial Cabriolet. This is the first time a Ferrari has been built primarily for the American market, with



Main picture, beautiful bonnets — two 250 TDFs side by side. Above, 250MM Vignale at Imola and above centre, a 250GTE export again at Imola. Above right, Clay Regazzoni at the wheel of his manual-control Daytona 365 GTB/4

European model production commencing in March 1984. The planned production target for the model is 100 USA-specification cars, and 100 other market cars per year.

In passing, it should perhaps be noted that the Renault Formula One team manager took part in the event in his 250 SWB, and his passenger around the streets of Modena was Ferrari Formula One team manager Marco Piccinini — the best of enemies!

The day ended with a gala performance in the Military Academy.

And so the event moved into its final day, which started Ferrariwise with the sight and sound of David Piper's 250LM breaking the Sunday morning serenity as he swept through a small village between Modena and Maranello en route to the day's venue — Stablimenti Ferrari.

As each participant arrived at the factory, they were presented with a yellow box bearing the black Cavallino Rampante. This contained an exquisite memento of the event in the shape of an exhaust tailpipe crafted in solid leather and chrome, bearing the inscription *Maranello 18.9.83*.

There followed a tour of the factory and the new competition department adjacent to the Fiorano test track, where everybody was treated to the sight of Tambay and Arnoux (who appeared giving his puppet wave to the crowd) circulating in the F1 cars. The sounds greeting one's ears then changed from those of V6 twin-turbo engines to jet engines as the Barraca Squadron (from where the Cavallino Rampante emanated) flew low overhead and proceeded to give an aerobatic display.

The participants then returned to the factory for lunch and the prizegiving in a magnificently decorated area, predominantly yellow, with Ferrari flags in every direction. Enzo Ferrari made another appearance to give a speech of thanks and then it was left to everybody to enjoy the *haute cuisine* and fine wines for the rest of the afternoon, savouring the final moments of this unique gathering before leaving cloud nine and returning to earth.

