

# ALFA OCCIDENTALE

Issue 36, May 2020



Early in 2020, at Retromobile, held in Paris, a great display of Alfas was presented to celebrate the 110<sup>th</sup> Anniversary of the marque. An article on the Retromobile Alfa display appears later in this magazine.



This is the 36<sup>th</sup> edition of **ALFA OCCIDENTALE** – the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). The May 2020 edition updates information concerning changes required to AROCA WA's club program that were mandated by the continuing COVID 19 pandemic. See below for details.

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## AROCA WA COMMITTEE FOR 2020

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## AROCA WA'S 2020 ACTIVITIES CANCELLED OR DEFERRED

- At the club's April committee meeting, held by teleconference on Thursday 16<sup>th</sup> March, further updates to the club's upcoming program & related events were agreed upon. Given the continuing COVID 19 pandemic, further deferrals and cancellations to the club's 2020 program have become necessary. In some cases, the club committee has reserved its decision regarding certain planned events until a future meeting, especially regarding whether the club might be able to hold any of these events towards the end of 2020.
- The 110<sup>th</sup> Alfa Romeo Anniversary Birthday dinner that was planned for Saturday 20<sup>th</sup> June at the Acqua Viva restaurant on the Swan River in Nedlands has been deferred. The club is in contact with Acqua Viva concerning a potential later date in 2020.
- The Northam Festival of Motorsport weekend has been postponed until a date to be determined, also potentially later in 2020. A future rescheduling of the planned breakfast and drive may occur, but that will be subject to then prevailing virus-related conditions and governmental recommendations.
- The Dyno night that was to be held at Steve Boyle's on Tuesday 5<sup>th</sup> May has been postponed until later in the year.
- The British Car day at Gingin in May has been cancelled.
- In addition, a cancellation notice was issued for the Albany "Round the Houses" event over the early June long weekend. This event will not be held in 2020.
- First notices are provided for both the Grampians Alfa tour of November 2020 and the 2021 Alfesta, which will be held in McLaren Vale, SA during Easter 2021.
- An information table is provided below in this magazine issue with a summary of the most recent revised positions for all planned events in the club's program for 2020.

Given the scarcity of upcoming AROCA WA events over the next few months, this edition of the club's electronic magazine has been enlarged. You will find a number of additional articles are included in Alfa Occidentale #36. We hope that you find them to be of interest. Happy reading!

By the way, if you have something you would like to see published in an upcoming edition of Alfa Occidentale, please contact the club secretary at [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)

Your contributions to the magazine would be most welcome.





## ALFAS AT RETROMOBILE

*Based on an article by Jonathan Sharp that first appeared in VeloceToday.com on 25 Feb 2020*



A visit to the Lukas Hüni AG stand at Retromobile is one of the top attractions of this Paris classic car show. The Hüni stand is always full of highlights.

In 2017, Lukas Hüni featured treasures from the Bentley and Bugatti. In 2018, it was the Ferrari 250 series. Last year it was Lancia, with an amazing multi-coloured line up of Stratos.

Earlier this year, with 2020 being the 110th birthday of Alfa Romeo, it was not surprising that Alfa was the chosen marque for the Hüni stand – and what a line-up of significant Alfas was shown at Retromobile, held at the Porte de Versailles, running from February 3<sup>rd</sup> to 7<sup>th</sup>, 2020. The event occurred only a month before the growing threat of Covid 19 led to closure of all remaining classic car shows for (probably) the most part of this year. This article provides a short review of the great Alfas shown at Retromobile.

The idea of building an Alfa Romeo with two separate engines was first discussed during a meeting that Enzo Ferrari held with his closest advisers on the 16th December 1934 to determine how to better compete with the superior performance then evident in the German race cars.

Vittorio Jano was already working on a new car, but it was still a long way from being ready. During



the meeting Luigi Bazzi told his colleagues of an old idea that could just work. “Fit the P3 with two engines”. Enzo Ferrari agreed that it might work, although it would not be like the earlier Tipo A effort, a Monza with two 6C 1750 engines that were placed side by side, up front. No, this one would use two 3,165 cc eight-cylinder P3 engines, one in the front and the other in the rear.



Once approval had come from Alfa Romeo, Bazzi set to work. Under the direction of workshop chief Stefano Meazza, the Scuderia's 50 men worked day and night for three months on the project.

On 4th April 1935, the Bimotor was ready. Shipped into the countryside with Marinoni at the wheel, the Bimotor went back and forth along the narrow tree-lined road between Formigine and Maranello at speeds of up to 179 mph. Six days later, the car was introduced to the world. Now with Nuvolari at the wheel on the Brescia to Bergamo highway, the Bimotor hit a top speed of 210 mph.

Alas it was all to no avail. With 540 bhp, the Bimotor was far more powerful than the German cars, but it had a ferocious appetite for rear tyres and fuel. Any gain on the straights was lost in the extra tyre and fuel stops. Of the three races entered, Comotti managed only fourth in Tunis, with Nuvolari taking the same spot in Tripoli. At the Avus-Rennen, Chiron finished second, mainly due to fragility of the still new German cars.

Thus ended the racing career of the Bimotor. But on the morning of Saturday 15th June, on the highway connecting Florence with the sea, Nuvolari broke the flying





kilometre and mile class records held by Stück with speeds of 199.7 mph, and 200.7 mph respectively.



In outstanding and highly original condition, this 1930 Alfa Romeo 6C 1750 Grand Sport Zagato Spider chassis 8513039 (photo at bottom of previous page), resided in the Rome area until 1960. At one time, it was registered to the Comitato Olimpico Nazionale Italiano Roma. It was then owned for many years by arch enthusiast Francesco Santovetti,

who later sold 8513039 to his close friend Tito Anselmi who, in turn, later sold it to the Pozzoni family. 8513039 has been part of a Swiss collection since the 1980s.

One of just three surviving original 6C 1750 Grand Sport 5th Series Brianza Spiders, chassis 10814395 (see photo above) was driven by an amateur racing driver in the 1930s. After many years in India and Ceylon, the Brianza arrived in England in 1953, having been purchased by Arthur Finch of York, who used it in various historic meetings until his death in 1982. During the 1990s, this car found a home in an aristocratic German collection before joining a Swiss collection in 2003.

This first series 1932 P3, chassis 5006 (photo below), is one of four built with the narrow body and exposed chassis and is one of only two survivors. An ex-Alfa Romeo/Scuderia Ferrari car, it is believed



that 5006 was Guy Moll's 1934 Grand Prix Monaco winner. It is also believed to have been campaigned during that season by Varzi. In 1935, 5006 was raced successfully by "Raph" (Count George Raphaël Béthenod de Montbressieux). It was Antony Powys-Lybbe's mount during the 1940s, during the 1950s by Bill Summers and John Vessey, in the 1960s by Neil Corner and from



2005 by Peter Giddings. In 2017, in the hands of Christian Glaesel, 5006 won the Varzi trophy at the Goodwood members meeting.



Shown in the adjacent photo, this Alfa Romeo 8C2300 Long Chassis Pinin Farina Cabriolet chassis 2211075 dates from 1933. 8C authority, Simon Moore, having studied the coachwork extensively, believes that the bodywork was modified in the late 1930s to give a more streamlined look. The early history of the car is not known but it is fully documented from 1949

when Louis Pierre Jean Leinns, a diplomat for the United Nations, registered the car on Geneva number plates GE22627.

By 1955, the 8C had passed through the hands of English broker Nobby Spero into the care of Ken Eckersley of Farnham in Surrey, a keen member of the VSCC and the Bugatti Owners Club. Ken was just 21 when he took his wife on honeymoon to Cornwall in the 8C, but they had to cut the trip short, as having spent £100 on the car, they ran out of money, devoting their last few shillings to petrol. They retained the 8C until Ken's death in 1998. Since 1999, the car has formed part of an important Italian collection.



After the war, in addition to the basic 1900, Alfa Romeo had planned a limited series of luxurious high-speed cars that could be used on the road and for competition. Orazio Satta Puliga and development head Giuseppe Busso engaged Bertone to design a Spider and a Berlinetta to be based on the 1900. Designed by Franco Scaglione, a production

run of 100 cars was considered, but it was abandoned following the launch of the new Giulietta. Ultimately 2 of each type were constructed. This Berlinetta (1954) chassis 00004 (photo adjacent) is





the only Berlinetta in private hands, the other (chassis 00003 finished in silver) resides in the Alfa Romeo museum.



The 1957 Alfa Romeo Giulietta Sprint Veloce Zagato (SVZ) chassis AR1493.FO4657, shown adjacent, is one of the rare early versions of the SVZ, of which only 18 examples were constructed.

Alfa Romeo Giulia TZ chassis number 105.11.AR75003 (photo below) left the factory in July 1964, being dispatched directly to Conrero for various

upgrades including GTO style cooling slots in the bonnet, cooling louvers in the Plexiglas windows, an oil cooler and larger oil sump. Originally ordered by Marchese Filippo Theodoli, the Italian Greek-American New York-based enthusiast, with the intention of entering it in various races across the USA, the car had many successes during the 1964 and 1965 racing seasons before it was put into

storage until 1980. Once rediscovered, it was sold to Mexican collector Lorenzo Zambrano with only 4,000 kms on the clock. Zambrano only drove the TZ for 500 kms before selling it, in 1989 to the Yokato museum in Japan which did not use the TZ at all. It is now part of a prominent European collection and is once more resplendent in its original specification of white with black racing stripes.



The 1972 Alfa Romeo T33 3 chassis AR11572.10, (photo shown top of next page) is an official Autodelta team car. It was the last works car entered in the 24 hours of Le Mans. It was driven in long tail, low drag form by Andrea de Adamich and Nino Vaccarella. The T33 endured a torrid 24 hours, having to visit the pit lane for many unscheduled stops before finally crossing the finishing line after 307 laps but still in an amazing fourth place, behind only two Matra MS670s and a Porsche.



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## INTERVIEW WITH A R O C A W A M E M B E R , R A C H E L L E D O M A N S K Y

*In this article, Rachelle Domansky is interviewed by Greg Smith. This profile features a more recent member of the club. However, Rachelle has had a long and broad interest in many types of classic cars.*



Rachelle Domansky studied at Curtin University where she undertook a double major in journalism and politics. She then began her career as a journalist where she had responsibility for both the parliamentary and police rounds.

While Rachelle found this work interesting, she decided to pursue psychology instead and so completed a psychology degree at Curtin University. Later, she commenced a Masters Degree in Education at Deakin University, doing so by a combination of remote study and occasional attendance at Deakin's Warrnambool campus, all while working in Singapore.

She has also been enrolled for a PhD in psychology at Curtin and, later, for an Education doctorate at Murdoch University, but in both cases, life events prevented their completion.

At that time, she was married and worked in Singapore. Her then husband worked at the Singapore National University Hospital. Rachelle found a job as an educational psychologist in Singapore, where she worked for 3 years before moving to Dunedin, New Zealand to then work at the University of Otago.

Eventually, Rachelle returned to Perth for the birth of her daughter. Afterwards, she worked in a combination of roles, acting both as a University lecturer and in private practice where she worked a school psychologist with a focus on young people.

For a long period, Rachelle managed to continue to hold down two or three roles at any one time. However, over the last nine years, she became more focussed on her private practice, working mostly in Mount Pleasant, but also spending a half-day each week in Roleystone. She says that her plan had been to begin working a little less, but that this just hasn't begun to happen for her as yet.





Her 35-minute daily drive from home in Roleystone to her workplace in Mt. Pleasant (and then the evening return trips) are ones she really enjoys for the “decompression time” they provide her.

We began to discuss her automotive interests. Rachelle was always keen on automobiles. She learnt to drive quite early in an old Ford station wagon, while living on an island in Queensland. The Ford was a manual car with a “three-on-the-tree” gearshift.

As a girl, her initial career ambitions had been to become either a formula one driver or a mounted policewoman. Neither have been roles where women have flourished greatly in the past, she observes unhappily. She mentions that sometimes she wishes that she had been born a boy, given the different opportunities that might then have been more possible.

We talked about how her automotive interests began. Her brother was seven years older than her. She used to read all of his motoring magazines when she was young. She describes those magazines as being like “car porn” and one of the reasons her auto interests developed. However, she does note that car interests were congenital in her family. By the way, her brother loved magazines about big American cars especially.

Rachelle always seemed to have an interest in cars. As a young teenager, at her catholic girls’ college, her friends thought that she was unique in the level of her early knowledge about cars.

It turned out that Rachelle’s friend’s mother owned an Alfa GTV 2000 - one of those cars with a wooden steering wheel. Rachelle really



liked the exhaust note of that GTV and decided that she wanted one of those cars from the time when she was only 12 years old.

Around the same time, she first saw the Dustin Hoffman/Anne Bancroft movie, "The Graduate", which eventually led to her to the purchase of her favourite car, a 1966 Alfa Spider Duetto; the car she now owns and prizes very highly.



This Duetto is named "Audrey" in honour of Audrey Hepburn, who Rachelle regards as having been both beautiful and elegant. She has owned Audrey for 11 years. Before that time, her 1966 Alfa Duetto lived for its first 35 years in South Africa. Its previous owner, who originally came from Melbourne, bought this South African car while he was on an expatriate

assignment in the UK. He brought the Spider back to Australia with him. Eventually, Rachelle managed to acquire the car and then moved it to WA.

Around 2001, Rachelle owned an Alfa GTV 6 (2.5L, 1983 vintage), which she greatly enjoyed.

Her first ever car was a Mazda RX 5. Later, she also owned a Mazda RX 8, the model that came with the suicide doors, but she found that particular car to be a real lemon.

Another of her cars was a Porsche 944 turbo, which she came to call "Giggle" as she found that its performance made her laugh. She lists a few others that she has enjoyed, including a Jaguar XKR which had an adjustable turbo. That car was a big heavy thing, built in 2009. She also owned a Pontiac Firebird, 1969 vintage. This big V8 had a tacho mounted on its bonnet and came with a red leather interior and a convertible roof.

Rachelle would love to own an Alfa 4C coupé. She particularly likes the unique materials that the car is built from, including the use of carbon fibre and the one-piece monocoque-built body shell, not to mention the reinforced composite structural racing seats. However, the 4C only comes in automatic drive, not manual, she notes disappointedly.

Another car she would love to own is a new Giulia QV. However, she is quite clear about her ultimate wish, which is to own a Mercedes 300SL Gullwing dating from 1956. She knows





that there are three 300SLs currently available for sale in Europe, but as these cars are rare and highly desirable, they each cost between AU\$2 – 3M. Therefore, she is very aware that she needs to win Lotto first before that purchase can happen. She does continue to keep a close watch though.

At the moment, Rachelle owns an Audi TT roadster. She also has a BMW X3 SUV for her dogs, but her motorbiking has been curtailed since she sold her monster Ducatti 695.



One of Rachelle's greatest highlights as a motoring enthusiast was the time that she joined Paul Blank's European car tour about 10 or 12 years ago. There was the opportunity for Grand prix driving while the tour was in France, and Rachelle spent a day driving a course for F1 and F3 cars. Her instructor, a retired F1 driver, also took her out for a few very hot laps in her rented Aston Martin V8 Vantage convertible, before he let

her drive the course herself. She proudly told me that, later, she was the only person in the tour group to have a clean start in the F1 cars on her first attempt on the racetrack without stalling the car.

Rachelle comments that Paul's European tour was a truly great event. However, at one point, they all drove into Cannes for the annual film festival, but she and her husband soon found that it was a "hideous occasion". As a result, they took off again, driving through the mountain tunnels into Italy for coffee – and so that she could hear the Aston Martin Vantage roaring through the tunnel. She ended up driving the Vantage through those tunnels for 3 or 4 hours, just to keep hearing the car's magnificent exhaust note.

Another of Rachelle's great car highlights was finding and buying Audrey. That night she was so excited by her purchase of this round-tail spider that she jumped out of bed and went into the garage to just sit in Audrey the Duetto. It really wasn't that tragic to just be too excited about Audrey for her to be able to sleep.

We also talked about what Rachelle looks for from AROCA WA, or from any other car club, for that matter. Her view is that the most important aspect is the fellow car enthusiasts and their level of passion for their vehicles, as well as the social aspect.

Another important component of her car club membership is the availability of technical support knowledge and the awareness among club members of a network of linkages, plus the sharing of hard-to-find information. For example, she was introduced to Angelo Zito



through the club. It turns out that Angelo does live near Rachelle's house. They have begun renovation steps to rejuvenate the beautiful Audrey.

In the past, driving in other car marques, Rachelle used to especially enjoy track days. She has held a CAMS racing license. In the past, she used to visit the Barbagallo raceway for fun in both cars and motorbikes.

We talked about electric cars briefly. Rachelle commented that, when the time comes, she probably will buy an electric runabout for her local mobility, though she intends to always keep a couple of internal combustion engined cars as well. Having a car collection for both beauty and function is a value option, she says. She believes that there always will be a market for these cars, even though at some point they may become subject to some new sort of tax, based on energy use and/or pollution levels.



Should that time come, that will just be another cost of enjoyment in her view and not something to quarrel about too greatly.

In closing, we talked about Rachelle's other hobbies and the various non-car interests that she finds time for. First off, she mentioned a love of food, wine and bourbon (or even of whisky/whiskey generally). She loves walking and camping too.

Rachelle's household does contain many pets. This alone is a good reason for her to live in the hills in Roleystone.

Her most unusual pets are a small flock of Cayuga ducks, an unusual US duck breed. Initially she rescued "Lucky duck" as a few days old duckling which she found on the road (likely dropped there by a bird of prey). She found a companion for Lucky, that she named Mucky, though Lucky died soon after. Mucky Duck was known to sleep on her chest as

they bonded. Later she bought his brother, "Lucky too", but this duck has turned out to have scoliosis. As both of the first Cayuga ducks were male, she decided to buy females to join them and now she has a breeding Cayuga duck flock.





Rachelle has five dogs, including two 11-month old chihuahuas, a 9-month-old Rhodesian Ridgeback, and a Ridgeback/Stafford Terrier cross which needs marshalling inside a 1.8 metre fence, but it can very impressively jump out of that, should it want to.

Currently her household pet menagerie includes the dogs, two cats, 9 ducks and 11 rabbits, plus wild possums and a visiting quenda that is willing to be hand fed. Her 19-year-old chihuahua/terrier

cross is also still hanging in there. When it was younger, this dog used to love going out on the Ducati with Rachelle.

Rachelle writes as a hobby. Her focus has moved towards historical fiction. Some of her work has been published. She mentioned that she does have a



well-developed larger idea that is in need of some significant writing time. Covid 19 isolation and a recent health issue may yet afford her the time for more writing, although that time has been too rarely available to her in the past.

Rachelle also owns an art collection. She is quite proud of some monumental sculptures that she now has in her garden. She also collects books.

In the past, Rachelle used to do martial arts, as well as riding her motorcycles. However, some osteoporosis led her to put an end to those pursuits.





## CLUB MEMBERS PROFILED IN PAST ALFA OCCIDENTALE ISSUES

*This is where to look for all of those Alfa Occidentale Member Profiles*

In many of the club's past issues of Alfa Occidentale, profiles have been published of individual long-term Alfa Club members – mostly from the WA Division, but with a few from elsewhere also included. Some readers have asked for a complete listing of these profiles, including the issue and pages where each has appeared.

That information now appears immediately below for your future reference. Please also note that back copies of Alfa Occidentale issues, and, therefore, of these profiles, are all available on the club's website at <https://www.alfaclubwa.com.au/newsletters/>

Profile	Issue #	Page	Comments
Glen Phillips	5	22	<i>Glen is AROCA WA's life member #2. He is claimed as a club hero by both the WA Alfa &amp; WA Fiat/Lancia clubs. Each club is surprised by how much Glen is also involved in the other.</i>
Bruce Thomas	6	20	<i>Bruce is an AROCA WA foundation member. He has owned his beautiful green 105 GT since he bought it brand new while he was working in the UK.</i>
Norm Craven-Kelly	7	15	<i>In this article, Bruce Thomas recalls the late "Il Presidente", a key founding member in both the Vic. &amp; WA AROCA divisions and a larger-than-life character.</i>
John Schoen	9	17	<i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>
John Court	12	21	<i>Renovator of Alfas, classic British cars and an owner of old military vehicles, many of which he keeps in his own lock-up factory, south of Fremantle.</i>
Andrew Murray	13	24	<i>Andrew is the present AROCA WA president. The owner/past owner of very many important Alfas and other classic cars. He is the club's walking encyclopaedia on all matters Alfa Romeo – and especially if these matters might concern any 105s.</i>
Michael Barrenger	15	8	<i>Michael Barrenger writes about his "Alfettish" and how he has acquired his much sought-for cars which are now in renovation or at various levels of modification.</i>
Leon Cottle	18	21	<i>The AGOG founder (Alfa GT Owners Group), AROCA Vic Goldfields group convenor and a serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>
Greg Smith	19	13	<i>Greg recalls his Alfa 75 QV ("Milano") in the snowy winters of New Jersey and its sad demise on the NJ Turnpike (on his birthday!)</i>
Ivan Olsen	19	15	<i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa after he arrived in Perth in 2009.</i>
Ugo Sivocci	25	13	<i>This Alfa racing driver of the early '20s was an originator of the Quadrifoglio Verde badge. The absence of that lucky charm coincided with his death while driving.</i>
Keith Martin	28	8	<i>The founder of "Sports Car Market" magazine, long time multiple Alfa owner, famous US car concours judge and appraiser, talks about suffering a recent stroke.</i>
John Reed	33	7	<i>Former Royal Navy engineer, John has built a 105 GTA replica and has also fully renovated his favourite Giulia Sprint GT – not just once, but twice!</i>
Paul Blank	34	10	<i>Paul is a confessed lover of all types of classic cars, the owner of many, and an Alfa owner too. He is WA's classic motoring events organizer extraordinaire.</i>
Keith Martin (update)	35	24	<i>Keith describes how he really needs to replace his long preferred manual Alfas with automatic classic cars due to the limitations caused by his stroke.</i>
Rachelle Domansky	36	10	<i>Rachelle says: "At last, a female is profiled among all those male Alfa car addicts!" She owns a white Duetto named "Audrey".</i>
Someone you know ?	When?		<i>Note that Alfa Occidentale is very keen to interview other Alfa Club members as this series of member profiles continues.</i>





## TURNING A CLASSIC DESIGN INTO A CARBON COMPOSITE EV BULLET

*Reworked from an article found in [www.newatlas.com/automotive/](http://www.newatlas.com/automotive/), originally written by Chris Weiss, it was released on 30<sup>th</sup> March 2020. Sourced from Totem Automobili.*

***Totem Automobili's work to "modernize" Alfa's 105 GT Junior is reviewed***



Dropping an electric powertrain into an all-original [classic car coated in patina and rust](#) is one way to complete an electric "restomod" of a classic car. However, Italian shop Totem Automobili decided on another way. It has re-invented the wonderful 1970s Alfa Romeo GT Junior for the 21<sup>st</sup> century by giving it a 518-hp electric drive, and a full carbon fibre composite make-over. These considerable changes allow weight to be stripped, enhanced performance and a very up-to-date appearance; all applied to the well-known and much loved classic design. The result Totem Automobili has sought is a smooth and gorgeous retro-modern masterpiece that allows it to add serious flair to the EV space.

Totem explained that its objective is to recreate the elegance and nostalgia of the legendary classic 105 GTA Junior while simultaneously moving it forward into the future. As a result, its resto-mod process has been somewhat heavier handed than others you may have seen.

The process begins with Alfa's GT Junior 1300/1600 models originating between 1970 and 1975. These cars are then unbolted and stripped down until only 10 % of the original chassis is left standing. The team then stiffens up the car body with a newly developed aluminium structure, complete with an integrated rollover cage.



*The rollover cage follows the original contours of the car to add strength without changing the classic look*

This fortified structure is designed to accommodate an engine with more than twice the original 192 hp. That replacement is a 518-hp (386-kW) rear-mounted electric motor that produces 938 Nm of torque. This motor is powered by a 50.4-kWh lithium-ion battery which, by itself, weighs 350 kg and provides the car with a range up to 320 kms.

A three-mode electronic power control system lets the driver choose between motoring along efficiently enough up to one that can hit that channels energy in an all-out burst of power and torque to sprint from 0 to 100 km/h in 3.4 seconds. The MacPherson front and multi-link rear suspensions rely on two-way-adjustable Bilstein Club-sport shocks.

Totem Automobili didn't merely remake the original body in carbon fibre, it adjusted the pillars for a smoother, more modern look and applied a full facial makeover with simplified mesh grille design, a more modern Alfa scudetto and a repositioned quad-LED headlamp layout. The rear of the car was also updated, while the interior was given a carbon-fibre dashboard, digital instruments and a modern audio system.

Totem was originally planning an official July 2020 reveal of this electric ultra-lightweight Giulia GTA at the Goodwood Festival of Speed.



*Totem remakes the GT Junior in carbon fibre*

However, Goodwood 2020 has been postponed due to the COVID-19 pandemic out to an as-yet undetermined date. Hopefully that will be later this year. It remains to be seen whether Totem will decide to wait for the return of the Goodwood Festival, or opt for an earlier digital reveal. Either way, it will be exciting to view this car when it appears in its shimmering carbon-bodied glory.

On the internet, it was fascinating to read the wide range of different reactions that readers of this article wrote about. Many of these were published on the [www.newatlas.com](http://www.newatlas.com) website, or elsewhere. While some readers were affronted by this reworking of the famous 105 GTA Junior, others said they would have preferred to have seen it built with the correct internal combustion engine. But, in addition, quite a number of readers just badly wanted to own one, even though they realised that the price of this carbon fibre rocket might require any prospective owner to have very deep pockets indeed.



## TRAGICALLY, THE ALFA ROMEO DIVA NEVER ENTERED THE MARKET

*Edited from an article first appearing in [www.classicdriver.com](http://www.classicdriver.com) on 24 January 2020*

*Of all the concept cars that Alfisti were cruelly denied, a production version of Alfa Romeo's forgotten Diva concept car would rank highly; not least because that lightweight mid-engined coupé was designed as a tribute to one of the most beautiful cars ever built: the Tipo 33 Stradale.*



Do you remember the first time you viewed the Alfa Romeo Tipo 33 Stradale? Do you recall how its arresting beauty seized your attention and held it ransom from reality?

Judging by the frenzied reaction to an Instagram photo originally published by Classic Driver, it seems that everyone has been in agreement that Franco Scaglione played a master stroke with that car.

While it is true that certain historical objects may be so hallowed that they are all but consecrated, some of us are left wondering why Alfa Romeo never gave its fiercely loyal congregation a car that at least evoked the aesthetic and conceptual spirit of the fabled Tipo 33 Stradale.

It is not as though Alfa didn't toy with the idea – the Alfa Romeo Diva, a humorously named concept, billed as a 'rolling laboratory', was apparently one which Alfa Romeo had never intended to put into production.

The Diva was the result of a collaboration between Alfa Romeo's Centro Stile, and Franco Sbarro's famous Espera automotive design school in France. The latter is a place where impressionable young students go to learn the fundamentals of car design before they are encouraged to let their imaginations run wild and actually build the cars of their dreams.

To say that some whacky creations have emerged from Espera Sbarro is an understatement. However, the Diva concept car isn't one of those whacky outcomes. It looks drop-dead gorgeous and seems to be exactly how a modern interpretation of the Tipo 33 ought to look. It is poised and has a purposeful squat with small but voluminous proportions (e.g., it's shorter than a Fiat Punto!) and it has butterfly doors whose windows fold into the roof. This car was described as having a 'Formula 1 edge' when it was first shown. It has a chiselled double-decker front diffuser which looks like the snout of the Boano-designed 750 Competizione dating back to 1955.

Save for some dated wheels, weird looking wing-mirrors on the A pillars and a frankly bodged interior, "Classic Driver" thinks that the design would still stand up today: Perhaps it represents everything that had been hoped for when the 4C was later introduced.





It is interesting that this car did not garner greater praise when first introduced at the 2006 Geneva Motor Show. Perhaps visitors were jaded by an unusually high number of concepts presented that year or, possibly, this concept car was initially screwed together so poorly that it detracted from the beauty of the car. Interestingly, before the Diva was next seen in the spotlight at Villa d'Este, just a few weeks later (where it outshone the newly revealed Alfa 8C Spider), the Diva had been completely de- and then re-assembled.

This definitely wasn't a case of "all show and no-go" as the Diva really served as a testbed for many technological innovations and cost-effective production methods that, today, are now taken for granted.



Beneath those curvaceous body panels was a heavily modified 159 chassis reinforced with carbon-fibre, and with electronically adjustable suspension and brake systems, plus a 3.6-litre 'Busso' V6 that, due to its clever new exhaust system and six-speed, semi-automatic Selespeed gearbox, was able to develop 290HP and propel the car from 0-60mph in five seconds.

But the Busso engine was also the Diva's underlying problem. As mighty as that 'Busso' engine had proven, by 2006, it was becoming too old to meet any modern homologation standards and it was too heavy for the Diva to demonstrate the performance that this car deserved. Apparently, a pool of Alfa engineers was aiming for a kerb weight of 900 kgs, but,

when built, the Diva weighed between 1,000 and 1,100kg, and seemed a little portly compared to its featherlight Tipo 33 Stradale forefather, which had weighed only 700kg.

The Alfa Romeo Diva became a glorious case of what might have been, just as do almost 80% of all automotive concept cars. For the Diva, that situation seems even more the case now, with 4C production ended and the FCA-Groupe PSA alliance already culling some next-generation Alfa sports cars.

Classic Driver Magazine points out that it believes the Diva is a fitting homage to one of the sexiest cars of all time. Fortunately, and with thanks to the superb Museo Storico Alfa Romeo in Milan, the Diva and the Tipo 33 Stradale now share an altar at which Alfisti, whenever they visit there from around the world, can worship.





## BOOK REVIEW "LA PASSIONE 6C 2300 - 2500 ALFA ROMEO"

Edited from a review that first appeared in [www.velocetoday.com](http://www.velocetoday.com) on 3<sup>rd</sup> March 2020, written by Peter Vack



La Passione 6C2300-6C2500 Alfa Romeo 1934-1953

Hardbound, 357 pages, 550 colour photos 11 x 9.5 inches

Author: H.-J. Döhren English and German

ISBN 978-3-00-063184-9 Alfa Point 2019

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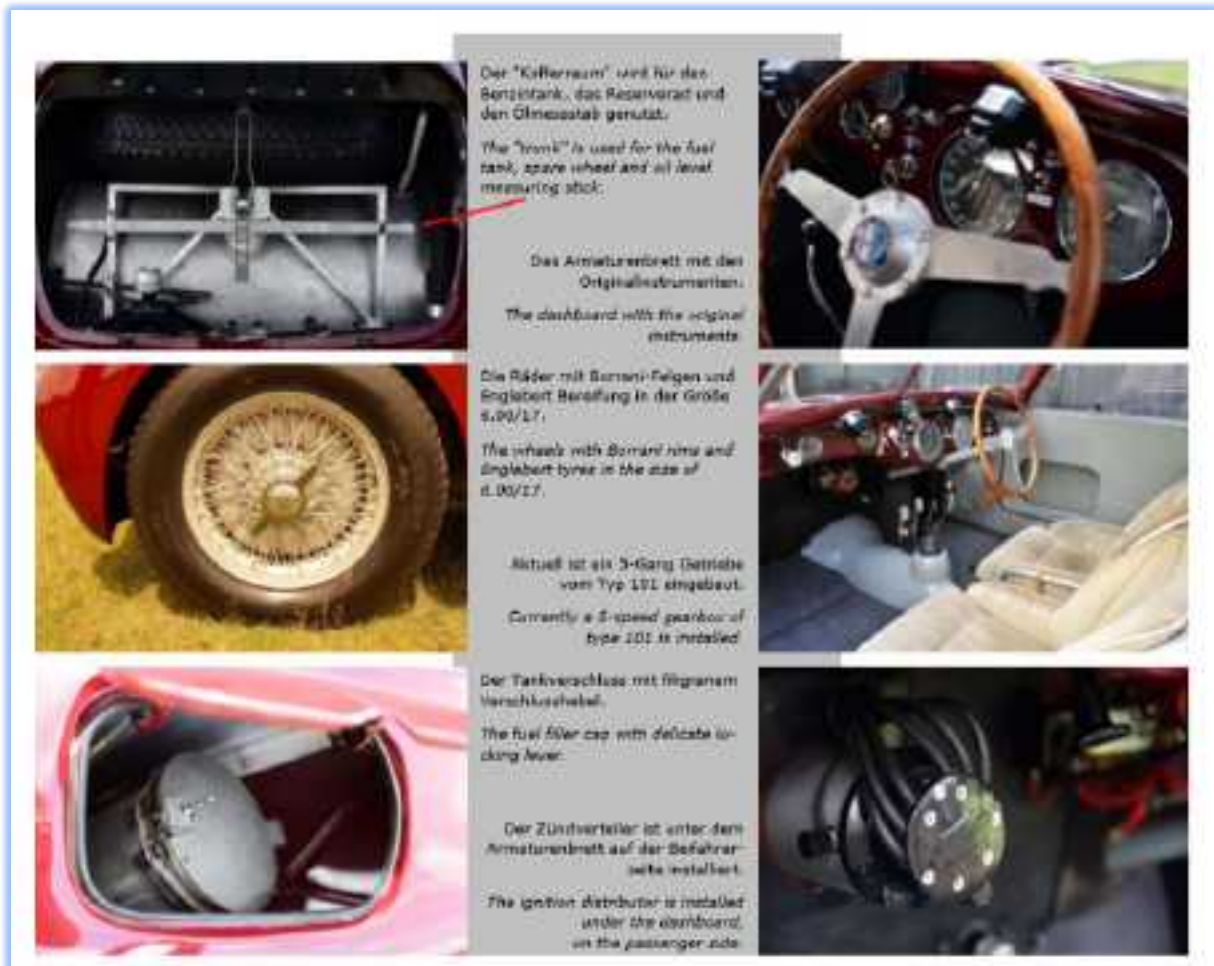
Oh, those big, ugly, pre-war Alfa Romeo monsters that we used to hate! We were never quite sure what they were, this or that, somewhere between the superlative 8Cs and the diminutive Giuliettas, and yet not quite 1900s. In fact, the 6C2300/2500 cars which are the focus of H.-J. Döhren's latest book, were never made with young middle-class, post-war car enthusiasts in mind. These vehicles were built as one of the most expensive cars on the market. They were boulevardiers, designed for the classiest and richest clients who might appreciate the coachwork, revel in the size and luxury, and like to own the latest in automotive technology; from DOHC engines to full four wheel independent suspension.



On the other hand, many – in fact most – of both series were heavily overweight, huge vehicles, powered by nominally only 110 hp, and so, relatively slow. Even the new owner of a post war Ville d’Este sold it quickly, commenting that it lacked the racing characteristics that he had expected from an Alfa Romeo.

The majority of these cars – in the case of the 2500 – were in-house designs like the Freccia d’Oro, which, while not exactly ugly, was thought that no one would mind too much if a nice example was to be blown to smithereens in the Godfather movie of 1972. (But was it really blown up?)

Maybe younger Alfa enthusiasts did miss the boat though. Today, any 6C Alfa is worth a small fortune, and is now appreciated for what it was intended to be. It is no longer derided for what it was not. The custom coachwork is largely of the immediate post war period; an age of freedom and experimentation, and the results do vary from the hideous to the gorgeous, from Plain Jane Berlinas to sensuous Berlinettas, on to copious Cabriolets.



Sample page

Alfa Romeo La Passione 6C2300-6C2500 is H.-J.Döhren's second Alfa book. Perhaps it is even better than his previous *Alfa Romeo 1900 Millenova*; a book in which he captured the 1900 series from every imaginable angle and model. However, in writing a single series book, clear parameters must be set or else the work can become unmanageable and huge – as big as, for example, a Freccia d’Oro.





Therefore, Döhren decided to seek out just the 6C 2300s and 2500s still present in German speaking countries, where large collections of these cars still remain. Then, whenever possible, he asked the owners of the cars to write about their Alfas. This makes the text interesting.

*La Passione*, like *Millenove*, is printed on heavy stock paper, it has a sturdy binding, the photos are excellent, and throughout the book there are factory diagrams, colour brochures and various



advertisements, all related to the 6C series.

### The 6C2300

*Chassis 813.852*

Though the book only covers two models, the sub-categories are manifold and so,

organizing the material, however finely focused, is not such an easy task.

Döhren takes on the 2300, describing the car and models, then describes the detailed technical development of various models and wheelbases, and series types.



A very handy chart lists the years, the number of cars and chassis combinations, and the number of chassis built by type, i.e., Turismo, Grand Turismo, that Pescara built between 1934 to 1939.

The grand total comes to 1,606 cars. Or at least as best can be determined, so nothing is engraved in stone.

*Chassis 813-869*



The next section holds individual information on nine select 6C 2300s, with colour photos of the cars as they appear today.

*Chassis 814.236*

The Berlinas were the most common but perhaps the ones most likely to end up scrapped. So, to

see a very early 2300 Pescara Berlina restored to perfection is heart-warming (chassis 813.852). According to Döhren, the owner restored it himself over many years and got all the details right.

Another Pescara, Chassis 813-869, but with a totally different body was the Mille Miglia Touring Berlinetta (shown on the previous page), which is probably the image that comes to mind when one thinks of the 2300 B Pescaras. Found in Argentina, this car has the Corto chassis with a Pescara tuned engine and is now owned by the Dauphin Speed Event Collection.

The Alfa owner of chassis 814.236 (above) was called upon to let his huge Castagna bodied Lungo Cabriolet be a part of a movie being filmed in Merano. The problem was that the car was far too perfect. They put the car through 'make up' to look scruffy and worn out. All that restoration work for nothing! Actor Tobias Moretti stands by the Castagna after make-up.

## 6C 2500



*Chassis 915.169*

The author treats the even more complex model range of the 6C2500 in a similar fashion, describing the technical developments between 1939 and 1953. But in this case Döhren further separates the Ville d'Este and the Freccia d'Oro into their own chapters.

After the war, Pinin Farina was ready for the 1946 Paris Auto show but there was still a ban on WWII belligerents and so he wasn't welcome. Therefore, he parked this Alfa 6C2300 in front of the show and had his own 'anti-salon' where he received a lot of publicity.



This car then spent time in USA. It was fully restored only a few years ago and is now in the Thomas Sommer Collection.



If it looks like a Ville d'Este and drives like a Ville d'Este, why is it not? Because it is a Coupé AeroLux built for a German customer in 1949. Touring yes, but the details are different, and the Aerolux glass sliding roof made it a class of its own (see adjacent photo).

*Chassis 915.823*

One of three Competition Berlinettas, this 6C 2500 weighed about half of a normal model and had one third more horsepower. Franco Roi ran it in the 1949 Mille Miglia where it placed third overall.



Chassis 920.002 was once part of the fabled Sleeping Beauty collection. It was restored and is now with the Thomas Sommer collection.

*Chassis 920.002*

Döhren's book also lists all the known existing cars with notes. It has a short but interesting section about other 6Cs not resident in Germany, and a chapter on the various coach-builders. It is a book Peter Vack did not like to finish reading, despite the odd hiccup here and there. He points out that it was 357 pages of reading pleasure.

There are two other books about the 6C series, however you can purchase a copy of *Alfa Passione* by Mr. Döhren for only US\$120.00 post-paid, or in Europe for €86, plus shipping.

By comparison, one of the other choices is *Alfa Romeo 6C2500* Anselmi, 1993, Editoriale Domus ISBN-13: 9788872121122. That book is soft-bound but it can be found for the rich price of \$714 on Alibris. It is a magnificent book, and ironically, the book today, in used condition, is worth more than the car itself was back in the 1960s and 1970s. One of Peter Vack's friends bought three of these cars for less than \$1000 back then! Peter can't recommend this expensive book too highly though. He argues that the photos of the 6C 2500 cars, seen as new, are absolutely priceless. Apparently this book was published only in Italian.

The other book, which is also recommended by H.-J. himself, is actually a three-volume set that covers both the 6C 2300 and 2500. *Alfa Romeo 6C 2300, 6C 2500* (Multilingual), Fucina, 2014 by Fabio





Morlacchi and Stefano Salvetti. This book set can be found for US\$335 on Amazon. While Vack says that he doesn't own a copy, it does look very comprehensive and he notes that one of the volumes includes all factory brochures and advertisements. Given those circumstances, *Alfa Passione* is a very good deal indeed.



Peter Vack notes that, in the USA, Don Toms is offering a great deal on the new Alfa 6C book. Both *Alfa Millenove* and *Alfa Romeo La Passione* can be obtained as a US post-paid bundle for only US\$265, but this is only for U.S. domestic customers.

Individually, the Alfa Millenove book is priced at US\$135, while La Passione costs US\$150. Contact [don@bugattibooks.com](mailto:don@bugattibooks.com), or phone Bugatti Books on (US) 941-727-8667. However, whether Australian customers are able to avail themselves of this US offer will need to be tested.

## ARE SELF-DRIVING CARS SAFE?

By Professor Andrew Morris, Loughborough University, UK.

Edited from an article first published in "The Conversation", UK Edition, January 14, 2020

*Cars are changing fast. But, do innovations such as autonomous and flying cars present a bright new dawn, or are they just wild pipe dreams? If they did become a future way of getting us from A to B, could we trust them to take us there safely? Professor Morris provides his views on some key questions:*

### Are self-driving cars safe?

At present, the general public doesn't trust the concept of autonomous vehicles. In a [recent survey](#), 15% of the US public said they don't believe there will ever be an autonomous vehicle on the market, while 42% said they would never ride in a fully automated vehicle. In addition, 56% of those surveyed would demand 100% safety before they would take a ride, while 60% said they would demand the same level of safety – 100% – before letting a family member step into a fully autonomous vehicle.

But is this fair? The Eno Center for Transportation, a non-profit, independent think tank in Washington DC says that "driver error is believed to be the main reason behind over 90% of all crashes". It has long been argued that replacing driver-controlled cars with autonomous ones could actually result in far safer road travel.



However, to reach such a point, all the vehicles on the road would need to be autonomous. It could be many years before this ultimately occurs, with one survey claiming that by 2034, autonomous vehicles will make up only 10% of all vehicles being bought and sold.

Therefore, this transition is likely to take quite some time. In the interim, a mix of fully autonomous, partially auto-

nous and human-driven vehicles will be sharing the roads. This has potential to cause problems. For example, cyclists or pedestrians crossing the road may make misplaced assumptions about the capability of any particular vehicle to detect their presence.

Road users need to be certain that autonomous vehicles will be safe and reliable – and there is still some way to go. There has already been a handful of cases in which autonomous vehicles have killed or seriously injured others because these cars did not act as predicted in certain traffic scenarios.

Autonomous vehicles may also only be able to operate on certain roads where appropriate infrastructure is in place – for example, road markings and signs – so that the vehicle can “read” the road and know what to do in different situations.

Without this guidance, the vehicle will either give up and shut down altogether (leaving its occupants stranded), or it may hand control back to the driver (thereby defeating the object of vehicle autonomy), or, perhaps, it could do something entirely unpredictable and possibly disastrous.

## **Will cars change shape?**

Vehicles may become multi-purpose spaces in the years ahead, enabling occupants to perform a number of different tasks while being transported from one place to another.

It is possible to imagine situations where cars become “offices on wheels” in which the occupants can work normally, hold meetings in transit, or even relax and recline during breaks. This will mean that the entire interior space will need to be redesigned to allow these types of activities. In turn, this could mean wider, taller and bigger vehicles, which will have further implications for road design.

## **What about flying cars?**

There is plenty of space above us not currently used by aircraft, so the concept of flying cars could have some merit. After all, it would potentially prevent many of the conventional problems currently associated with road traffic, especially congestion.

It could also be a very fast form of mobility. Flying vehicles would not be as constrained by traffic controls, junctions or roundabouts. Another significant consideration could be financial; if all vehicles



could fly, theoretically we would need far fewer roads, saving building and maintenance costs. But the whole concept of flying cars would have to be regulated, otherwise there could be no end of mid-air collisions. The consequences of these would potentially be much worse than crashes on the ground. Indeed, every mid-air collision may have almost certain fatal implications.

Perhaps we could imagine dedicated “air corridors” controlled by on-ground traffic controllers who would work in the same way as traditional air traffic controllers.

Regulation in this situation would be essential, and it could be that the whole concept would need to be limited to private professional operators running sky-based taxi services or transporting goods around cities. After all, it is very likely that numbers would need to be tightly controlled.

It is hard to see how members of the public would be allowed to simply purchase a flying car and fly it out of the showroom forecourt. Finally, there are environmental issues: Some of the vehicles are likely to need to be powered by fossil-based fuels in order to achieve the required levels of thrust – although the potential for electric-powered vehicles is being explored.

### **And how about future driving tests?**

As the motorist’s task will change from driver to monitor, it is possible to envisage that the whole task will need to be regulated by some form of vehicle controller licence. “Controllers” (as opposed to “drivers”) will need to learn much more about the vehicle’s capabilities and limitations and will need to know what to do in emergency situations in which they may need to assume control. So, the task of controller might require twice as much knowledge as a conventional driver and future driving tests would need to evolve to reflect this.

### **Will all cars soon be computer-controlled?**

All new cars today are computer-controlled to some degree. When a modern car has a defect, the normal procedure for finding out what is wrong involves a diagnostic test. This test relies on a computer system that links to the vehicle’s computer processor, sensors, and microchips, logging any problems or issues. It can reveal flaws including problems with the exhaust, transmission, oil tank and other systems. It is a relatively small step from vehicle diagnostics to vehicle control and computing capability is already present on many vehicles for functionalities such as automatic cruise control, auto-parking, and advanced or autonomous emergency braking systems. Future computer systems on cars seem likely to become extremely sophisticated.



All of this does suggest that, when first introduced, autonomous vehicles may be quite expensive compared to non-autonomous vehicles. This may impede the rate of widespread uptake, as is presently seen to be the case with electric vehicles.

*And, of course, whether an autonomous future can be matched with a continuing interest in driving classic cars is another question to be considered.*





## PSA - FCA MERGER PART 3: A FUTURE MEGA INDUSTRY PLAYER?

*This article originally appeared in [www.Forbes.com](http://www.Forbes.com) on 15<sup>th</sup> March 2020.*

*It has been edited from the original, written by Sarwant Singh.*

*Sarwant Singh is a Senior Partner at Frost & Sullivan who heads its Automotive & Transportation practice. He is also founder of a think tank group which works on future (Mega) trends.*



As the news broke late last year of the intended merger of Groupe PSA and Fiat Chrysler Automobiles (FCA), you could almost hear the collective groans emanating from boardrooms of the auto industry's big three manufacturers; VW, Toyota and Renault-Nissan-Mitsubishi. The union of these two automotive giants, FCA and Groupe PSA, will create the world's fourth largest automaker by volume and the third largest by revenue. It is more than just the competition that will now ramp-up as this union highlights

how automakers now need to be willing to tear up the rule book, simply because the only constant and, indeed, the only key to survival, is reinvention.

While PSA and FCA have yet to decide on a new name, there's been no uncertainty about their intent; pushing the agenda on Connected, Autonomous, Shared and Electric (i.e., 'CASE') technologies, reducing redundancies, rationalizing portfolios, expanding geographically, and improving profitability. Perhaps this may be enough to put the person in charge, PSA's CEO Carlos Tavares – who now holds the steering wheel for the next five years, a permanent 'performance psychopath', as he has, at times, called himself.

### **A Reversal of FCA's Merger Plan with Renault Opened the Doors for PSA**

Many industry insiders weren't at all surprised by this union. FCA's late CEO, Sergio Marchionne, had been a strong advocate of consolidation, consistently touting the virtues of being able to share resources, avoid duplication, and achieve global economies of scale. This meant that FCA joining hands with some other auto manufacturer was always on the cards. The brief flirtation with Renault came to nought due to unclear political conditions in France.

With that opportunity lost, FCA headed forward with its five-year plan that was focussed mainly on the electrification of its brands; to which it has been a somewhat belated entrant.

### **Leading in a Time of Crisis**

Meanwhile, to improve its performance and make it more relevant in this CASE era, PSA had devised a five-year plan, which it catchily named 'Push to Pass'. This plan, covering the 2016-2021 period, was focused on the electrification of its brands. Singh comments that in his 20+ years of experience with the industry, he found that 'Push to Pass' was one of the most well developed and ambitious



automotive company strategic plans he had seen. Even better, the PSA team then successfully implemented it.



Now, after organizational restructure and a business operations reorganization, PSA seems ready to navigate the tricky road ahead, after another mega merger only 28 months since buying Opel from GM.

*PSA's new strategic plan, Push to Pass*

Despite far-reaching internal changes in both companies, Singh believes that they were aware of their limitations, particularly the financial ones, in order to be able to withstand the unending waves of technological transformation

that they face. In many ways what FCA CEO Mike Manley had called a 'smart industry consolidation' was an imperative.

## A Merger of Equals

PSA and FCA both have storied histories that span more than a century, with industry family ties (inextricably linked to the fabled Agnellis and Peugeots), and significant legacies (e.g., Alfa, Fiat, Lancia, Maserati, Peugeot, etc.) However, these were factors that also made the companies both be candidates to gradually be overtaken by more agile, professionally run, forward-looking rivals.

Both companies had been mostly focused for too long on the crowded European auto market and had compounded that error with a concentration on the low margin, small car segment. Their presence in North America had been non-existent until Fiat, which had been pummeled by the 2008 financial crisis and a bankruptcy in 2009, eventually joined up with Chrysler to form FCA. Add to this another cardinal mistake; unlike other global auto companies, neither FCA nor PSA was quick off the mark in targeting the massive Chinese market (or India for that matter).

Despite PSA's ambitious plans for CASE, it realized that there was a need for more cash and a solid partner too, for it to be able to carry through its plans and then compete effectively with other automakers. Meanwhile, FCA was a late entrant into auto electrification, and so lacked the technical strength it required to compete with its peers.

This situation led to a match that needed to be made. Once they fully merge, FCA and PSA will have combined revenues of over \$180 billion and an operating profit margin of 6.5% (a very impressive margin for this industry). The joint parties are expected to achieve savings of about \$4 billion annually, perhaps with most of these cost synergies realized from the shift of around two thirds of mainstream model production onto PSA's two platforms.

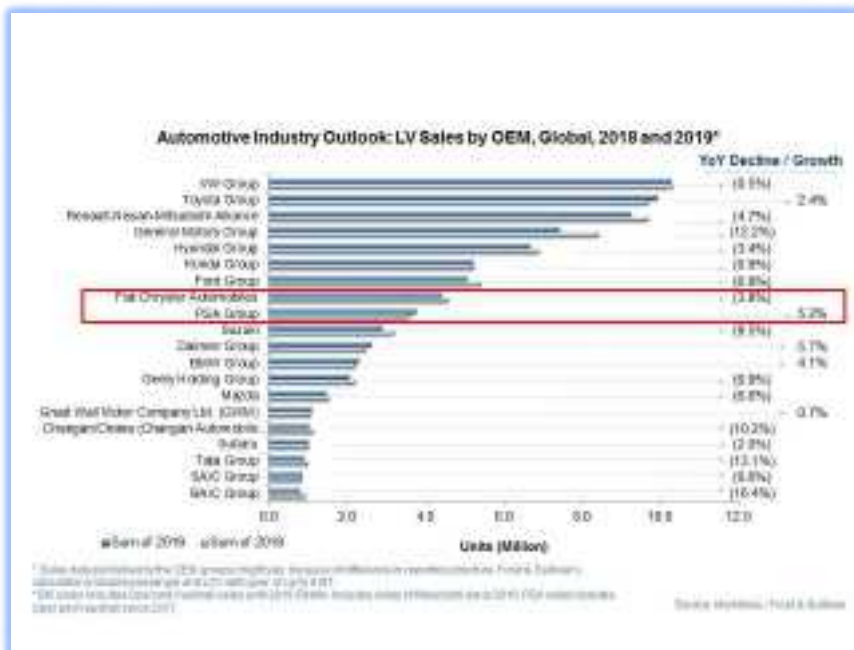
These are numbers which stack up well in comparison to the top three automakers and so hold the promise of survival and longevity for the FCA/PSA merged entity.



## Opportunities and Implications

When automotive heavyweights decide to link up, everyone then needs to brace for mega action and a wider industry shakeout. There is plenty happening already. Singh believes that the PSA-FCA combine is looking at a joint annual R&D potential of more than \$7 billion per annum, a lot of which could be as investment funnelled into CASE development. It will be very interesting to closely watch the emergence of the world's largest van maker and its third largest SUV manufacturer. Among the changes, Singh believes we should watch for FCA leveraging PSA's platform, especially in the D and E segments, to give its Chrysler and Dodge brands a fully fledged update.

Currently, neither PSA nor FCA has a dedicated electric platform for full size vehicles. However, both companies could jointly develop a dedicated electric vehicle platform, using a so called "skateboard" approach that could support the bigger models in the Chrysler, Jeep, Alfa Romeo, and Peugeot lines. The consolidation of electric vehicle production for different body styles onto one or two common platforms will enable the newly merged company to expedite its production of electric vehicles.



The global automotive battleground heats up

One of the highlights of PSA's 'Push to Pass' strategy has been its impressive multi-brand and multi-channel after-sales strategy. In less than 5 years, the company has built an impressive portfolio of online and offline businesses; some through acquisitions, the rest through organic growth. As a result, PSA saw an impressive 42% growth in its after sales

business during 2015 – 2018 period to reach €15.54 billion. PSA has been anticipating a further 100% growth by 2021-2022. If that outlook is now combined with the future of FCA's MOPAR business and the merged company is able to leverage the channels that PSA has already built, then the opportunities for growth are mouth-watering for both brands. Indeed, it seems to be a case of synergies in abundance.

## Complementary Regional Strengths

Although PSA and FCA have several overlapping vehicle segments, their regional strengths do vary. For example, about two thirds of FCA's revenue comes from North America, whereas PSA is stronger in Europe. This difference should work well for both companies.

In Europe, Singh foresees FCA using PSA's small car platform and its European network to revamp its small car brands. Meanwhile, the FCA-PSA combine should have a strong position in SUVs and LCVs.





Sarwant Singh says he is fairly certain that PSA will use FCA's dealer network for its entry into North America and also focus on FCA's big vehicle platforms including Jeep and RAM for its own brands.

It seems that China could remain as a challenge, given that the sales of both companies have flagged in Asia and there is no clear strategy in place for their revival. While FCA lacks a strong portfolio in the A, B and C segment vehicles, it could potentially leverage Peugeot's small vehicle platforms to build its foothold in the Asia Pacific market.

## Don't Underestimate the Power of a Strong Leader

Singh says that he is hoping to view a reprise of the Opel-Vauxhall miracle. This miracle was led by Carlos Tavares who took over the loss-making company after it had haemorrhaged almost \$ 20 billion for GM over two decades. He then turned it into a profitable enterprise in one and a half years.



*Carlos Tavares sits in the PSA-FCA merged company hot seat*

In the past, Tavares has often spoken of his desire to lead a major American automaker. This merger presents him with just such an opportunity. FCA is a major player in North America, but that is mostly because of its SUVs and pickup trucks.

Watching how Tavares chooses to make-over these two venerable automakers while ensuring that his

merged company is in lockstep with the new era of CASE and with 'mobility as a service' will be very interesting.

Regardless of what may have been said recently about no closures, no job losses, etc., observers have reservations about likely plant shutdowns and job cuts. In the past, Tavares has been a pragmatic leader, focused on profitability, efficiency and cost. He drove a spectacular resurgence of PSA from the brink of its collapse. Now, with the future of 13 different vehicle brands, with manufacturing plants and R&D centres dispersed across the world and a vast workforce at stake, Carlos Tavares has his work cut out. Historically, Franco-Italian rivalry has spilled over into many fields, not just sport. While with everyone currently enduring a global pandemic, many are still hoping to once again see nail-biting Azzuri-Les Bleus clashes on the football field in the not-too-distant future. Additionally, there is also the building excitement of being able to watch how this new Franco-Italian powerhouse team decides to take the field against their industry rivals in the global automotive arena.<sup>1</sup>

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<sup>1</sup> While editing Sarwant Singh's article, it occurred to me that little has been said about those parts of FCA that Alfa club members (or Fiat-Lancia club members, for that matter) will be most interested to know about. Understandably, the early emphasis in articles to date on the merger, e.g., those now published as Parts 1, 2 and 3 in this magazine, largely concern company survival, underdeveloped markets, growth and profitability. Where is the information related to what the future holds for Alfa, Fiat, Lancia, etc., in this new mega-company? If you see or read anything about that, please let me know.



## ALFA ROMEO HAS NEW EURO SALES BOSS – AFTER 2019 SALES PLUNGED

*This note is based on information announced by FCA on 1<sup>st</sup> March 2020 and thereafter summarised in [www.europe.autonews.com](http://www.europe.autonews.com).*



### **Arnaud Leclerc now tasked with reviving Alfa's European Market fortunes.**

In Milan today (31 March), Alfa Romeo announced that it has decided on its new boss for European operations as the brand's sales have continued to fall across the region while it awaits the introduction of new products. The new leader will be Arnaud Leclerc, an automotive industry veteran who has worked for Honda and, notably, Groupe

PSA. An FCA news release advised of his promotion to the role.

Leclerc, now 45, succeeds Alberto Cavaggioni, who departed Alfa "to pursue other interests" after only one year as its European marketing leader. In his new role, Leclerc will report to FCA's European chief, Pietro Gorlier, and, through Gorlier, to Alfa's global boss, Tim Kuniskis. Additionally, Leclerc retains his current role as the head of Alfa Romeo UK.

The departing manager, Cavaggioni, originally joined FCA in 2013. After a stint at Maserati, he became Alfa Romeo's European head in March 2019. However, Alfa sales plummeted last year, reducing by 36% across Europe and falling to only 50,830 units. Embarrassingly, Alfa's sales volume for the entire EU last year was lower than that of Lancia, which sold 58,903 units of its Ypsilon hatchback – its sole unit in 2019. That Ypsilon sales level was achieved in its only market, Italy. Clearly, the writing was on the wall for Cavaggioni. Other departures may also be imminent, given Carlos Tavares' history.

Alfa Romeo had counted on new vehicle introductions to revive its sales. Among these, the Tonale compact SUV concept received a lot of attention, but it is not due out until next year. Meanwhile, there are mid-cycle updates of the Giulia sedan and Stelvio SUV that may arrive sooner – not to forget the very limited-edition Giulia GTA and GTAm.

Alfa was supposed to be introducing a small SUV in 2022. However, Alfa's upcoming plans seem likely to be further changed following the FCA-Groupe PSA merger. Under Tavares' leadership of the newly merged group, consolidated vehicle platforms are likely to be a focal point.

The current line-up at Alfa Romeo includes of only three vehicles, the Giulia, Stelvio and Giulietta hatchback (with the latter approaching its scheduled end of production). Alfa's slow-selling Mito and the low production 4C had already been discontinued. Shortly after the merger was announced early this year, FCA determined that two planned Alfa sports cars and a large SUV would not be introduced, even though they had been key aspects of the previous Alfa Romeo five-year production plan.



Greg Smith

## RECENT ALFA SALES

(As noted in the Sports Car Market on-line issue, dated May 2020)

### Artcurial — Retromobile 2020, Paris, FRA. (Feb 2020)



#29-1938 ALFA ROMEO 6C 2300 B Lungo tourer. S/N 814064. Black/black canvas/red leather. RHD. Odometer: 58,000 km. Coachwork by Worblaufen. Romantically aged paint is seen on this Alfa, with numerous cracks showing up on the trunk lid. Swirl marks present everywhere in paint, which is slightly distressed around the tops of doors, body edges and sills. Chrome is polished heavily and abrasively. Painted wire wheels do not show chipping. Seats were redone a long time ago and are losing their colour, cracking and becoming a little hard. Dash, carpets have hardly aged at all, and engine appears to run well and start easily. Cond: 4+. **NOT SOLD AT US\$1,096,900.** *This Alfa was the big attraction at the beginning of the Retromobile sale. Most of the wear and tear on it did not seem to affect its allure, and so the bidding was frantic until the million-euro mark, where it stopped suddenly. Satisfied with the result, Poulain quickly wrapped up the sale and moved on. It was all over in less than 90 seconds. Very interestingly, this car was listed as not sold in the final results.*



#30-1938 ALFA ROMEO 6C 2300 B Pescara cabriolet. S/N 813910. Dark blue/tan canvas/red leather. RHD. Odometer: 18,484 miles. Coachwork by Worblaufen. This is a stunning Alfa Romeo with an older restoration. Paint nearly absent of swirl marks. Some paint cracking noted on hinge of engine cover. Fisheyes also noted on trunk. Chrome shines brilliantly with no noticeable flaws. Front windshield seal is in poor condition. Interior redone a long time ago, but to a high standard with thick, rich leather. Beautiful carpets, flawless dash with instruments restored to perfection. Overall a stronger car cosmetically than its twin. Cond: 2. **NOT SOLD AT US\$603,295.** *Both of the 6C Alfas here were originally displayed at the 1938 Geneva Motor Show, but this one had spent more time with more owners and it was likely restored once completely and then again cosmetically. While it is not as character-laden as Lot 29, nor as striking, it did seem more usable and less fragile. However, it failed to capture the imagination of the bidders at Retromobile.*

### Bonhams, Paris, FRA. (Feb 2020)



#247-1955 ALFA ROMEO 1900 CSS Zagato coupe. S/N AR1900C02062. Blue/blue & beige leather. Odometer: 29,271 km. 2.0-L14, 5-speed. One of only 39 Super Sprint Zagatos that were ever produced. In the same ownership since 1991. Older restoration both cosmetically and mechanically. Nice two-tone paint with right amount of patina. Window surrounds are uneven and scratched. Painted Borrani wires shod with fairly new Michelin Xs. Patinated leather interior with bucket seats; driver's seat seems a bit baggy. Blue carpeting down to the transmission tunnel, but it should be rubber. Beautiful dash with clear dials. Wooden Nardi steering wheel. Matching numbered engine, prepared from new by Conrero with a little badge on left front wing. Extensive history file with ASI Gold certification, expired FIVA passport. Italian registration. Cond: 3+. **SOLD AT US\$797,167.** *Proven history and origin are crucial for these Zagato-bodied cars, especially as the high prices make it worthwhile to convert a lesser 1900 into a Zagato. Last year,*





a similar CSSZ was a no-sale at the Gooding Pebble Beach sale with a high bid of \$820k (SCM# 6907006). On the other side of the spectrum, RM Sotheby's sold one in March 2017 for US\$1.1 million (SCM# 6831873). This one sold just under its low estimation of US\$825k, which still looks acceptable.



**#211-1961 ALFA ROMEO GIULIETTA Sprint Speciale coupe.** S/N AR1012000551. Burgundy/red vinyl, gray cloth. Odo: 24,020 km. 1.3-L I4, 5-speed. Recent restoration in Switzerland, with little use since its completion. Excellent paint and brightwork, straight panels and good shut lines. Scratches on windshield as usual; never seen one without. Vinyl/cloth interior is as-new, in matching burgundy with grey piping. New carpeting. Beautiful gauges with clear glass. Wood rimmed Nardi steering wheel. Believed to be the only one with electric windows. Nicely detailed engine bay. New stainless-steel exhaust. Rims and hubcaps look as-new. New Vredestein tires. Cond: 2-. **SOLD AT US\$94,901.** This is a very attractive and elegant

Bertone-bodied car, presented as being in near concours condition. However, Sprint Speciales are a common sight at the sales I attend. I saw this one at the Bonhams sale in Chantilly in June of last year, where it sold for \$99,461 (SCM# 6906844). The telephone bidder never paid, so it went back into storage. It now sold for a few thousand less, which is still fair in my opinion.



**#218-1961 ALFA ROMEO GIULIETTA Veloce Spider.** S/N AR149510183. Gray/black canvas/red vinyl. 1.3-L I4, 4-speed. This ten-year-old restoration holding up very well. Straight panels and good shut lines. Impeccable paint job, all brightwork re-chromed. Good soft top. Still new-looking vinyl interior with matching carpets. Clear gauges. Original plastic steering wheel. Engine and gearbox were fully rebuilt after a major failure, which was the trigger for the restoration. Well-kept since. Alfa Romeo Certificate of Origin, French papers. Offered at no reserve. Cond: 2-. **SOLD AT**

**US\$60,737.** Attractive little Alfa Spider offered with a low estimate of \$55k, compared to a median value of \$87,500 for a 101-series Spider Veloce in the most recent pocket price guide. It looked perfectly okay to me; I think this was a great deal for the buyer.

## Bonhams, London, UK. (Dec. 2019)



**#36-2013 ALFA ROMEO 8C Spider.** S/N ZAR9200000049305. Metallic red/black leather. Odometer: 7,675 miles. Fuel-injected 4.7-L V8, auto. One of 500 Spiders, joining the 500 coupés, all based on a shortened Maserati Quattroporte platform with a Ferrari motor. Limited edition with carbon rear diffuser, dash and shift paddles, reclining carbon-fibre sports seats, carbon-ceramic brakes. Carbons are all in good shape, although seat leather (with optional red stitching) is lightly baggy and creased. Cond: 2+. **SOLD AT US\$259,836.** Two owners, the first having bought it back from the second. Last lot of the day, which must have come as a relief, as there were so many no-sales at Bonhams' final date of 2019, and

it sold just near to the bottom of the auction estimate. This is slightly behind retail, so there's likely a little profit in it yet. Well bought, but this was in a week when the U.K. was spending money on anything except the political parties on their election campaigns.



## BUYING LATER MODEL ALFAS

Reproduced from an article first appearing in *Auto Italia*, May 2020 (UK edition).

# Bargain Modern Classics

What are the best modern Italian starter classics you can buy? With a budget of less than £10,000, there's a great choice – here are our 16 top picks

SUB £10K

Story by Alan Anderson  
Photography by Michael Ward

So here's a question: what exactly is a 'classic' car? The subject of endless debates, the definition remains elusive. But there's no doubt that a huge movement has sprung up around what continental Europeans call 'youngtimers' or what we might call 'modern classics'.

Just how young can a car be to qualify as

a classic? Well, many insurance companies cover cars under classic schemes from just 30 years old. For the purposes of this feature, though, we're defining a modern classic as between 10 and 20 years old (or made from 2010 to 2019). The question we're asking is, what Italian modern classics available for under £10,000 make the best buys?

Modern Italian classics offer emotion and enjoyment in equal measure. Once you 'get the soul of Italian cars, it's hard to go back to anything else. Our 16 beta buys, all for less than ten grand and some from just £1,000, offer something for everybody, from economical starter classics and daily drivers to serious sports cars. So don't dream it – drive it!



ALFA ROMEO ALFASUD  
Production: 1973-2000  
Price range: £1,000-£10,000  
Our pick: Sprint Veloce

A landmark Alfa that brought the badge to the masses yet still set benchmark driving standards. The Sud rewrote the rulebook on how family cars could perform, and almost 50 years on, its tenacity and tactile nature remain a pure joy. The flat-four engine loves to rev, which it really needs to do: 1.5 and 1.7-litre units have more guts and five-speed transmission is desirable (makes the going more peaceful). Cloverleaf and Gold trims fit the Sud's austerity, the Sprint Veloce coupe commands double the price of a saloon. Suds do rust badly, and front disc brakes (with handbrake) are a pain to maintain.



ALFA ROMEO GT  
Production: 2000-2010  
Price range: £2,000-£7,000  
Our pick: GT 3.2 V6

The Bertone-designed GT was a stopgap coupe that ended up lasting for years, it cleverly mixed the floorpan of the 156 Sportwagon with the bulkhead and dashboard of the 147. It's a great-looking, keen-handing coupe that can seat five adults and benefits from a useful hatchback. GTs are now very cheap but if you want to invest in one, the 3.2 Euro V6 is the class act of the range, with 240hp of beefy power and a glorious sound – but don't discount the 2.0 JTS four-cylinder petrol, either. Watch out for pricey carburettor changes and rattling trim.







#### ALFA ROMEO 155

Produced: 1992-1997  
Price range: £2000-£7500  
Our pick: TS or Silverstone

One of the best 1990s Alfas, the 155 may have been Fiat Tipo-based but has its own distinct character. With considerable input from motorsport, it spawned a special optional sports suspension pack with a quick steering rack to complement the already fine handling. The creamy 2.5 V6 and turbocharged Q4 (essentially a Lancia Integral under the skin) are sadly out of our sub-£20k price range, but the 1.8 TS Silverstone Edition (adjustable front and rear spoilers, upgraded suspension and extra equipment) is worth searching for; 300 were built. Suspension and electrics can be wondrous, as well as front subframe rot.



#### ALFA ROMEO 145/146

Produced: 1994-2000  
Price range: £900-£5000  
Our pick: 145 Cloverleaf

Alfa's 'Escort' aimed at younger Alfisti, the 145/146 range splits opinions, particularly the 145's 'bread van' look. These models initially used Alfa's boxer engines but these have now all but disappeared. Post-1996 Twin Spark range in size from 1.3 to 2.0 litres, topping out at 155hp in the 145 Cloverleaf and 146 Ti versions. Arguably the 145/146 is a more interesting choice than the 147 that replaced it in 2000, and certainly now a lot rarer. There are some sorry examples around so be picky and go for condition rather than spec or age.



#### ALFA ROMEO 156

Produced: 1997-2007  
Price range: £700-£9500  
Our pick: 2.0 TS Lusso

The 156 marked a renaissance for Alfa: a serious BMW 3 Series alternative, driving as well as it looked. A superb range of zesty engines includes a lovely 2.5 V6 and a peerless 3.0 V6 in the GTA (the latter a body on an appreciating classic), but even the Twin Spark engines are great, with 144hp in 1.8 guise and 150hp in 2.0 form. The classic-looking cockpit is inviting and the Sportwagon estate makes a fine household holdall. 156s are cheap to buy but look out for rust, engine management lights and rattles. We'd avoid the troublesome Selepeed auto (nicknamed 'Selefeld' in the trade).







## BARGAIN MODERN CLASSICS



**ALFA ROMEO 159**  
Produced: 2005-2011  
Price range: £1600-£9000  
Our pick: 1750 T8i

The 159's replacement was styled by Giugiaro as a larger and more spacious car. Also new were the engines, deriving from Volvo/Saab, including 2.0-litre JT5 and 3.0 V6 petrols. Our pick is the later (and rarer) 1750 T8i with its 200hp petrol engine. Don't discount diesel, though: with up to 250hp on offer, they're surprisingly fast. Handling is excellent, especially 4x4 versions, and torque steer is largely quelled. Relative newness means fewer worries than the 156 but problems include front subframes, water pumps, wet manifolds and worn timing chains. Manual transmissions can be fickle but the D-Tronic semi-auto appears OK.



**ALFA ROMEO BRERA**  
Produced: 2005-2011  
Price range: £3500-£9500  
Our pick: 3.2 V6 Pradrive 'S'

Broadly based around the 159, the Giugiaro-inspired but Pininfarina-badged Brera is one of the most striking-looking of all modern classics. Succeeding the 916 GTV, it's nominally a four-seater (but it's best treated as a 2+2 [at best]). The engines aren't great by Alfa standards and it perhaps fails to match its looks with too much weight and slightly numb handling. Q4 versions with 4x4 provide added grip but our pick has to be the UK-only 'S' version, with chassis tweaks by Pradrive. The Brera's main problems are niggly in nature, mainly related to electrics and trim.



Thanks to Glen Phillips for providing this article. Note that not all of these Alfa models were sold in Australia.



## 2020 CALENDAR UPDATES

EVENT	EVENT DATE	COORDINATOR & STATUS	COMMENTS
Alfesta Toowoomba	Easter 2020	AROCA QLD	In late-March, AROCA QLD cancelled the 2020 Alfesta.
Mount Ommanney	Saturday 4 <sup>th</sup> April 2020	VSCCWA	Northam meeting is cancelled. It may be rescheduled later in 2020
Club run to Northam Motor Sport Festival, via Noble Falls Tavern.	Sunday 5 <sup>th</sup> April, 2020.	Greg Smith.	The Club run and breakfast at Noble Falls Tavern is cancelled, but it could be rescheduled should events change
Northam Flying Fifty	Sunday 5 <sup>th</sup> April, 2020	VSCCWA	Northam meeting cancelled/ postponed until late in 2020
April club night	Tuesday 8 <sup>th</sup> April		No April club night
Dyno night at Steve Boyle's	Club's May 2020 meeting	Andrew Murray	This meeting is now deferred.
British car day raid to GinGin	Mid-May 2020. Day is cancelled	Richard Peirce	No British car day raid in 2020
Point-to-point	Sunday 23 <sup>rd</sup> May 2020	WA Sporting car club	6 months cancellation of all competition events
Mount Clarence Hill Climb	Saturday 30 <sup>th</sup> May 2020	VSCCWA	Meeting for 2020 cancelled. Now planning for 2021 event.
Albany round the houses long weekend	Beginning of June 2020. Cancelled	Andrew Murray.	Event will not be held in 2020.
Club birthday dinner	20 <sup>th</sup> June 2020. Deferred	Greg Smith	Discussion with Acqua Viva re delayed event later in the year.
Mid-week run	Date TBD	A run and picnic?	Deferred decision
Wildflower run weekend	Late August or early September	TBD	Similarly, deferred decision
AROCA WA AGM	First Tuesday in September	Andrew Murray	Date remains – but perhaps a first-ever AROCAWA AGM by videoconference
Port Dennison Sprint	27 <sup>th</sup> September 2020	TSOA	6 months cancellation of competition events
Two Oceans run	Late October	Rob Rowbotham, FLC	FLC is keeping its options open regarding this event. FLC's interstate members are booking accommodation.
Rotary Italian Car Day	Sunday 1 <sup>st</sup> November	Andrew Murray.	Defer decision until later in year
Grampians Alfa Tour	Early November	Leon Cottle	See 1 <sup>st</sup> announcement below
Annual Pasta Run	Sunday mid to late November	TBD	Defer decision until later in year
Vintage Stampede	6 <sup>th</sup> December 2020	VSCCWA	6 months cancellation of all competition events
Annual Christmas lunch	Early December	TBD	Defer decision until later in year
Alfesta 2021 McLaren Vale, SA.	Early April 2021	AROCA SA	See first announcement below.



## AROCA WA REGULAR MONTHLY CLUB EVENTS

- **Classic Cars & Coffee** is held at the University of Western Australia, but do note that the event has moved to the UWA Business School Carpark, which is further down Hackett Drive, Crawley. It runs on Sundays from 08:30 until 10:30, but the scheduled date varies from month-to-month. The following Sunday meetings were scheduled for **17 May** and **28 June** (Note that the last one is to run from 09:30 until 11:30). Check <https://www.classiccarsandcoffee.com> for cancellations or other changes to plans.
- Most months, the **AROCA WA club night** is on the first Tuesday in the month. Note that upcoming meetings have been deferred. Look for their future resumption in emailed club announcements and magazine issues.

## 3<sup>RD</sup> SUNDAY INFORMAL RUNS CONTINUE

**DATE:** Every third Sunday of the month  
**TIME:** 09:30am for coffee with a 10:00am tour departure  
**STARTING POINT:** Boatshed café, South Perth. See: <https://goo.gl/maps/KVSxLuP4Atx>

**This monthly event has been deferred until WA government restrictions due to the pandemic end.**

Every 3<sup>rd</sup> Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park in the car park on Coode Street, near to the Boatshed café and the water ramp in the park. These informal trips depart soon after 10:00am. The run can commence once participants decide to depart from this starting point. Either individuals or groups can do this as soon as they like after 10:00. This event is an informal, but regularly scheduled AROCA WA event. It is a great opportunity for club members with concessionally registered cars to take their vehicles out for a run. Note any one of these 3<sup>rd</sup> Sunday runs could involve only one individual vehicle.

## AROCA WA COMPETITION CALENDAR 2020

2020	Event	Organiser	Website
15 February	Barbagallo Twilight Sprint	Porsche Club	<a href="http://www.porscheclubwa.org.au/">http://www.porscheclubwa.org.au/</a>
8 March	Midvale Speed Dome	TSOA	<a href="https://tsoa-wa.com/events/">https://tsoa-wa.com/events/</a>
<del>4 April</del>	<del>Mt Ommanney</del>	<del>VSCCWA</del>	<del>CANCELLED</del>
<del>5 April</del>	<del>Flying 50</del>	<del>VSCCWA</del>	<del>CANCELLED</del>
<del>23 May</del>	<del>Point to Point</del>	<del>WA sporting Car Club</del>	<del>CANCELLED</del>
<del>30 May</del>	<del>Mt Clarence Hill Climb</del>	<del>VSCCWA</del>	<del>CANCELLED</del>
<del>31 May</del>	<del>Albany Around the Houses</del>	<del>VSCCWA</del>	<del>CANCELLED</del>
27 September	Port Denison Sprint	TSOA	<a href="https://tsoa-wa.com/events/">https://tsoa-wa.com/events/</a> <b>TBD</b>
6 December	Vintage Stampede	VSCCWA	<a href="http://www.vscwa.com.au/">http://www.vscwa.com.au/</a> <b>TBD</b>





## 2020 GRAMPIANS ALFA TOUR EXPRESSIONS OF INTEREST



Greetings to all of you who participated in the 2019 Grampians Alfa Tour. I hope that you are keeping 'Bug Free' and are managing to survive these interesting times with their forced isolation trials. It was sad to have to miss out on a few major eastern states Alfa Tours recently, but at least I got to do a few of those much-needed odd jobs around the home.

Leon Cottle writes that he is presently working on the program for the 2020 'Grampians Alfa Tour' which (hopefully) will be held in early November, as planned. Do note that this year's event will be extended out to an 8-day Tour. It starts on Wednesday 4<sup>th</sup> November, in Ballarat, with breakfast at the Turret Café, then staying one night in Halls Gap, before heading over to South Australia to attend the South Australian version of Auto Italia on Sunday 8<sup>th</sup> November.

En route to Adelaide, the tourists will stay one night in the Rydges Hotel at the new 'The Bend' racetrack near Tailem Bend where we will enjoy a few laps of this brilliant new circuit. (No racing allowed though as we will be driving behind a pace car to deter any overly enthusiastic 'Fangios'!!

On the Monday 9<sup>th</sup>, the morning after the SA Auto Italia, we will drive down to Victor Harbor via McLaren Vale & Port Jervis. Tuesday 10<sup>th</sup> will include a drive along the Coorong (any Storm Boy fans out there?) and an overnight stay at Robe. On Wednesday 11<sup>th</sup>, we will drive through the Coonawarra wine district then head back to Halls Gap for another one-night stay. From Halls Gap, we will head back towards home on the Thursday 12<sup>th</sup> November.

The Grampians Tour is a combined event again this year, jointly held between the AROCA Vic Goldfields Alfa Group and the AAAA (Alpine Alfisti Association of Australia). The AAAA's Autumn Alfa Tour was cancelled due to the pandemic – and that tour was due to travel up through the Snowy Mountains to attend Canberra's Auto Italia Show (plus driving on to join Alfesta 2020 in Queensland). As a result, we have decided to make the next Grampians Alfa Tour a much larger event. However, event attendees will not be required to attend the entire 8 days. If they prefer to do so, they can just attend any section of the itinerary to suit.

Please note that numbers will be limited due to the size of a few of the planned overnight venues. Therefore this Tour is likely to fill up quickly. Please advise if you are interested in being on the '2020 Grampians Alfa Spring Tour List' by sending me an 'Expression of Interest' ASAP.

As further details become locked in over the next few months, I will send updates out to those people who have joined this year's tour list. In the meantime, please keep safe during these trying times.

Cheers,

Leon Cottle

Mobile: 0407 680 384, Email: [imcot@netconnect.com.au](mailto:imcot@netconnect.com.au)



## ALFESTA 2021 MCLAREN VALE SA

1<sup>ST</sup> ANNOUNCEMENT



1<sup>st</sup> to 5<sup>th</sup> April, 2021  
South Australia

*Alfesta is the Annual National gathering of Alfisti in Australia*

The website at <https://www.alfesta2021> provides all general information concerning Alfesta 2021. It allows you to register interest or book and manage your attendance.

To make a booking through this website, you should first [create an account](#) and then login with your *Username* and *Password*. [Creating an account](#) will only take a few moments. But, don't worry, just creating an account does not obligate you to book or attend Alfesta.

If you experience any problems using this site, [contact the Alfesta organising team](#).

[Alfa Romeo Owners Club of Australia](#) | [Terms and Conditions](#) | [Contact Us](#) | [Top of Page ^](#)  
[AROCA - National](#) | [AROCA - Queensland](#) | [AROCA - New South Wales](#) | [AROCA - South Australia](#)  
| [AROCA - Western Australia](#) | [AROCA - Victoria](#)



## FINANCIAL REPORT APRIL 2020

Opening Balance (as of 21/03/2020): \$ 5,799.38

### INCOME

Memberships:	19/03/20	Monastro	\$ 80.00
	20/03/20	M McIntyre	\$ 160.00
	20/03/20	C. Bush	\$ 80.00

Bank interest \$ 0.41

**Total Income \$ 320.41**

### PAYMENTS

20/03/20	Liquorland (Restoration night)	\$. 61.00
23/03/20	Amore Mio (Restoration night)	\$ 215.50
23/03/20	Liquorland (Restoration night)	\$ 42.00
06/04/20	110 <sup>th</sup> Anniversary Polo shirts	\$ 1,655.50
06/04/20	Polo shirts, parcel postage	\$. 269.10

**Total \$ 2,243.10**

**NET MOVEMENT - \$ 1,922.69**

CLOSING CASH BOOK BALANCE \$ 3,876.69

**CLOSING BALANCE, WESTPAC (20/03/20) \$ 3,876.69**

### INVESTMENT ACCOUNT

Opening balance (20/02/2020)	\$ 14,173.29
Bank interest received (28/02/2020)	\$ 0.97
<b>Closing balance (20/03/2020)</b>	<b>\$ 14,174.26</b>

**TOTAL FUNDS AVAILABLE \$ 18,050.95**

*Eddie Bernardi,  
Treasurer  
16<sup>th</sup> April, 2020*





## AROCA WA MEMBERSHIP RENEWAL

Dear Western Australian *Alfisti*,

**NOTICE TO CONCESSIONAL LICENSE HOLDERS:** *Those AROCA WA members who make use of Western Australia's concessional licensing system to register their historic Alfa Romeos must remain as financial members of the club into each new financial year so that their vehicle's concessional license remains current.*

**NOTICE TO NEW MEMBERS:** The Alfa Club is seeking to increase the number of club members among Western Australian *Alfisti*.



Whether you wish to become a new AROCA WA member, or if you need to pay your AROCA WA Subscription for the upcoming financial year, please complete the information request shown over-page and pay your subscription amount to the club, following either of the methods outlined below.

The annual fee continues to be \$80.00 for the next financial year, 2019/20. **Please note that AROCA WA membership renewal for all existing members is due on the 30<sup>th</sup> June of each year.**

You can either pay this subscription fee by cheque, making it payable to AROCA WA and then mailing it C/- The Secretary, AROCA WA, P.O. Box 8231, Perth BC, WA, 6849.

Alternatively (or from the club's point-of-view, preferably), you can pay the amount directly by making an electronic transfer into the club's bank account using the following details:

**Account Name: AROCA WA.**

**BSB: 736-054**

**Account No.: 070313.**

***(Do note that if you are paying electronically, you should include your surname in the payment reference and also advise the club of your payment via an email.)***

**Membership Fee: \$80 (1<sup>st</sup> July 2019 - 30<sup>th</sup> June 2020)**

**Associate Mbr Fee: \$80 (1<sup>st</sup> July 2019 - 30<sup>th</sup> June 2020)**

We look forward to seeing you at the WA Alfa Club's future events.

Andrew Murray.  
President, AROCA WA.





## OWNER DECLARATION - CODE 404 CONCESSIONAL VEHICLE LICENCE

I declare that the vehicle, as listed below, is in factory standard specification. I acknowledge that, if the vehicle is modified, it no longer complies with the regulations and cannot be used under Code 404.

I understand that the onus is with the owner of the vehicle to ensure that the vehicle as listed complies with the regulations and that it is driven within the conditions applied under Code 404. The owner must at all times be a financial member of the Alfa Romeo Owners Club of Australia (WA Division) for the Code 404 registration to remain valid.

Name of Owner:.....

Alfa Club Membership number:.....

### Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

***If you own a concessionally registered vehicle, please complete this form and then email it to the attention of the Secretary of AROCA WA at [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)***





22<sup>nd</sup> March 2020

Dear AROCA WA Club Members,

## D R I V I N G   Y O U R   C O N C E S S I O N A L L Y L I C E N S E D   A L F A

You will have seen in an email I sent to you on 20<sup>th</sup> March (and here in this magazine), that the WA Alfa Club committee has cancelled a number of upcoming club events, given the corona virus epidemic and consequent WA and national government requirements.

Additionally, you should note that presently programmed club events, scheduled for later in the year, may or may not occur. All future events will be subject to the club committee's consideration at its future monthly teleconference meetings. Decisions regarding the club's later events in its 2020 program depend totally on the changing status of the COVID 19 virus epidemic in WA.

In the meantime, the club reminds you, particularly if you are a member who drives a concessionally licensed Alfa Romeo, that Code 404 concessional registration allows you to drive your car on *AdHoc* day trips. You can do this, provided you submit to the club a completed trip application form; a blank copy of which appears on the following page. Note that the DOT recently clarified that *AdHoc* trips can only be for a one-day duration.

Additionally, you can still use your concessionally registered car for all of the following activities, and do so without notifying the Club:

- Taking your car out for repairs and maintenance.
- Driving within a 30km radius of the registered address for the purposes of routine maintenance (e.g., keeping the car running reliably, battery charged, refuelled, etc).
- Attending any advertised Alfa club event, or another Car Club's advertised event; that is if these events are still running, subject to current COVID 19 virus restrictions.

The Club Committee recommends that you make best use of your Alfa during this highly contagious period, assuming that the regulated conditions do not further evolve to reach a greater "lock down" status. However, be sure to carefully practice "social distancing", whenever you leave your car during that trip for sight-seeing, a coffee break, etc.

Regards,

Greg Smith



## “ D R I V E M Y C A R ”

### THIS SIMPLIFIED SINGLE VEHICLE EVENT APPROVAL FORM IS FOR CURRENT AROCA WA MEMBER-OWNED CONCESSIONALLY REGISTERED VEHICLES

AROCA WA provides this club logging system solely for the use of currently financial AROCA WA club members who own vehicles which are concessionally registered under CODE 404. Completion of this form and providing a completed copy to the club secretary, enables club members to legally drive their vehicles at a “single vehicle event” such as to a wedding, picnic, country drive, etc. Note that multiple forms should be provided for any multiple-day events.

MEMBER’S FIRST NAME(S): \_\_\_\_\_

MEMBER’S SURNAME: \_\_\_\_\_

MOBILE PHONE: \_\_\_\_\_

AROCA WA MEMBER NUMBER: \_\_\_\_\_

#### VEHICLE TO BE DRIVEN:

VEHICLE	BUILD YEAR	REGISTRATION PLATE	CONCESSIONAL REGO. @ AROCA WA

#### TRIP DETAILS:

TRIP DATE: \_\_\_\_\_  
(DD / MM / YYYY)

DESCRIPTION: \_\_\_\_\_  
*Purpose of trip in a few words only.*

**Prior to undertaking any single vehicle trip, be sure to complete and email this simplified form to AROCA WA, where this trip will be logged by the club. ([secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com))**

After sending your completed form to the AROCA WA club secretary, you should also print out a filled-in copy of this form. Be sure to keep it with you in your vehicle during your trip.

Additionally, you should note that it is a condition of Code 404 that you remain a financial car club member at all times. Please be aware that, otherwise, if stopped, you will be personally deemed to be] unlicensed.