

# ALFA OCCIDENTALE

Issue 34, March 2020



*To celebrate Alfa's prestigious racing heritage, at the 101<sup>st</sup> running of the Targa Florio in 2017, the company borrowed a few cars from its Museo Storico Alfa Romeo in Arese. These cars included the 1960 Giulietta Sprint Zagato and the Giulia Sprint GTA, both photographed above. (Photos are from Topgear.com).*

This is the **34<sup>th</sup> edition of ALFA OCCIDENTALE** – the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). As always, all WA Alfa Club members (and others) are keenly invited to provide contributions to future magazine editions, c/-: [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com) The March 2020 edition of Alfa Occidentale includes the latest details concerning the club's upcoming schedule, plus information regarding its competition, social & driving events.



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## AROCA WA COMMITTEE FOR 2020

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- *Stuart Bunt has recently retired as treasurer in advance of his move from WA to NSW.*



## NEWS & UPCOMING EVENTS

- The February club night event was a sunset coastal run and Italian dinner. It was held on Tuesday 4<sup>th</sup> February. A pictorial record of this event appears in the pages below.
- The Fiat Lancia club is holding its sunset run and dinner on Saturday February 29<sup>th</sup>. Members of AROCA WA have been invited to attend. Last year's FLC sunset run event was a very enjoyable evening. An announcement for this event appears below in this magazine
- In March, the monthly club night will be held at the WA Light Car Club on Moojebing Street, Bayswater on Tuesday 3<sup>rd</sup> March 2020. A few club members will bring their restoration projects along to the meeting for presentation and discussion
- The Shannons' Classic Car Show will be held at the Ascot racecourse on Sunday 8<sup>th</sup> March. Details for this event are shown below. Eight AROCA WA Alfas will be on display. AROCA members are invited to visit and examine the approx. 1,000 cars on display.
- There will be a club run to Northam for the Festival of Motor Sport. We will meet at the Noble Falls Tavern for breakfast before touring in convoy to Northam on Sunday 5<sup>th</sup> April. (See announcement below in this issue).
- There will be no April club night as its timing on Tuesday 8<sup>th</sup> April would be very close to Easter.
- In this magazine, you will again find an announcement for AROCA's National Alfesta in Toowoomba Queensland over the 2020 Easter long weekend.
- Our May club night will be held on Tuesday 5<sup>th</sup> May. It will be a Dyno night at Steve Boyle's "United Injection". More details will be provided later. Meanwhile, save the date.
- In 2020, other club events for Autumn include the following:
  - The British car day raid to GinGin.
  - The Albany round the houses over the late May/early June long weekend.



### FROM ALFA ROMEO:

Note that June 24<sup>th</sup>, 2020 is Alfa Romeo's 110<sup>th</sup> anniversary. To mark the occasion, the Alfa Romeo Style Centre has designed a new logo that is faithful to the brand's most iconic elements. A number of events will occur during the year; from the Mille Miglia and the Goodwood Festival of Speed, to celebrations at Museo Storico Alfa Romeo. Several publications will issue illustrating Alfa Romeo's most significant moments during the 20<sup>th</sup> and 21<sup>st</sup> centuries. As the 'sine qua non' in the world history of cars, Alfa Romeo has been taken to the hearts of its enthusiasts, and into those of all car fans.



## SUNSET RUN FROM FREMANTLE TO MIA CUCINA - 4 FEB 2020



Starting from the North Mole at Rous Head and its dramatic views of Fremantle harbour, 27 members and partners from the WA Alfa club took off along the coast, north to Hillarys boat harbour where the group enjoyed an Italian dinner at a very busy Mia Cucina restaurant.

Tuesday 4<sup>th</sup> February was a very hot evening along the west coast. A few Alfa drivers even gave up on their open convertibles in favour of air-conditioned sedans, mostly still Alfas.

The February club night also gave attendees an impromptu opportunity to farewell outgoing club treasurer, Stuart Bunt, and his wife, Caroline, who soon depart WA and will move to Sydney's northern beaches. We wished them well before their cross-country relocation.



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Thanks to Glen Phillips and Richard Pierce for the photos of the sunset run and dinner that they provided.

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## F C A - P S A M E R G E R : R I S K & R E W A R D

*This article is based on information which has appeared in [forbes.com](https://www.forbes.com), 27 Dec 2019, [autoweek.com](https://www.autoweek.com), 11 Nov 2019, [autoweek.com](https://www.autoweek.com), 25 Jul 2018, and [caradvice.com.au](https://www.caradvice.com.au), late-Jan 2020.*

A plethora of perspectives has emerged regarding the merger between Fiat Chrysler Automobiles (FCA) and PSA Group (comprised of Peugeot, Citroen and Opel/Vauxhall), especially around what that may mean for the automotive industry at large. Among them is fear of a major house cleaning if this newly created automaker seeks to shed its unprofitable divisions.

Of interest to those of us keen on the Alfa Romeo marque is that, in the same week that the merger was announced, Alfa reportedly axed two of its planned sports cars, both of which had been viewed as important parts of Alfa's five-year plan, announced about a year ago.

One view among analysts is that the FCA-PSA merger could represent the start of a broad consolidation of car manufacturers as they prepare for slowing sales and the uncertainties associated with electrification and autonomation. Other observers note that the PSA-FCA merger may be largely a consequence of the concepts outlined in a book released in 2015, written about the late Sergio Marchionne entitled "Confessions of a Capital Junkie." Clearly, Marchionne, the then CEO of FCA, was sufficiently visionary to know that FCA couldn't make it alone through the next downturn, while, also preparing itself for the technological and cultural changes buffeting all automakers.

This merger seems a wiser one than was the earlier merger bid from Groupe Renault that FCA rejected mid-last year. That rejection came after the French government, which owns 15% of Renault, demanded a seat on the combined company's board and that the new entity's headquarters would remain in Paris. While the French government does own over 12% of PSA too, it appears to be much more supportive of the PSA-FCA merger arrangement.

The most likely benefit of this merger is the impact of greater business scale, often a primary driver of mergers, especially in capital-intensive industries such as automotive. Although each brand intends to preserve its identity through engineering, design and the marketing of its vehicles; together, the merged PSA-FCA does become the world's fourth largest automaker. This scale effect should enable significant cross-corporation savings on everything from the purchase of steel, to shared accounting systems, to improved battery developments, etc.

The combined entity has relatively little overlap across the geographic markets served by its brands. In the USA, Jeep and Dodge Ram will build on strength in the SUV, pickup and cargo van markets, while Fiat and Alfa Romeo should remain dominant in Italy, with Peugeot and Citroen maintaining their prominence in France. Meanwhile, the new CEO, Carlos Tavares, may cancel, or at least postpone, PSA's return to the American market to save the cost of launching a US dealer network for PSA.

Two years ago, PSA acquired Opel and Vauxhall from GM, which allowed PSA to spread its reach into Germany and the UK and become Europe's second largest automaker after Volkswagen.

One thought is that PSA's capability could effectively jump-start FCA's electric vehicle developments. While in the USA, FCA has sold plug-in hybrid minivans to Waymo for its self-driving fleet and Jeep plans to launch electric versions of its SUVs; PSA's EV agenda is considerably more ambitious. The French automaker intends to introduce fully electric versions in all of its models in the next five years. This starts





in 2020 with an Opel Corsa-e and a Peugeot e-208; both of which are to have a 300 km range and are priced around US\$34,000.

A lot could still go wrong with this big auto industry merger though, given a global slowdown in car sales and the emerging potential for an economic downturn due to the corona virus. Nonetheless, as a celebration of the merger deal was continuing, PSA's Tavares and FCA's then CEO, Mike Manley, declared that the merger would not result in any plant closings or job losses. However, building electric vehicles is less labour intensive and, quite soon, not all joint company capabilities may remain critical. However, experience shows that French government intervention is more than possible if jobs protection is required in France. Additionally, the benefits of this global merger could become less certain as the USA continues its increasingly restrictive global trade policies.

With GM vacating Europe, Ford cutting 12,000 jobs and closing six European plants, auto industry changes are occurring quickly. The new CEO, Carlos Tavares, does know a lot about integrating contrasting cultures, based on his period leading Renault and Nissan, where he was second-in-command to the then CEO (now an international fugitive from Japanese courts), Carlos Ghosn. Tavares did leave Renault to lead PSA in 2013, at a time when it was still struggling. More recently, with PSA under Tavares' leadership, that company became profitable. It reached an operating margin of 8.7% in 1H2019.

Alfa Romeo's decision to axe two of its planned new sports cars, which included it dropping the 8C halo car and the GTV coupe, have now been confirmed. In other news, it was reported that a large Alfa SUV may also be scrapped. Meanwhile, in late Jan 2020, in order to commemorate the 110<sup>th</sup> birthday of Alfa this coming June, a limited edition GTA version of the Giulia QV was announced. This improved Giulia model will have an extra 85kW of power, while also weighing about 20kg less than the Giulia QV.

The new 8C was to be part of Alfa's 5-year plan which was revealed in mid 2018. Designed as a very high performance 8C version, it was to feature a twin-turbo mid-engine layout with electric boost at the front axle, providing over 700 hp. The new GTV was planned as a sportier, more powerful coupé version of the Giulia range, also with electric boost.

The general consensus among observers appears to be that the newly merged business entity is most likely to eliminate redundancies in its global operations and become leaner, but, as noted above, it is claimed that this won't include closing underperforming brands. Carlos Tavares has stated: "I see that all these brands, without exception, have one thing in common: they have a fabulous history. We love the history of car brands. It gives us a foundation on which we can project ourselves into the future. So today, I don't see any need, if this deal is concluded, to remove brands - because they all have their history and they all have their strengths."

Nonetheless, the FCA vehicle line-up has faced challenges in recent times, and, in part, this is what first led the late Sergio Marchionne down the merger trail some years ago. Sharing development costs and platforms makes enormous sense. At the same time, FCA does have the greater share of older platforms among its brands, and, more recently, its sales have been relatively disappointing. FCA faces headwinds in USA too in a major market that accounts for 2/3 of its revenue.

Industry observers have noted a potential major advantage resulting from the merger could be improved FCA access to PSA platforms and developments, as well as (through PSA) to a greater market share in Europe. At the same time, PSA may gain greater access to the North American market. In addition, FCA is likely to improve its European operations with PSA's assistance.

Greg Smith



## INTERVIEW WITH AROCA WA MEMBER, PAUL BLANK

*In this article, Paul Blank is interviewed by Greg Smith. This profile features another AROCA WA member, but Paul is also someone with a very broad range of interests across all types of Classic Cars.*



Paul Blank has always lived in Perth - and he has been a car fanatic since he was a baby. Although his parents weren't car people, the auto interest seemed to always be with him from the beginning, despite the lack of an identifiable influencer. From the outset, he had a very broad interest and a huge thirst for knowledge about all sorts of car matters as he was growing up.

Starting at the age of 13, Paul actually began to save to buy a car. By the time he was 17 and had obtained his driving license, he had also saved enough for a car and had decided on a short list of possible purchases, all of them European cars, including an Alfa Berlina, a Rover 2000, a Fiat 128, a Renault 16, or a Mini Moke.

His chosen first car, a Renault 16, was already 9 years old when he bought it for \$975. Thereafter, for the next 30 years, that first Renault was the newest car he had ever owned.

Paul obtained a degree in industrial design from Curtin University. He dreamed about designing things in the car world, whatever they might be. Eventually, 2 or 3 years after graduation, and following a free-lance period working as a graphic designer, he noted around that time, that people



were interested in altering their cars into convertibles. He then considered doing this to a Range Rover and developed a business case for this transformation concept. After discussing this with people he knew, Paul came up with a design to build this convertible which included a hinged boot from the back deck, and a clever soft top plus roll bar. That led to the building of 14 Range Rovers including new wheels, repainting, etc. Two of these vehicles became Paul's own cars, while the others were built for clients.

Meanwhile the business grew to do other things as well. In the 1980s people were putting spoilers and body kits onto their cars. Paul added these options for a number of upmarket cars and conceived of some design features that made these cars appear very different - including producing convertibles from sedan BMWs; all of which was fully using Paul's industrial design training. This business went well enough that Paul found himself able to buy an Alfa Montreal; his first Alfa.

By the time he bought the Montreal, he had already owned quite a few cars. He purchased the Perth delivered Montreal, painted in metallic orange, from its original owner. He owned this Montreal for 5½ years, including sending it east to two Grand Prix Rallies which ended in Adelaide just before the Grand Prix, then held there, although the rally actually started in Melbourne. AROCA member, Andrew Stevens, who is now based in the UK, was Paul's navigator for the first of these tours. In



those days, the Grand Prix rally was quite a big deal, so much so that Paul's Montreal actually seemed a relatively plain ride compared to some of the exotics driven in the rally.

Paul recalls that the world championship winning Alfetta 159 was brought out to Australia by Alfa Romeo for the 500<sup>th</sup> Grand Prix held in the world. At a one-day event held before this Adelaide Grand Prix, there was a "Climb to the Eagle". This hill climb went from the edge of Adelaide up to the Eagle Pub at the top of the Adelaide hills. All the rally people in their cars, together with some of the race cars entered the hill climb - and one of these cars was the 1950 F1 championship winning Alfetta 159.

Quite amazingly, the hill climb event was allowed to occur while normal traffic was still using the road. This proved to be pretty exciting but also dangerous. At the top of the hill, the police were holding back the public's cars so that the racing and rally cars could enter the pub's car park. In another year, Paul also drove a Cadillac at the Grand Prix Rally. (See photo later in this article).



David Wright (who is now AROCA Vic's patron) had arranged for the Alfetta 159 to come out to Australia. Paul arranged to have his photo in the Montreal taken with him sitting alongside the Alfetta. In his Montreal, Paul came 20th in the Collingrove hill climb and actually beat Stirling Moss who was driving an E-type Jaguar. Eventually, Paul sold that Montreal, but he now can't remember exactly why, although he does acknowledge that his car interests were ever-changing and that he couldn't really afford to keep all the cars that he most liked.

Paul notes that he was not particularly interested in any one type of car, but in all types of interesting cars, and that he still maintains a very broad automotive interest. He currently has an Alfa 156 sport-wagon and he has also owned an Alfa 1750 GTV, but only very briefly.

Among all the cars that Paul has owned, the Alfa Montreal is among his favourites as it is such a great design. While not all of its design features were entirely good ones (e.g., the fake vents etc.), the Montreal was/is a great looking car with its wonderful 2.5L V8 engine. Paul often used it in motor sports events, but he did also drive it everywhere and frequently. Maybe it was used for about ½ of his driving while he owned it.





Another favourite vehicle that he owned was a 1969 Citroen DS Pallas. This is the car he most regrets selling. He notes now that probably this was just the right Citroen to own long term. Looking back, the Citroen, in metallic silver with a black leather interior and a semi-automatic gearbox, was very special for the time. However, Paul sold the Citroen when he was enticed into something else that seemed very sporty. In retrospect, he can see clearly that he should have kept that Citroen.



Paul also owned a Facel Vega. This car was made in Paris, but with a Chrysler V8 engine. The Facel Vega was a 1959 vintage vehicle that, in its day, had cost more than a Rolls-Royce and was faster than a Ferrari. Paul had seen one once while at the Claremont showgrounds carpark when he was a child. Thereafter, he learnt all about the Facel Vega marque by research at the Perth library. Many years later, Paul actually bought the very same Perth-based car which he then owned for 21 years.

In 1996, he owned a Mercedes Benz 300 SEL 3.5. He has owned a lot of Mercedes, but this one was way ahead of all the others; although he owned it for only a year.

Among the many cars that Paul has owned over time are the following:

Vehicle Marque	Number Owned	Vehicle Marque	Number Owned	Vehicle Marque	Number Owned
Alfa Romeo	3	AMG	1	Audi	1
BMW	1	Cadillac	1	Citroen	10
De Tomaso	1	Facel Vega	1	Fiat	4
Honda	1	Jaguar	1	Lancia	2
Lightburn	1	Maserati	1	Mazda	2
Mercedes Benz	10	Mini Moke	1	NSU	1
Peugeot	4	Range Rover	3	Renault	4
Rolls-Royce	1	Rover	2	Seat	1
Skoda	1	Studebaker	1	Triumph	1
Volkswagen	2	Volvo	2		

He does own a Rolls-Royce Silver Shadow, which he bought 14 years ago. He still believes that his Silver Shadow is a long-term keeper. However, he does observe that sometimes he just falls out of love with a car, or he may find something that is more exciting and so things can easily change.



Paul's most recent purchase is a Citroen CX which is the car he drove to the Alfa Club's Fish & Chip Swan River-side picnic evening in January.



Currently, Paul owns an Alfa Romeo 156 Sportwagon, his Rolls-Royce Silver Shadow, the Citroen CX2400 Pallas, a Skoda Superb V6 Wagon and an AMG E55. The last car is a big V8 that was built in 1999. While he has owned it for 5 years, he may sell it soon.

Paul regards his most regretted purchase to be an Audi 100 Avant, an early 80s model. While he really admired its design, he found that it was built to the worst of 1980s quality. That Audi proved to be very disappointing, and while he only owned it for 6 months, he found it to be a really annoying car.

Given Paul's life-long interest in so many different automotive marques, it is very interesting to ask Paul what he looks for from AROCA WA, or, for that matter, from any other car club. Paul has been involved in a lot of car clubs and he is active in as many as 10 currently. He is on the committee of the WA Fiat Lancia car club and of the "French and Fantastic Club". He is active on the Council of Motoring Clubs (CMC) committee where he acts as the CMC's technical committee secretary.



Paul has always been on two or three car-related committees at any time. Generally, he wants his involvements on committees to be fun, not to just feel like work. He was a founder of the Citroen Car Club, back when he was only 19 and he really enjoyed his involvement on that committee. He was on the committee of the Ferrari club for 15 years, beginning that involvement at the time it was formed. He is a founding member of the Fiat Lancia club and became its first honorary life member. He believes that he is the only remaining person who has been a continuous FLC

member since day one of that car club.

Paul Blank has developed a great commitment to running car-related events. His first involvement was with the Classic Rally in WA, which actually evolved from him running in the Adelaide Grand Prix rally for a few years. He and Andrew Stevens had both gradually decided that this type of rally should also be on a part of the events calendar in Perth, not just in the east.



Andrew Stevens came on board to sort out the navigation for the WA Classic Rally. After a lot of promotion and organization, the first event was held in 1992 and it then ran annually for 12 years, becoming a very big event. The most entrants they ever had in one year was 160, with 500 people sitting at the presentation dinner - and with so many cars and support crews for the 3-day rally. This included a number of international entries, and some very celebrated people, including having Jack Brabham run in it twice. An AROCA WA team entered the rally twice, including once with all of the team dressed in Guardia uniforms while their cars were kitted out as Italian police cars. Paul even lent his precious Alfa Montreal to a friend to compete in this event once.

The Classic Rally in WA was a great introduction to professionally running motor sport events, which Paul has now done for almost 30 years.

The "Celebration of the Motor Car" is another annual event that Paul has been managing since 1993. Although it was not always held in Cottesloe, the character of the event was properly built after 2012 once it moved to the Cottesloe Civic Centre; a great venue that really makes this event.

Paul loves running different events. He also consults with others on their events and programs and has run some events interstate.

In 2005, Paul led his first European tour. He had been to Europe for car-related things on a number of occasions and discovered that others were very interested in his experiences there. As a result, he turned his personal European travel experiences into a proper tour. During some years, he even runs the annual tour twice. He will be running a second tour this year in October 2020.

Paul's initial European tour was built around attending the Monaco Grand Prix, but he notes that the F1 races seem to be becoming less enticing over time. It is the Mille Miglia that excites Paul's customers much more, he says. The Monaco Historique GP is a very interesting attraction for them too. In addition, the Concorso Villa d'Este is held around the same time, but the dates do clash in some years. (See photos below of the 2012 Mille Miglia and the 2011 Concorso at Ville d'Este.) This combination of events creates a fantastic two weeks of auto-related attractions in Europe, Paul notes.



This year, a new "Motor Valley Fest" will be held in Modena. It will be run during the timing of his May tour with all the manufacturers from that area exhibiting their special cars and historic vehicles, while also running in racing events.



Paul's other current major contribution to Perth's car events calendar is the monthly "Classic Cars and Coffee" gathering. It has now been operating for 3 years. Most times, it is held at UWA. Paul did an initial test of the event in the City Beach car park. While that was a good location during winter, it was not so on a busy summer Sunday.

He believes that the "Classic Cars and Coffee" model has helped to change the face of classic cars gatherings in Perth. The event lasts only 2 hours on one Sunday morning a month. This gives people a relaxed feel, but without the all-day commitment of most other car shows. While the Shannons Classic car show has almost 1,000 cars attending, it is an all-day event. Paul was involved in the organization of the Shannons event too and in its move from Whiteman Park closer to town at the Ascot racecourse, but he is less involved now.

We talked about Paul's greatest highlight from his long involvement with interesting motor cars. He believes that this came from running at big events like the Grand Prix rally in the east. He drove in that rally twice in his Alfa Montreal. The best experiences have been as a participant rather than as an organiser, he says.

He has also met some extremely impressive motoring heroes, including Stirling Moss, Jack Brabham, and Giorgetto Giugiaro, as well as some other famous vehicle designers and racers. While at the Concorso Villa d'Este, there was a great highlight for him. Some seminars were held with talks by famous car designers. At one, Giugiaro's son Fabrizio spoke while Paul's wife found herself in the audience sitting next to Giugiaro senior himself. He has been lucky to meet so many amazing people, including during his 10 years working as a motoring writer for magazines around the world. Not that many of the greats he met wore big egos, he observes. Some were just very quiet enthusiasts who owned and drove great cars and who had also enjoyed wonderful automotive experiences.

Paul also notes that he has been to many fantastic events over time, including to a lot of great US occasions. He did visit Jay Leno's extraordinary private collection in Los Angeles while on one trip.



We asked Paul what is the most significant thing that someone like him, who has done many of the things possible in automotive, would still most like to do. He was very quick and definite in his reply. It is to participate as a driver himself in the Mille Miglia. He has seen this event seven times, and really would love to drive in it one time. Meanwhile, he says that will watch the event again and again, until perhaps, some day .....

We talked briefly about how Paul views the future for car club enthusiasts in the light of an electric car-led future and, possibly, auto automation. His view is that the world of motoring is likely to go in two very different directions in the future. Many people eventually won't become the owners of autonomous electric vehicles. It seems more likely that autonomous cars will operate just like taxis or trains and that they will be available to people on an "on-demand" basis.



On the other hand, while there will be a growing population in the future who won't feel the need to obtain driving licenses and who will just rely on Uber, etc, there will still be many people who really like traditional cars and who will continue to enjoy the emotional side of the driving tradition.

While the population continues to grow around the world, the number of classic cars is likely to remain more stationary or, perhaps, to even slowly decrease. What that could mean is that, while there may be less interest per capita in classic cars, there will be fewer cars per person.

Paul thinks that the continuing SUV desire in Australia may well delay the movement to electric cars, in Australia, at least. Australians like (and perhaps need) their SUVs for the longer drives that they often take outside the big cities. The foreseeable need to regularly (and relatively slowly) recharge an electric car's battery does not fit that well with this environment.

With over a decade of experience in classic car auctions around Australia, Paul now does a lot of work as a classic car broker and valuer. Paul also observes that most cars do continue to depreciate quite rapidly after purchase – and that Alfas are right in the middle of the range of car depreciation rates, just as are so many other makes of cars. However, it is the newly arrived electric cars which have been depreciating fastest. He has seen data which shows that, in Australia, the Tesla has by far the worst rate of depreciation of any car make sold here.

In closing, Paul was asked about the other hobbies and interests he has time for. Paul noted that he collects model cars and car brochures too. He has over 1,500 models and 6,000 brochures in his collection; all of which he has catalogued and filed.



Not surprisingly, it turns out that in Paul's "spare time" he does a lot of other car club-related things - and most of his friends are involved in car clubs too. He comments that it certainly isn't any punishment for him to continue this life-long commitment.

Some of Paul's photos, taken while on European tours, appear below.



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Above: At Brescia before the Mille Miglia start



Lake Como



Anient Sirmione



Above: Ray Leno with AC/DC's Brian Johnson at Mille Miglia



Lamborghini Museum



Monaco Grand Prix Historique



Monaco Grand Prix Historique - in the Pits



Magnificent Bertone Stratos Zero, seen in Turin



## THE BERLINA AERODINAMICA TECNICAS PART 3: THE B.A.T. 9

This third article on the B.A.T. series of prototypical concept cars focusses on the B.A.T. 9. This article is edited from a series written about all three of the B.A.T. cars. These articles have been edited from those first presented in the December 2019 issue of *VeloceToday.com*. Photos are by Jonathan Sharp, with the original text written by Peter Vack.



While the B.A.T. 9 (also known as the B.A.T. 9d) will eternally be tied with the story of its one-time owner, Gary Kaberle, as a car, it failed to attract a lot of attention when it was first introduced at Turin in the spring of 1955.

Previously, automotive press coverage had offered high levels of praise for the B.A.T. 7, shown in Turin in 1954, but by the time that the third and definitely less dramatic B.A.T. finally appeared, it was no longer so newsworthy; despite being much more roadworthy. It was not until December 1958 that B.A.T. 9 appeared on the cover of "Road & Track", but by then it was no longer news. The Kaberle story is well known, although it is recapped here.

The automotive historian, Strother MacMinn, had traced the origins of B.A.T. 9d, but questions still remain about how or when the car first arrived in the USA.



At Sebring in 1956, the car was seen in the spectator parking lot with a "For Sale" sign on its window.

A Chicago-based car dealer named Harry Woodnorth made an offer for the car and then split the cost with his friend Tom Barrett, who agreed to drive the car back to Chicago. However, Barratt drove it for about 100 miles before he gave up and hired a car transporter.



Thereafter, it took two years, but Woodnorth finally sold the B.A.T. 9 to an Ed Beseler, who then painted it red. After Bessler's death, the car finally ended up at a Dodge/Chrysler/Fiat dealer in Michigan, which is where its next owner, Gary Kaberle, first discovered it in 1962.



Kaberle, who was then only 17, was driving to a county fair when he saw the B.A.T. 9 at the car dealer's yard. In a later interview in 2015, Kaberle recalled that "It kind of looked like a space ship. I didn't know if it was pretty or ugly. I just knew 'This is cool.'"

He bought the B.A.T. 9 for \$2,600, but, when he finally sold it in 1991, he was paid about a million US dollars. This amount helped him to save the life of his wife, who had cancer.



After her death, Gary Kaberle went on to create the B.A.T. 11dk, with the assistance of Bertone Style, which Kaberle undertook as a tribute to his wife. That B.A.T. 11 later joined a Japanese collection. Today, it resides in the Blackhawk Collection.

Scagliotti's B.A.T. 9 did look positively civilized in its last iteration, but that 9d version had not maintained quite the dramatic impact of its predecessors. In aiming to create a more GT-like car and in deciding that there was a need for an evident



direct connection with Alfa, Scaglione seemed to lose something in his design approach. He even allowed the use of the new Alfa Giulietta grille as a feature of the B.A. T. 9.

The use of skirts was discontinued, although the front wheels were still half-covered. Visually, it may have made more sense to either keep all four wheels covered or else to have them all fully open, as was the case with the later, but related, Alfa Romeo Sprint Speciale.

There was a delicate front-end treatment of the B.A.T. 9. However, when Kaberle bought the car in 1962, the dealer had installed a chrome nerf bar which extended across the Giulietta grille for its protection.

Being more a GT than a show car, the B.A.T. 9d was not a comfortable option for tall Americans. Notably, after that 1956 purchase of the car, Tom Barrett found, while driving it back towards Chicago, that the 'tightly confining' car became very uncomfortable after driving only 100 miles.

The original B.A.T. 9 show car colours were two-toned with a black lower half below the beltline, as was also seen on the Ferrari BB.





## NEW BOOK ON THE ITALIAN AUTO DESIGNER, GIOVANNI MICHELOTTI



*This recently published book was originally reviewed by Aldo Zana. The article below was edited from a review first published in VeloceToday.com on 21 Jan. 2020.*

It's a difficult task to recap the life and work of a car designer, particularly when he is Turin-born Giovanni Michelotti, who designed over 1,200 vehicles, according to a partial survey by Giovanni's son Edgardo; the co-author of this new biography.

This new book is published by [Fondazione Negri](#) of Brescia, Italy. This publisher today is at the top of content and editorial quality among Italian automotive, transportation, and industrial history books.

This book. "Giovanni Michelotti, a Free Stylist", shines a light on Michelotti in a 288-page, hardbound

volume (with slipcase). it presents more than 200 photos, plans, and renderings of vehicles. Its other co-author is Giancarlo Cavallini. He is a freelance writer and an expert on design and the history of the automotive industry.



The authors and publisher prove themselves to be well up to the task of collecting, sorting, analysing and printing the massive amount of material left behind by one of Italy's finest and most prolific automotive artists.

*Adjacent is a view from the Slipcase cover that illustrates the Abarth 750. You knew it was Allemano, but did you know it was Michelotti?*

Giovanni Michelotti was confined in the dark in Italy until the turn of this century, when, finally, the interest in the past glories of Italy, Turin, and carrozzieri had a well-deserved revival.

Like many other Italian businesses where the products were both of hands and heart, the art of



coachbuilding had already disappeared as had the unique flow of skilled workers, managers, panel-beaters, finishers, and painters. Since that time, however, a new generation of books has led to renewed interest in those top designers. As a result, Giovanni Michelotti emerges in a leading role.

Michelotti (Born, Turin October 6, 1921 – Died, Turin January 23, 1980) was a designer, a stylist of unique skill and art, according to the authors. Like a true Turinese gentleman in post-war Italy, Michelotti always wore a jacket and tie while at work. Then, when back in his own workshop, he would hang up the jacket, roll up the white shirt sleeves and start designing cars.



The story goes that he received a briefing from a client, told that client to enjoy just a sip of coffee in the closest café and when the client returned, a sketch of that client's car-to-be would be ready.

*Adjacent, Top: idea for a roadster Ferrari 1951. Bottom: The Ferrari 250 GT s/n 0359 1954 for princess Liliane de Rethy.*

Prior to opening his own design studio, Michelotti started his career with the carrozzieri at Stabilimenti Farina just before the war, where he was an apprentice helper in the design department. His unique skill was noted by the great Mario Revelli de Beaumont. However, the war and Army service put an end to his youth and career. He was lucky to come out of WW2 unscathed. He then joined the workshop of Serafino Allemano until 1949 when he took the difficult path of becoming a freelance designer. It proved to be the right choice for Michelotti, but with the flaw of remaining relatively unknown to the automotive community and to the general public. Then, the rule of the game was that the automotive brand was what mattered, not the stylist.

proved to be the right choice for Michelotti, but with the flaw of remaining relatively unknown to the automotive community and to the general public.



*Adjacent: Art of a proposed Ford Anglia Torino 1965. The skyline of Turin is the background.*

His long contribution to Carrozzeria Vignale produced some 150 Ferraris (according to the authors) built by

Vignale, including the gothic-like 340 Mexico for the 1952 Carrera Panamericana, the clean 212 Export Spider for the Marzotto brothers in 1951, and the timeless lines of the 250 GT s/n 0359 for



Liliane de Rethy, wife of King Leopold of Belgium in 1954. A unique styling exercise was the flamboyant Demon Rouge on an OttoVu Fiat, shown at the 1956 Turin Car Expo.

The book presents artistic drawings and plans of many other vehicles, including beefed-up and enhanced versions of “utilitarie” (i.e., entry-level small cars) like the Fiat 600 and the Fiat 1100 Giardinetta “Sleeping” by Viotti, a rather ugly Moretti 750 Familiare, and the beautiful Moretti coupe of 1955.



The versatility and creativity also appeared in the Chinetti-ordered Ferrari 365 GTB/4 Spyder of the Seventies, as well as in the interiors for some Toyota and Honda car designs, and, first and foremost, in the Neue Klasse BMWs which, in the Seventies, propelled the marque to the heights where it still remains. Many pages in this book focus on those classic Bimmers.

*Adjacent: The proposed Ferrari 365 GTB/4 NART for Chinetti 1974-1979.*

In 1967, Michelotti opened his own carrozzeria in Orbassano, near to Turin, where he produced prototypes and full-size models of the cars that he designed. His work was requested by the Dutch

DAF company during that period. His contribution to the British Triumph company produced celebrated models including the 1959 Herald saloon, the 1962 TR4 roadster, the 1962-63 Spitfire roadster and a coupé.

The final years of Michelotti marked a subtle yet visible evolution from the free creativity of an artist towards the mass-manufacturing approach of an industrial designer. Gone were the days of the personal styling of one-off cars, designed to please rich single customers. In addition, one can see the parameters set by the British approach and behaviour in the Triumphs he designed.

Michelotti lived across the periods of the build-up of the Italian carrozzieri golden age, the conversion to the industrialized products and, finally, the constraints of mass-production and marketing. The book enlightens the path more by using images than words.



Note the title details this book. It was written by Edgardo Michelotti and Giancarlo Cavallini and is entitled: "Giovanni Michelotti a free stylist". It was published by Fondazione Negri, of Brescia, Italy in 2019.

The book is available in two languages: English or Italian, with 288 pages. Its size is 25 × 28 cm and it is hardbound and is available in a hard case.

The price in Euros is € 58.00. and it can be ordered now:

[Order Here](#)

*Adjacent, Top: A study for the BMW Neue Klasse, 1962.*

*Bottom: A study for the BMW 1500, also 1962.*

*Adjacent: The Alfa Romeo Giulietta Goccia, which was designed by Giovanni Michelotti in 1961*







## RECENT ALFA ROMEO SALES

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

### Bonhams Hendon, U.K.



**1963 ALFA ROMEO GIULIA TI Series I sedan.** S/N AR420971. Grey/grey cloth. Early car with drum brakes and bench front seat with column change. Very good, restored with shiny paint (apparently €33k spent at an unspecified time) but the interior is nicely original; seat cloth only slightly baggy, rather than heavily worn. With original books and tools. Still wears Turin plates. Cond: 3+. **SOLD AT US\$26,091.** Offered but not sold at Bonhams' February 2017 Grand Palais, Paris, auction. Previously, it also went through a Coys auction at Fontwell House in July 2018. Here it sold a little behind

the £22k (US\$28k) lower estimate, which doesn't even cover the restoration costs. It is a buyer's market right now....

### McCormick's Palm Springs, CA, USA



**1985 ALFA ROMEO SPIDER Graduate convertible.** S/N ZARBA5408- F1020737. Red/tan, vinyl/tan vinyl. Odometer: 31,107 miles. A two-owner example in respectable condition with minor paint issues. Interior with no glaring issues. One of 4,500 Alfas sold in USA that year. Cond: 2-. **SOLD AT US\$12,985.** Nearly 20 years after Dustin Hoffman first drove an Alfa Romeo in "The Graduate" movie, Alfa came out with a model by that name. It was a lower-priced version of the Veloce, although it was still rather expensively priced new at US\$13,495. While that is not a lot of money for a cute little Alfa, it is not a lot of car either. This is a good starter

car that will be a lot of fun, and the money should still be there when it's time to move on down the line.

### Artcurial Paris, FRA



**1971 ALFA ROMEO GTV 2000 coupe.** S/N AR2420224. Faggio/tan vinyl with beige fabric. Odometer: 31,320 km. Nice and straight, repainted in original colour of indeterminate age, but still shiny. Interior is tidy, all original, except for front seats redone, decent dash timber. Motor still has its airbox. Monte Carlo wheels. Cond: 2. **SOLD AT US\$33,099.** Supplied new in Italy, and bought by the vendor in Sweden, post-restoration. This car was offered at no reserve. It was hammered down a little behind the slightly ambitious estimate, but it sold fairly.



*The 1950 world championship winning Alfetta 159 was seen in Lygon Street, Carlton, VIC. in Autumn 2010, beside numerous other Alfas at a club exhibition held to celebrate the 100<sup>th</sup> anniversary of Alfa Romeo.*

## UPDATE OF AROCA WA'S 2020 CLUB CALENDAR

EVENT	EVENT DATE	COORDINATOR	COMMENTS
Fish & Chip night - beside the Swan River in South Perth	Tuesday 14 <sup>th</sup> January 2020	Sam Calabro	Event details are provided below
AROCA club night - sunset coastal run and dinner	Tuesday 4 <sup>th</sup> February 2020	Greg Smith & Richard Peirce	Event details are provided below
Barbagallo Twilight Sprint	15 <sup>th</sup> February 2020	Porsche club	See <a href="http://www.porscheclubwa.org.au/">http://www.porscheclubwa.org.au/</a>
FLC sunset run	Saturday 29 <sup>th</sup> February	Rob Rowbotham, FLC	WA members invited to attend. See announcement below.
March AROCA club night at WA light car club, Bayswater	Tuesday 3 <sup>rd</sup> March. (Beer & Pizza available)	Andrew Murray	Discussion on restoration – some club members projects present.
Shannons Classic car Show, Ascot. About 1000 cars, with 8 Alfas on display	Sunday 8 <sup>th</sup> March 2020	Greg Smith	Announcement shown below



Midvale speed dome	Sunday 8th March 2020	TSOA	See: <a href="https://tsoa-wa.com/events/">https://tsoa-wa.com/events/</a>
Cuore Sportivo and Alpine Alfisti runs to from Melbourne to Canberra	25 <sup>th</sup> – 28 <sup>th</sup> March, 2020	Clyde Hay and/or Peter Atkinson. (All details in attachment to this issue.)	See notice below. Booking details in attachment
Auto Italia Canberra, Exhibition Park ACT.	Sunday 29 <sup>th</sup> March, 2020	Book tickets directly through Auto Italia	See brochure below
Alfesta Toowoomba	Easter 2020	Nearly booked out. Some WA members attending.	
Mount Ommanney	Saturday 4 <sup>th</sup> April 2020	VSCCWA	See: <a href="http://www.vscwa.com.au">www.vscwa.com.au</a>
Club run to Northam Motor Sport Festival, via Noble Falls Tavern.	Sunday 5 <sup>th</sup> April, 2020	Greg Smith. 1 <sup>st</sup> announcement below.	Club breakfast at Noble Falls Tavern at 10:00 on Sunday 5 <sup>th</sup> April
Northam Flying Fifty	Sunday 5 <sup>th</sup> April, 2020	VSCCWA	See: <a href="http://www.vscwa.com.au">www.vscwa.com.au</a>
April club night	Tuesday 8 <sup>th</sup> April		Due to closeness to Easter, no April club night is planned.
British car day raid to GinGin	Mid-May 2020	TBD	
Point-to-point	Sunday 23 <sup>rd</sup> May 2020	WA Sporting car club	
Mount Clarence Hill Climb	Saturday 30 <sup>th</sup> May 2020	VSCCWA	See: <a href="http://www.vscwa.com.au">www.vscwa.com.au</a>
Albany round the houses	Sunday 31 <sup>st</sup> May 2020	VSCCWA	See: <a href="http://www.vscwa.com.au">www.vscwa.com.au</a>
Albany motor sport long weekend	30 <sup>th</sup> May – 1 <sup>st</sup> June 2020	Andrew Murray	Sunday night dinner in Albany for attendees.
Club birthday dinner	Saturday 20 <sup>th</sup> June, 2020	Greg Smith	At Acqua Viva on the Swan. First announcement appears below.
Weekend run	Date TBD but, ideally, it will be near end of June 2020	TBD	Details to be provided in future newsletters and emails.
Wildflower run weekend	Late August or early September	TBD	Timing is important for this event.
AROCA WA AGM	First Tuesday in September	Andrew Murray	Light car club, Bayswater
Port Dennison Sprint	27 <sup>th</sup> September 2020	TSOA	<a href="https://tsoa-wa.com/events/">https://tsoa-wa.com/events/</a>



Two Oceans run	Late October	Rob Rowbotham, Fiat Lancia Club	Invited to join the FLC's tour
Rotary Italian Car Day	Sunday 1 <sup>st</sup> November	Andrew Murray	Look for further details in newsletters and emails.
Annual Pasta Run	Sunday mid to late November	TBD	TBD
Vintage Stampede	6 <sup>th</sup> December 2020	VSCCWA	See: <a href="http://www.vscwa.com.au">www.vscwa.com.au</a>
Annual Christmas lunch	Early December	TBD	TBD
<b>TO BE ANNOUNCED :</b>			
1st Tuesday events each month in 2020	TBD	Club night events in development	
Other club runs or EMRs	TBD	TBD	Seeking volunteers

## AROCA WA REGULAR MONTHLY CLUB EVENTS CONTINUE

- **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 next meeting will be held on **Sunday 15<sup>th</sup> March**. The following Sunday meetings are scheduled for **19 April**, **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 details.
- Most months, the **AROCA WA club night** is held on the first Tuesday of the month. Look for details of upcoming meetings in emailed club announcements and in Alfa Occidentale issues. Also note that the annual September meeting is always the month of the club's AGM.

## 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>

Since the April 2018 informal run, the club has used only one starting point for all participants. Every Alfa club 3<sup>rd</sup> Sunday informal run starts 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. Arrive early and enjoy coffee at the café before departure.

These informal trips depart soon after 10:00am. The run can commence once a participating member (or members) decide to depart from the starting point. Note that individuals or informal groups can do this as soon as they like after 10:00. This event is another regularly scheduled AROCA WA event and so it is a great opportunity for club members with concessionally registered cars to take their vehicles out for a run. Note any of these 3<sup>rd</sup> Sunday runs may involve only one individual vehicle.



## AROCWA 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>
4 April	Mt Ommanney	VSCCWA	
5 April	Flying 50	VSCCWA	<a href="http://www.vscwa.com.au/">http://www.vscwa.com.au/</a>
23 May	Point to Point	WA sporting Car Club	
30 May	Mt Clarence Hill Climb	VSCCWA	<a href="http://www.vscwa.com.au/">http://www.vscwa.com.au/</a>
31 May	Albany Around the Houses	VSCCWA	<a href="http://www.vscwa.com.au/">http://www.vscwa.com.au/</a>
27 September	Port Denison Sprint	TSOA	<a href="https://tsoa-wa.com/events/">https://tsoa-wa.com/events/</a>
6 December	Vintage Stampede	VSCCWA	<a href="http://www.vscwa.com.au/">http://www.vscwa.com.au/</a>

- All these listed events are arranged by the organising party shown on the above calendar.
- Each event will be fully listed on the organizing party's website prior to the event, where you should complete your event registration in order to participate.
- Most of the listed events will require you to hold a Speed level 2 Licence. You can organise this through the CAMS website: [https://www.cams.com.au/docs/default-source/licence-forms/speed-nonspeed-licence.pdf?sfvrsn=527884c7\\_7](https://www.cams.com.au/docs/default-source/licence-forms/speed-nonspeed-licence.pdf?sfvrsn=527884c7_7)
- You must meet certain general requirements to drive your car at these events. These include that your car has to be certified as road-worthy; that you are carrying a fire extinguisher; and you are wearing a helmet compliant with the applicable Australian Standard (AS).
- If you want to enter any of these events, please do this directly through the event organiser using the website registration process for the event - and also pay them directly.
- After you participate in any of these events, please let the club know your result. AROCAWA will then score your points in the club competition.
- If you want to find out more about how to participate in our 2020 competition program, please contact the WA Alfa club's competition secretary, Ivan Olsen by email: [ivanolsen51@gmail.com](mailto:ivanolsen51@gmail.com)





**Sat 29 February 2020**

**Meet at 5:30 pm**

**The Point Carpark,  
Riverside Drive, Perth**

**Depart 6 pm**

## Leap of Faith

## Sunset Run

**Rise Pizza City Beach**

**\$35 per person**

**\$8 Pints / \$8 Wine**

**Kids menu pay on the  
night**



**40 km Route**

[Link to Route](#)

**Arrive 7 pm**

**City Beach**



**Only 50 places**

**Book and Pay**

[Link to Tickets](#)

**By 14 February 2020**





## JAGUAR CAR CLUB HILL CLIMB JACK'S HILL, WANNEROO TUESDAY MARCH 3<sup>R</sup>D 2020

The Jaguar Club has extended an invitation to WA Alfa club members to participate in its forthcoming hill climb event at Jacks Hill, near Barbagallo raceway. Jack's Hill is near the Raceway in Wattle Avenue East, Wanneroo. The entry is clearly marked and is 500 metres before the main raceway entry gate.



This is the Jaguar Car Club's second Hill Climb event for 2020 and is the preparation run for its National Rally Hill Climb on March 29<sup>th</sup>. The circuit for this event is longer than that used for the previous event and will be a little more challenging and so more fun for the driver and spectators.

Competing cars will be directed onto the circuit individually and each car will complete the run before the next car is released onto the circuit. The format is Regularity so the driver with the two

closest matched times will be the winner. Speed does not matter but having fun and being a consistent, smooth driver could earn you a podium place.

The gate opens at 7 am and a bacon and egg burger with coffee will be prepared for drivers and officials. The burger contents can be varied for those not wanting a full cholesterol boost.

Visual safety inspection of cars and clothing will precede the driver's briefing which will be held prior to an observation familiarisation run. Action on the circuit is planned to commence from 8am. Dress code for drivers is as per the normal track days – full length trousers, long sleeved shirt, closed shoes. Helmets for hire will be available for those who do not have their own.

Fuel is not available at the course. Fuel brought to the circuit must be in purpose approved containers. The procedure for fuelling requires two persons, with a ready to use fire extinguisher, at a nominated place. Compressed air for tyres is not available so bring your own air compressor.

The hill climb entry cost is \$100 per driver (with breakfast included). Helmet rental is \$20. To encourage participation, the single event licence fee has been waived for Jaguar club (Members only). Note that WA Alfa club members will need to pay for a day licence, of about \$25, if they don't have a current CAMS or AASA licence.

For further information contact Boyd Kolozs, 0466 791 298 or Rod Mathers, 0419 904 914.



**2020 CLASSIC CAR SHOW**

**ASCOT RACECOURSE**  
**SUNDAY 8 MARCH**  
**ADULTS \$10, AGES 16 & UNDER FREE!**  
**FREE PARKING**

PROUDLY POLISHED, FUELED AND ROLLED OUT BY:

SHANNONS INSURANCE

COUNCIL MOTORING CLUB

EVENTS AT ASCOT

Richards Tyrepower

The poster features a central image of a classic car, possibly a Ferrari, with a checkered flag and the Shannons logo in the top left. The background is a collage of car-related images and colors.





The *Alpine Alfisti Association* and *AROCA Victoria* present the:

## *Cuore Sportivo & Alpine Tour*

*Wednesday 25<sup>th</sup> March – Saturday 28<sup>th</sup> March 2020*

Following the success of the joint 2019 “*Bay to Border*” Autumn Tour, immediately after **Alfesta 2019**, the Alpine Alfisti Association, in collaboration with AROCA Victoria, will be running a joint Cuore Sportivo & Alpine Tour in autumn 2020 - this time to link up with **Auto Italia Canberra**.

2020 marks the tenth anniversary of the original “Le Tour de North East” *Alpine Tour*. While the original Tour visited the Victorian Alps, this joint Tour will run from Lilydale, north east of Melbourne, to Canberra. Four days of autumn touring through Victoria’s High Country and the Snowy Mountains.

The *Cuore Sportivo Tour* will commence in Lilydale on Wednesday 25<sup>th</sup>, travelling via Mansfield, lunch in the King Valley, then to Beechworth for an overnight stop. On Thursday 26<sup>th</sup> the tour will visit Mt Buffalo, lunch in Bright, then to Wodonga for an overnight stop and the joint tour’s Gala Dinner.

The *Alpine Alfisti Tour* will commence in Wodonga on the morning of Friday 27<sup>th</sup> and travel to Tumbarumba for lunch. The tour will then head through the Snowy Mountains via Cabramurra (the highest town in Australia), stop for tea & scones in Adaminaby, then on to Jindabyne for an overnight stop.

On Saturday 28<sup>th</sup> will be an optional morning excursion to Charlotte Pass while the rest can enjoy a sleep in or a stroll taking in the scenery around Lake Jindabyne. The Tour will regroup in Jindabyne for morning tea then travel to Dalgety for lunch. After lunch, the group will head to Canberra via Cooma, where an afternoon visit to a classic car collection may also be an option.

The Tour should arrive in Canberra by late afternoon on Saturday, allowing Tour participants time to prepare for **Auto Italia Canberra** at Exhibition Park In Canberra (EPIC) on Sunday 28<sup>th</sup>.

NB: Tour registration does not include entry to **Auto Italia Canberra**. (Book your tickets for AIC [here](#))

As with previous Alfisti Tours, you are welcome to join and/or depart the Tour where it suits you. You are not required to complete the full Tour.

If you have any questions about the Tours, contact either of the Tour organisers:

**Clyde Hay**

[939Register@AlfaClubVIC.org.au](mailto:939Register@AlfaClubVIC.org.au)

**Peter Atkinson**

[Alpine.Alfisti@gmail.com](mailto:Alpine.Alfisti@gmail.com)

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**Alpine Alfisti Tours:** classic camaraderie, dynamic drives, fabulous food and sensational scenery.

email: [Alpine.Alfisti@gmail.com](mailto:Alpine.Alfisti@gmail.com)

web: [AlpineAlfisti.org.au](http://AlpineAlfisti.org.au).



## AUTO ITALIA 2020

SUNDAY 29<sup>th</sup> MARCH 2020



### EPIC Arena

Corner of Flemington Road & Northbourne Avenue, Mitchell, ACT, 2911

## AUTO ITALIA 2020 CANBERRA

is an annual showcase of Italian automotive design. Hundreds of exceptional cars, motorbikes and scooters gather each year in Australia's Capital City, in celebration of Italian motoring history and its ongoing, cultural influence on the international landscape.

If you own one of these beautiful pieces of Italian art on wheels, or you are considering doing so, or if you just love to admire and talk about these cars, this is where to be on Sunday 29<sup>th</sup> March 2020.

Please see above for this year's location & date. All are welcome!

*Presented by the Italian Cars Association of the ACT since 1985  
(Auto Italia Canberra has no association to any other event staged using the name Auto Italia)*



## N O R T H A M M O T O R S P O R T F E S T I V A L , 2 0 2 0

Saturday–Sunday, 4–5<sup>th</sup> April 2020



The Northam Motorsport Festival is a free classic car event for all ages. The Vintage Sports Car Club of WA and the Shire of Northam celebrate the annual running of the Northam Motorsport Festival.

The main streets of Northam will be transformed into a racing circuit with classic cars competing in regularity time trials.

The event also incorporates the Lindsay Monk Hillclimb at Mt Ommanney, a Motokhana and the Northam Flying 50. There will be car displays, market stalls, retail, café and hotel outlets open, as well as children's rides and activities in a family fun area.

The Northam Motorsport Festival is a major highlight on the Town of Northam's annual calendar and it offers a great opportunity for all ages to enjoy the history and spirit of classic racing cars.

**Location:** Fitzgerald Street, Northam, WA 6401.

**Contact for further event info:** 0407 797 003



## NORTHAM MOTORSPORT FESTIVAL SUNDAY 5<sup>TH</sup> APRIL, 2020

### AROCA WA'S RUN & BREAKFAST



On Sunday 5<sup>th</sup> April, AROCA WA members will meet up at the Noble Falls Tavern in Gidgegannup at 10:00 for a coffee, or breakfast/brunch before they proceed in convoy to the Northam Festival of Motor Sport.

On arrival in Northam, parking spaces will be reserved for club members who are attending the run.

The Noble Falls Tavern is situated at 2672 Toodyay Road, Gidgegannup, WA, 6083.

Phone: 9578.3627 Web: [www.noblefallstavern.com.au](http://www.noblefallstavern.com.au)

Please contact Greg Smith (email: [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)) to let him know if you are planning to join the group for the breakfast and the run to Northam.

**Note that the breakfast, coffee etc. costs for this event will be on an individual cash payment basis.**





## Alfesta TOOWOOMBA 2020

**See you next year!  
... In Queensland  
9th - 13th April 2020**

**Earlybird Competition**  
People who make full payment for their Alfesta Activity Package by 30 September 2019 go into a draw to win \$450 back.

**In 2020, Alfesta will be held in and around Toowoomba, Queensland's largest inland city, perched atop the western slopes of the Great Dividing Range. It's perfect Alfa territory, so join us as we explore the best this region has to offer.**

**A** Create an account on the Alfesta 2020 website and register your interest

**B** Select and pay for your accommodation directly with the hotel

**C** Select your Alfesta Activity Package via the website and pay directly to the Club

[www.arocaqld.com/alfesta2020](http://www.arocaqld.com/alfesta2020)  
email: [alfesta2020@arocaqld.com](mailto:alfesta2020@arocaqld.com)



While you're enjoying the Festive Season break, think about joining our fabulous European Tour in May...



## Come tour with us May 2020 Italy, France & Monaco

THE  
ULTIMATE  
EUROPEAN  
CAR TOUR



1000  
MIGLIA >

### The trip of a lifetime

Since 2005 Paul Blank has been creating and hosting fabulous tours in Europe; the next one is in May. Taking in two amazing events; the **Mille Miglia** historic road race in Italy and the glamorous **Monaco Historic Grand Prix**...

The self-drive guided tour in luxury cars takes in beautiful locations, great hotels, charming restaurants and more. Visit some of the greatest car museums, plus options of Lamborghini factory tour and Ferrari drive. And it's not just cars - partners love our tours, their unique style and content. Places are still available. Act now, only a deposit required at this stage...

Monaco - Nice - Cannes - Turin - Brescia  
Lake Como - Lake Garda - Maranello  
Modena - Garlenda - St Paul & more...



### BOOK NOW!

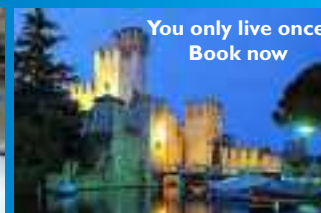
The cost of this tour, full of once-in-a-lifetime experiences, with luxury car (with GPS), quality hotels, dinners, museum entry, exclusive Roadbook, guidance, etc, is just \$8850 pp double/twin-share. Unbeatable value!

This is the trip of a lifetime, taking in glamorous locations, wonderful culture in a friendly, guided, relaxed atmosphere.



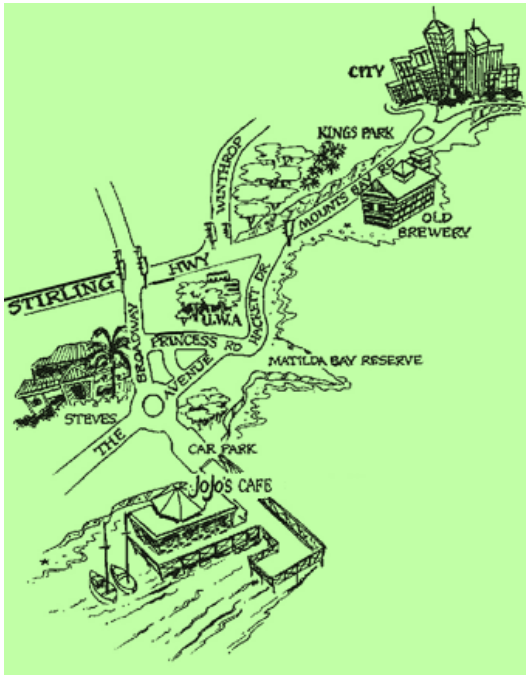
Contact Paul Blank to request an e-brochure with full details.  
[paulb@classicrally.com.au](mailto:paulb@classicrally.com.au)  
Act now as places are already being booked for this incredible adventure.

In conjunction with  
QUARTERMAINE TRAVEL





## 110<sup>TH</sup> ANNIVERSARY ALFA ROMEO BIRTHDAY DINNER



DATE: **Saturday 20<sup>th</sup> June 2020**

VENUE: **Acqua Viva on Swan**

TIME: **Pre-dinner drinks at 18:30**  
**Dinner Seating from 19:00**

PRICE: **Dinner cost is \$55.00 per person**  
**for current WA Alfa club members**  
**and their partners. It is**  
**\$75.00 for non-members.**

BAR: **A full bar is available.**

RESERVATION: **Please make your reservation soon for the 2020**  
**Birthday Dinner to be held on Saturday 20<sup>th</sup> June.**

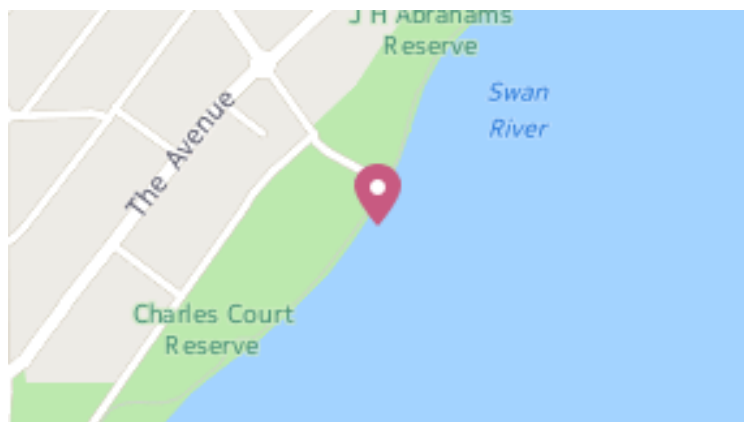
VENUE LOCATION: **Acqua Viva on the Swan is situated on Jojo's Jetty,**  
**at the Swan River end of the Broadway in Nedlands, 6009.**

INTERNET:

[www.acquaviva.com.au](http://www.acquaviva.com.au)

View directions to **Acqua**  
**Viva on the Swan** at  
**JoJo's.**

[VIEW IN GOOGLE MAPS](#)





**Please advise if you have dietary restrictions here:**

NO OF ATTENDEES: \_\_\_\_\_

FIRST NAME(S): \_\_\_\_\_

SURNAME: \_\_\_\_\_

PARTNER'S NAME: \_\_\_\_\_

MOBILE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

DIETARY RESTRICTIONS :

(Please specify) \_\_\_\_\_

\_\_\_\_\_

The dinner is priced at \$55.00 per person for members and their partners. This price does include a \$20.00 discount provided by the WA Alfa Club. Non-members will be required to pay the full price of \$75.00 per head. You can book for this dinner using TryBooking at either the club members' or non-members' price.

**<https://www.trybooking.com/BIRTV>**

if you suffer from any dietary restrictions, please complete the form provided above and email it to the attention of Greg Smith, the Club Secretary of AROCA WA at [AROCAWasecretary1@gmail.com](mailto:AROCAWasecretary1@gmail.com)



*2019 club champion, Sam Calabro ,is with the club president Andrew Murray at the 2019 Birthday Dinner*





## THE WA FIAT / LANCIA CLUB'S "TWO OCEANS TOUR" FOR 2020

### *Expressions of interest have been called*

After running successful TWO OCEANS TOURS on two previous occasions; 2016 and 2018, the WA Fiat Lancia Club is contemplating another TWO OCEANS TOUR for October 2020. Tentatively, this event would run between Sunday 25<sup>th</sup> Oct. and Friday 30<sup>th</sup> Oct. 2020.

Preliminary discussions suggest that the tour may start in Esperance, proceeding along the south coast to Albany, then heading towards Perth, but via the Margaret River wine country. The tour is likely to depart Esperance on Monday 26<sup>th</sup> Oct. after a weekend drive down and a welcome and registration function on Sunday night. FLC hopes to couple the tour with the annual ITALIAN CAR DAY In Perth on the first week-end in November.

The Fiat Lancia club will also follow that up with some short site-seeing drives around Perth that avails visitors to Perth the opportunity to visit some of the more popular tourist attractions around the Perth metropolitan area. A number of east coast fiat Lancia club members are intending to travel to WA for this week-long two oceans adventure.

To provide the organizers with the confidence that this tour will be well supported and for them to identify sufficient accommodation along the planned route, it would be appreciated if you are considering joining the tour that you send an email to Rob Rowbottam at [pininfarina@fiatlanzia.org.au](mailto:pininfarina@fiatlanzia.org.au), expressing your interest.

Note that this expression of interest is not binding, nor will failure to express interest now exclude you from entering later, once event entry forms are released in early 2020.

**PUT THESE DATES INTO YOUR 2020 CALENDAR**





## FINANCIAL REPORT FEB 2020

### INCOME

Membership (Scott Constable, 29 Jan)	\$80.00
Bank Interest	\$0.38
Net TryBooking receipts (Hillarys Meal)	\$605.46
Cheque (Vineyard dinner, Leo Marzo cheque)	\$100.00
<b>SUB TOTAL</b>	<b>\$785.84</b>

### EXPENDITURE

Postage/Petties/Rental	\$
Merchandise	\$
Fish and Chips (refund Sam Calabro)	\$21.50
Italian Club breakfast	\$196.47
Club Meeting Food (Mia Cucina sunset run)	\$621.00
Investment Account	\$
<b>SUB TOTAL</b>	<b>\$838.97</b>

**EXCESS EXPENDITURE/INCOME** **\$53.13**

### BANK RECONCILIATION

Opening Balance	\$4,464.18
Receipts	\$785.84
Payments	\$838.97
<b>BALANCE</b>	<b>\$4,411.05</b>

### INVESTMENT ACCOUNT as of 19 Feb 2020

Opening Balance	\$14,171.01
Transfer from Main Account	\$
Transfer to Main Account	\$
Interest	\$1.20
<b>BALANCE</b>	<b>\$14,172.21</b>

### Total in Accounts

Westpac Community Solutions One	\$4,411.05
Westpac Business Reserve	\$14,172.21
<b>Grand Total</b>	<b><u>\$18,583.26</u></b>

*Stuart, Bunt, Outgoing Treasurer  
19 February, 2020*



## WA ALFA CLUB'S SALE OF EMBROIDERED LOGO POLO SHIRTS IN CELEBRATION OF ALFA ROMEO'S 110<sup>TH</sup> ANNIVERSARY - 24<sup>TH</sup> JUNE 2020

### OUR "EARLY BIRD" SALE IS ANNOUNCED



This coming June 24<sup>th</sup>, 2020 marks the date of Alfa Romeo's 110<sup>th</sup> anniversary. To recognise this significant occasion, the Alfa Romeo Style Centre in Arese, Italy, has designed a new logo that is faithful to the brand's most iconic elements.



The WA Alfa club committee has agreed to produce a number of polo shirts embroidered with this new logo to recognise this major anniversary and to support the interests of WA Alfa club members. Both Men's and Women's polo shirts are available for purchase. These polo shirts are available in either white or dark blue. (Please note that green is not available). The logo is as shown in the adjacent photos.

The club will use TryBooking as its only payment method for any shirt(s) ordered by a member or a member's partner.

Once the batch of shirts is produced with the embroidered logos, after the closing date for reduced price early-bird shirt orders (i.e., at COB on Friday 20<sup>th</sup> March), these already paid-for shirts can later be collected by members and/or their partners at future WA Alfa club events.



These polo shirts will be posted out to remotely-situated WA country members.

Please complete the following information sheet in order to purchase your commemorative polo shirt and to have it made in your correct individual size and in your preferred colour. Please also pay the club the total you owe using this TryBooking link: <https://www.trybooking.com/BIRFB>



## HOW TO measure

### STEP 1

choose your favourite fitting shirt and put a tape measure on him.

**TIP** Don't worry about the correct measurement with the tape. The subject must feel a slight strain.

### STEP 2

lay it down on a flat surface with the back straight and the collar flat.

**TIP** Make sure you're measuring the right side.

### STEP 3

measure down 2.5cm from the top of the chest, and the body, and you're done.

**TIP** If you're not sure, just take a few measurements to be safe, and you're good.

### STEP 4

half chest measurement

Use the 'chest' you have just found and then measure across the front of the chest from under the arms.

**TIP** Only measure the chest, don't worry about the rest of the body.

### STEP 5

refer to sizing tables in the catalogue or online pages and specify the size to match your half chest measurement to the fitting table.

**TIP** In the case of a double chest size, it's always better to choose the smaller size.

### STEP 6

compare and consider

If you still need help, our online chat is always there to help you with any questions and answer them quickly, so you can get on with your day.

**TIP** If you're not sure, just take a few measurements to be safe, and you're good.



## KEIRA LADY POLOS - 2

Sizes 6-26

- 180gsm 80% polyester DRIVEWEAR 20% cotton
- Moisture-removal cottonback pique knit
- Easy care fabric
- Raglan Sleeve
- Knitted collar
- 3 button placket

Details

Size Guide

### SIZING

Regardless of the brand, all garments are hand made or sewn by hand using machinery that physically requires a human touch. No garments are 'popped out' of machines, every garment is sewn by hand.

LADIES	6	8	10	12	14	16	18	20	22	24	26
1/2 CHEST	42.5	45	47.5	50	52.5	55	57.5	60	64.5	68.5	74.5

waist +1 cm (girls only)



## KEIRA MENS POLOS

Style 1308  
Sizes S-3XL (5XL)  
100% 80% polyester **NEA** 20% cotton  
Moisture removal cutterback plizara knit  
Easy care fabric  
Regular fit  
Knitted collar  
3 button placket  
(knit pocket (mens only))



Details Size Guide

### SIZING

Regardless of the brand, all garments are hand made or sewn by hand using machinery that physically requires a human touch. No garments are popped out of machines, every garment is sewn by hand.

MENS	S	M	L	XL	XXL	3XL	5XL
1/2 CHEST	53	55.5	58	60.5	63	68	73

variations +/- 1 cm (girls only)

- **Note that this Early Bird ordering process will be closed at 17:00 on Friday 20<sup>th</sup> March 2020.**
- **This is a discounted price for a bulk order with a minimum of 50 shirts sold.**
- **At the time orders close, those who have paid for their shirts by Trybooking and who have filled out the order form (found on the next page) and have sent it to the club secretary will have their shirts embroidered by “Fully Promoted”.**
- **The production process will take about 10 to 12 working days following the close of the ordering process. Thereafter, your logo embroidered polo shirts will be available for pick up at upcoming WA Alfa Club events.**

**DON'T MISS OUT ON THE OPPORTUNITY TO OWN A  
COMMEMORATIVE 110<sup>TH</sup> ANNIVERSARY ALFA ROMEO POLO SHIRT**



## EMBROIDERED LOGO POLO SHIRT ORDER FORM:

Please return the completed form to the AROCA WA club secretary, preferably by email at [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com), or by ordinary mail to PO Box 8231, Perth BC, WA, 6849.

FIRST NAME(S): \_\_\_\_\_

SURNAME: \_\_\_\_\_

PARTNER'S NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_. POSTCODE: \_\_\_\_\_

MOBILE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

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

### Your Embroidered Logo Shirt Order:

Number ordered	Mens or Womens ("M" or "W")	Colour White (W) or Dark Blue (B)	Size	Cost of shirts (\$40.00 , inc GST, per polo shirt) <i>(Early bird pricing)</i>
<b>TOTAL:</b>				<b>TOTAL:</b>

This Trybooking link is for your payment: <https://www.trybooking.com/BIRFB>





## 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.

**FIRST NAME(S):** \_\_\_\_\_







## 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)***



## “ D R I V E M Y C A R ”

### SINGLE VEHICLE EVENT APPROVAL FOR AROCA WA MEMBER-OWNED CONCESSIONALLY REGISTERED VEHICLES

AROCA WA has provided this club logging system solely for the use of currently financial AROCA WA club members who own vehicles concessionally registered under CODE 404. Completion of this form and then providing a completed copy to the club secretary, enables club members to legally drive that vehicle at a “single vehicle event” such as to a wedding, picnic, country drive, etc.

MEMBER’S FIRST NAME(S): \_\_\_\_\_

MEMBER’S SURNAME: \_\_\_\_\_

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

EMAIL: \_\_\_\_\_

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

VEHICLE TO BE DRIVEN:

VEHICLE	BUILD YEAR	REGISTRATION PLATE	CONCESSIONAL REGO. @ AROCA WA

#### TRIP DETAILS:

TRIP DATE: \_\_\_\_\_ START: \_\_\_\_\_ END: \_\_\_\_\_  
(DD / MM / YYYY) (HOUR AM/PM) (HOUR AM/PM)

FROM: \_\_\_\_\_ TO: \_\_\_\_\_

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

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

After sending your completed form to the AROCA WA club secretary, please print out a copy of the filled-in form. Make sure that you keep it with you in your vehicle during your trip. Remember that you must have your vehicle license with you in the car too.

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