



Alfa Romeo Disco Volante Superleggera, by Touring

On show at the Geneva Motor Show in 2013

This is the 26th edition of **ALFA OCCIDENTALE** – the electronic newsletter of the Alfa Romeo Owners Club of Australia (WA Division). WA Alfa Club members are invited to provide contributions to future magazine editions, C/-: secretaryarocawa1@gmail.com

In this edition of Alfa Occidentale, you will find outlined the latest details concerning the club's upcoming schedule for 2019, including information you need regarding its competition, social & driving events.

The club is particularly grateful to Glen Phillips who has provided Alfa Occidentale with a scanned copy of an old article, from an issue of "Thoroughbred and Classic Cars", dated November 1982, on the Alfa team manager and racing driver Collaudatore Guidotti. This article is reproduced later in this edition of the magazine.

Also in this issue, you will find a detailed photographic record of the WA Alfa club's recent annual Alfa Romeo birthday dinner held at the Acqua Viva restaurant on the Swan River in Nedlands on Saturday 29th June.



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W A A L F A C L U B N E W S & U P C O M I N G E V E N T S S U M M A R Y

- The AROCA WA June club night was held on 4th June at the WA Light Car Club, where about 16 members discussed “Projects and Renovations” while enjoying beer, wine and pizza.
- The WA Alfa club’s annual birthday dinner was recently held on Saturday 29th June at the Acqua Viva restaurant, on the JoJo’s pier above the Swan River in Nedlands. Please see a photographic record of this great event below in this edition of the magazine.
- Following a rained-out day on June 9th, the **Jaguar Car Club’s track day has been rescheduled for Tuesday 9th July**, to be held at Barbagallo Raceway. All AROCA members have been invited to drive at this track event with the Jaguar club. Gates open at 7.00am. Vehicle Check is at 7.30am. Drivers briefing is at 8.15am. The event ends at midday with a lunch then being provided. Details for you to register for the event appear below, in this magazine.
- On Saturday 10th August, an important AROCA event is being held interstate in Melbourne. **AROCA will hold its Golden Jubilee dinner event at Hyatt Place, Essendon Fields, (near Tullamarine) Airport that night.** As 2019 is the 50th year anniversary of the Alfa Romeo Owners Club in Australia, AROCA’s Victorian Division is very keen to welcome members from all states, including far-off Western Australia, to this special dinner. The announcement for this dinner appears later in this magazine issue.
- Please note the AGM of AROCA WA will be on Tuesday 3rd September. In this edition of the club’s magazine you can find details regarding **nominations of members for the 2019/2020 committee** to be elected at this September’s AGM. Please consider nominating yourself or another club member for the committee using the Nomination Form provided. As a committee member, you have the opportunity to help improve club activities while enjoying the camaraderie of other dedicated Alfa enthusiasts, all working towards the continued success of AROCA WA.
- You will be well aware that the end of the financial year has rushed up on us. **Therefore, it is now time for you to renew your club membership. In addition, for any members who own concessionally licensed cars, do note that membership renewal is now quite urgent.** Retention of your membership beyond the end of June 2019 is essential if you are to maintain a continuing registration of that concessional vehicle, given current state transport department regulations. **Your renewal details appear below on pages 41 – 43.**
- Later in this magazine, please find an announcement for **Alfesta 2020 which is to be held in Toowoomba Queensland over Easter next year.**
- Please also note a request regarding your expression of interest as a member of AROCA WA in attending the **WA Fiat Lancia club’s “Two Oceans Tour” in October 2020.**



THE 2019 ALFA ROMEO BIRTHDAY DINNER

The WA Alfa club's annual birthday dinner was held on Saturday 29th June at the Acqua Viva restaurant, on the JoJo's pier in Nedlands. Attendees enjoyed another great evening at this beautiful riverside location, with its views and with restaurant owner Umberto Tinelli's very friendly and most courteous attention. Both location and food were excellent.

The WA Alfa club awards for the 2019 were presented on the night. Sam Calabro was announced as the 2019 AROCA WA club champion by Club President, Andrew Murray. Andrew presented the show and shine trophy to Joe Ricciardo, but in absentia. The 2019 "Spirit of the Club" trophy was awarded to the club secretary, Greg Smith. In addition, the winners of a number of the Birthday dinner door prizes are shown in the photographs below.

While many photos of Alfa Romeo birthday dinner attendees are provided below, the photographer is deeply apologetic if you were present, but somehow missed being photographed at the event.



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*Alfa Occidentale is the electronic magazine of the
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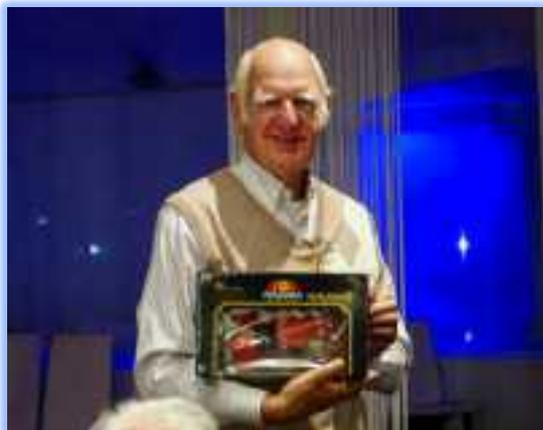
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AI - CONTROLLED VEHICLES VERSUS HUMAN - DRIVEN MOTORING

By Greg Smith

Late last month, I read an article in the UK edition of "The Conversation" entitled "As cars become increasingly driverless, people are already seeking analogue motoring experiences". It was written by Will Andrews of Swansea University and was based on the PhD thesis he recently completed.

Initially, I thought of including this article, with attribution, but exactly as it had appeared in The Conversation, in the current issue of Alfa Occidentale which you are now reading. However, after consideration, I decided to compare Dr. Andrews comments regarding the future commercial arrival of autonomous vehicles with my understanding of how that development is actually progressing. I also thought that a contrast between his views and mine concerning the depths of many motoring enthusiasts' interests might be of interest, as might whether these enthusiasts can continue to drive their "analogue vehicles" into the future. With that in mind, I have written about my views as well as about Will Andrews' article and have sought to accurately summarise his comments.



Dr. Andrews article is intriguing. His PhD thesis builds on existing research into car cultures and looks at how the driven car is more than just a vehicle. As drivers use their arms and hands to turn the steering wheel, while legs and feet press the pedals, (not to mention that the brain makes very many nearly instant decisions at the same time); driving might be considered as a hybrid of human and machine. Clearly, the human body has been an integral component of the driven car, at

least as important as the engine or the wheels. In the past, without drivers, cars in themselves have been of limited use.

Will Andrews points out that that Tim Dant's concept of the "driver-car" hybrid is a way of remembering the matter of vehicle occupants in any new driverless formulation. After all, driverless will not mean human-less in most cases, as autonomous cars quite often will still be transporting people, even if a human is not the driver. For better or worse, the proposed autonomous vehicle future has humans increasingly written out of the story of driving, Andrews states. He points out that this one factor deserves more consideration in the changing role of the human driver.

At this point, it is worth considering what is the current stage of development in the introduction of autonomous vehicles. While Elon Musk, for one, has argued that Tesla will have level 5 autonomous vehicles on the streets in the next year or so, and meanwhile Uber continues to herald the arrival of the driverless taxi soon, there are billions of dollars still being spent on many tightly controlled autonomous vehicle trials. Some of these trials have not occurred without fatal incidents either,



reflect the emergent status of well-run autonomous trials today. There is considerable debate as to when fully autonomous vehicles will arrive on our roads. Current on-road trials and subsequent legislated widespread road use are quite different matters, of course.



Meanwhile, many higher specification new vehicles now have numerous “driver assist” capabilities, including blind spot detection, parking assist, emergency stopping, adaptive cruise control, even steering assistance, etc. Generally speaking, these are designated as “Level 1 – or level 2 - autonomous vehicle capabilities” (see the chart above) within the five-level scale towards full (level 5) autonomous driving.

As Dr. Andrews comments in *The Conversation*, while for many, driving (or even public transport) is just about getting between A to B, there are many drivers who find the personal driving experience a very enjoyable one. In the past, their emotional connection to the experience of driving, and to cars generally, has been considered a very important aspect of brand loyalty and, for auto manufacturers, this emotional connection to the driving experience is a key component of marketing their brands.

In a future world, where cars perhaps don't need drivers and where technology controls speed, steering and all other functions, at least within specific conditions, artificial intelligence (AI) and the vehicle's computer take the wheel, and the human relationship with cars changes. In my view, this outcome is not as imminent as you might be led to think. In addition, once autonomous vehicles do appear, a long period of co-existence between cars driven by people and cars controlled by AI is likely, well into the foreseeable future. One way to manage this, which has been under consideration, may be to keep AI-controlled cars separate from those driven by humans. To me, it seems unlikely that autonomous cars, still uncoupled to cooperative technologies that then allow continuous communication and awareness between all neighbouring vehicles, pedestrians, cyclists, other vulnerable road users and new smart roadside infrastructure, ultimately will be considered properly safe to freely share our roadways. I do note, however, that this has been a point of discussion for a number of proponents of autonomous cars and that there is continuing staunch debate as to whether “autonomous” means just that (as Elon Musk apparently contends) or whether inter-vehicle co-operative capabilities should also be universally required.

Will Andrews argues that the possibility exists for new enthusiasms for non-automated cars and that these will arise out of the move towards AI-controlled vehicles. He points out that, across a number of technologies, many people have sought to return to analogue experiences after digital technology has invaded. An example he cites is the uplift in sales of vinyl records, which are currently rising in spite of the overwhelming popularity of digital music.

The many among us who drive classic cars and/or who are members of marque-related automotive clubs, do already know quite well how non-automated, manual or automatic cars, i.e., the only type that existed from the period before assisted driving, do offer a very different driving experience. Will



Andrews does observe that among the newer, highly advanced vehicles, some of which are designed to give more control back to the human driver and so are less evidently managed by their computer systems, do hark back to the classic driving experience, in spite of the automated assistance available.

With that in mind, it should also be noted that successful trials have already occurred which pinpoint the position of vulnerable road users and allow their identification by all co-operatively capable vehicles. Future 5G mobile phones are quite likely to include greatly improved positioning and communication capabilities that permit pedestrians, cyclists (not to forget classic car drivers too), to all be part of the co-operative driving experience.

Will Andrews also observes that some motoring commentators now use the term [analogue driving](#), in support of a movement focused on the driving experience, together with the connection between the driver-car and the road. Advanced manufacturers are picking up on this too, he notes. For example, Alois Ruf, owner of the (very) high performance RUF car company, says: "[customers want an analogue car ... a driver's car](#)". Further, he argues that, in part, this analogue driving movement may stem from the perceived negative impacts of technology on the haptic experience of driving. On the other hand, those of us who have been classic car drivers for a long time, wonder whether this analogue driving movement really is a "new thing" at all.

Andrews observes that some manufacturers are using a language that is similar to the analogue driving movement in their promotion of driverless cars, and are suggesting that automated vehicles, in fact, might also contribute to an improved connection between the driver-car relationship and the road. In that light, he notes that BMW has presented the driverless car as something which "expands the driver's range of perception and transforms him or her into the [ultimate driver](#)". The future car will become your "digital companion" in this BMW market view.

While, the widespread future of autonomous vehicles may seem an earlier possibility to some than it does for others, it should be remembered that we will most likely face a long period with mixed conditions on the roads where cars piloted by humans will need to coexist with AI-controlled vehicles. Perhaps, in some jurisdictions, that will occur on roads where driven and AI-controlled cars are physically separated, but I am unaware of any location where that yet appears a certainty.

In my view, how (or whether) we ultimately emerge from a long human/AI controlled driving coexistence period to achieve a common driverless car future will have a lot to do with how human attitudes towards cars and driving gradually evolve. In addition, there are likely to be many other externalities that impact this change process too, i.e., beyond just driver preferences. These could well include fuel availability and price, alternative fuels, cheaper and better batteries which reduce range anxiety, fast refuelling/recharging, but also very dramatic global environmental aspects, significantly worsening congestion and increased transport limitations related to travel safety.

I am aware that many Alfa Romeo club readers of this article might feel a little provoked by the last sentence of Will Andrews' piece in The Conversation: "Only time will tell whether that will end our emotional relationships with our precious analogue vehicles, or if it will change it into something entirely new." So, what do you think, dear reader?



MORE THAN LUCK: THE ALFA ROMEO QUADRIFOGLIO BADGE

From: www.petrolicious.com

Edited from an article originally appearing on March 13, 2015.

At the turn of the 20th century, motor racing was an incredibly dangerous sport that often claimed the lives of its most talented drivers. This story has an element of tragedy, but first, we must begin with *Il Commendatore* himself, Enzo Ferrari. It's hard to imagine a world without Ferrari, but early in his career, the great man was struggling, out of work, and broke. The situation was so desperate that Ferrari even contemplated suicide.

However, during 1919, while at his local watering hole, "Vittorio Emanuele", Ferrari began talking to Ugo Sivocci. At the time, Sivocci was working with the small automaker CMN. The two soon made fast friends and, over subsequent months, Ferrari often dined at Sivocci's home. As soon as Sivocci had an opening for his new friend, he offered it, a move that would forever alter the course of automotive history: it was Sivocci who first put Ferrari into a racing car.

Together, they devised novel ways of testing their machines. For the 10th Targa Florio, they drove their cars to the starting line using public roads, and, at one point, while driving at night through sparsely populated Italian countryside, they were attacked by a pack of wolves!



Alfa Romeo Owners Club of Australia (Western Australian Division)



When Ferrari was later hired by Alfa Romeo, he extended the same favour to his friend Sivocci, who soon followed him and joined the more prestigious marque.

Along with Ferrari, they took two of the four positions on Alfa Romeo's first factory racing team; the other two drivers being Giuseppe Campari and Antonio Ascari. Of the four, Sivocci was quick, but often he was not able to secure victory, earning him the reputation of being a driver who never had Lady Fortune on his side. The 1923 Targa Florio would be different though, when Sivocci, becoming so fed up with his bad luck, decided to add a lucky symbol to his Alfa Romeo racing car: a four-leaf clover. Sivocci then won the 1923 Targa Florio, and, apart from his talent behind the wheel, it seemed as though it was the Quadrifoglio that may have helped him win the race.

But was the Quadrifoglio to become a symbol to overcome superstition, or was there another reason? Motoring

historians have written that the cloverleaf may have been a way for spectators, road users, and other competitors to more quickly see Sivocci's car from a distance, and, don't forget, the roads raced on in those days were often unpaved and dusty.

Ultimately, the Quadrifoglio couldn't save Sivocci. He died later in 1923 during practice rounds ahead of the Italian Grand Prix at Monza. Sadly, that day, the now well-known symbol was yet to be painted onto his Alfa Romeo P1 race car. Sivocci's death was recognized thereafter by a symbolic change to the Quadrifoglio. Before Monza, the clover had sat inside a white diamond; with one point for each of the four Alfa Romeo factory drivers.

After Sivocci's death, one point was soon removed, creating the triangle emblem surrounding the Quadrifoglio. It is now used as a symbolic link to Alfa Romeo's rich racing heritage, and the four-leaf clover can be seen on many of the sportier versions of the company's sedans, coupes, and hatchbacks — a reminder of the friendship that forever changed the lives of Enzo Ferrari and Ugo Sivocci.





1966 ALFA ROMEO GIULIA SPRINT GTA STRADALE BY BERTONE



Chassis No. AR 613864

Engine No. AR 00502/A 18946

- **GTA 1600 Stradale**
- **Beautifully restored**
- **Wearing its original Italian registration**



The 105 GTA gave Alfa Romeo massive success in International Touring Car Championships in the 1960s and early 1970s. A lightweight homologation special, it represented the dreams of many enthusiasts of its heyday and, today, it is highly collectable, thanks to its stunning performance and gorgeous Bertone-designed bodywork. Due to the wide use of 'Peraluman 25' alloy body panels of 1.2 mm thickness, the car weighed only 740kg and coupled with its 115hp 1,570cc inline four-cylinder engine, it delivered exhilarating performance.



This particular GTA was delivered new to Switzerland in December 1966, sporting a red over black interior. It was sold new in Lecce, Italy, to Antonio Moriero and was registered on 21 April 1972 with the registration LE 154960. Later, it was resold to Federico Ascari of Castenedolo who kept the car until 1986, when he sold it to Giuseppe d'Agata of Treviso who kept the car until 2011. The car ended up in the famous Mario Pietrella collection where a concours-level restoration was commissioned with Chiapparini and his mechanics to restore it to pure 'Stradale'

configuration, including Weber 45 DCOE14 carburetors, but adding a few features such as the famous Autodelta 'slittone', i.e., the rear axle sliding guide, and velocity stacks.



In 2013, it was purchased by the consignor, who is an Italian Alfa Romeo collector and enthusiast.

In February 2019, it was offered publicly for the first time ever at the RM Sotheby's Paris auction, and was advertised by Sotheby's as "a unique opportunity to acquire one of the most significant Alfa Romeos ever made".

At the Sotheby's Paris auction, held earlier this year, this vehicle was sold for EU 348,125, including the applicable buyer's fee.



FIAT CHRYSLER WITHDRAWAL FROM RENAULT MERGER OFFER

This edited article, sourced from Reuters, appeared in Australian Financial Review on June 6, 2019

Paris | Fiat Chrysler said on Thursday 6 June (AEST) that it was withdrawing its \$US35 billion (\$50.2 billion) [merger offer for Renault](#), blaming French politics for scuttling what would have been a landmark deal to create the world's third-biggest automaker.

A source close to the French carmaker's board said Fiat Chrysler made the move after France sought to delay a decision on the deal in order to win the support of Nissan Motor, Renault's Japanese alliance partner. French government officials had pushed for Nissan to support the merger. However, Nissan had said it would abstain.

The French government, which owns a 15% stake in Renault, had also pushed Fiat Chrysler and Renault for [guarantees that France would not lose jobs](#), and for a dividend to be paid to Renault shareholders, including the government, people familiar with the talks said. "It has become clear that the political conditions in France do not currently exist for such a combination to proceed successfully," Fiat Chrysler later commented in a statement on the merger failure.

Renault, in a separate statement, said its board was "unable to take a decision due to the request expressed by the representatives of the French state to postpone the vote to a later meeting". The collapse of merger talks leaves the two companies facing an array of issues, starting with the dismay of investors who bid up shares in both companies after Fiat Chrysler proposed a merger of equals just over a week ago. Shares of Nissan and Renault alliance partner Mitsubishi Motors also fell in Tokyo on Thursday following the merger withdrawal news.

Fiat Chrysler had proposed that its shareholders received a €2.5 billion (AU\$4 billion) special dividend as part of the merger, had it been completed. The two companies told investors a merger would cut running costs by €5 billion or more each year. Fiat Chrysler also stood to gain access to Renault's superior electric drive technology to meet mandates for zero-emission cars.



*A Renault factory in northern France. The company's previous alliance and cross-shareholding with Japanese automaker Nissan had loomed all along as a potential snag. **Bloomberg***

Renault would have had a share of the Italian-American company's lucrative Jeep sport utility vehicle and RAM

pickup truck franchises. It is not clear what the two companies will do next to tackle the costs of far-reaching technological and regulatory changes. Fiat Chrysler had held inconclusive talks with France's PSA Group, which also has the French government as a shareholder.

The sudden end to the merger talks came after midnight in Paris (on 6th June), after Fiat Chrysler and French government officials had reached a tentative agreement that cleared the way for Renault's board to consider moving forward, people familiar with the situation said.

Renault's previous alliance and cross-shareholding with Japanese automaker Nissan had loomed all along as a potential snag. Nissan chief executive Hiroto Saikawa met last week with his Renault counterpart Jean-Dominique Senard and said he did not see "any particular negative aspect" to the proposed Renault-Fiat Chrysler merger. But people familiar with the situation said Nissan executives were blindsided by the merger proposal. Nissan had indicated that a full merger between Renault and Fiat Chrysler would significantly alter the structure of Nissan's cross-shareholding alliance with Renault and that would require the initiation of a fundamental review of their relationship.

The failure of the proposal to combine Fiat Chrysler and Renault is the latest blow to the French automaker, already reeling from the fall of its long-time CEO Carlos Ghosn, who now awaits trial in Japan on charges of financial misconduct as chairman of Nissan. Ghosn has denied the charges and said he is the victim of treachery by Nissan underlings who were opposed to his plans to merge Nissan and Renault. Fiat Chrysler's decision to walk away is a defeat for Senard, the former head of tire maker Michelin. He had invested heavily in the proposal to merge with Fiat Chrysler and travelled to Japan last week to make the case personally to executives at Nissan and to the third alliance partner Mitsubishi that a merged Renault-Fiat Chrysler could work closely with them as well.

As Renault board members met in Paris on Wednesday evening, it appeared that Senard, together with Fiat Chrysler Chairman John Elkann and representatives of the French government led by finance minister Bruno Le Maire, had ironed out most of their differences. The French government had pushed for more control over the merged company, according to people familiar with the situation, while Fiat Chrysler's controlling shareholder, representing descendants of Gianni Agnelli, had sought to defend the valuation assigned to their company and the potential cost savings.



Nissan had signalled that its representatives would abstain. However, during the meeting, French government representatives sought to persuade Nissan to endorse the deal. Overnight, the meeting was held up three times for consultations, people familiar with the events said. Fiat Chrysler had also become increasingly aware of the pitfalls of pursuing a Renault merger without its larger alliance partner's buy-in. "Nissan needs to be in the loop," an FCA source told Reuters shortly before the deal fell apart.

When it came to a vote, the Nissan representatives abstained, while the leftist CGT union voted against, and all other directors voted for it. When it was the French state representatives' turn to vote, apparently they insisted that the vote should be postponed. France's lead representative on the board, Martin Vial, said finance minister Le Maire would hold talks with his Japanese counterparts over the weekend and again in Tokyo, after the G20 summit, and a vote could then take place thereafter.

Nonetheless, while Senard requested that Fiat Chrysler agree to delay, instead, it quickly rejected the request, a person familiar with the events said. On the French side, Fiat Chrysler had been seen as being in too great a hurry to lock down the deal. Meanwhile, French officials were signalling that they saw no need to rush.

Reuters

PAU G P HISTORIQUE 2019

By John Reed



Back in mid-2015, the Reeds had just got back from a holiday in Europe with some old friends from the UK, during which we had gone to the bi-annual Monaco Historic Grand Prix meeting. That event was fantastic.

I want to thoroughly recommend it to anyone who is in the neighbourhood at the time. This

historic grand prix event happens every second year and is held one week before the Formula One event. All the grandstands are in place and in use, along with the big screen monitors around the course. Entry for the whole weekend is quite cheap, at about a tenth of the cost of the F1, and paid entry allows you to go to every grandstand. The quality of cars is quite unbelievable and the driving is also very exuberant, to say the least.



“What has this got to do with Pau?” you may well ask. Well, on our return, I was talking with fellow club member, Rod Quinn, about how much we had enjoyed the Monaco Historics and he said "if you liked that event you should also go to the Pau Historics some-day. That is a fantastic event and you get a better variety of cars there too".

Fast forward to 2019 and I was planning things to do on our upcoming trip to Spain. We have been going there regularly over the last few years since we bought a small house in a village outside Valencia. Coincidentally, I

have family in the French Basque region and in May 2017, a "clan gathering" was being arranged by my sister. The "Bloody Pommie" Reeds were going to be descending on the area, which happens to be just 100kms from Pau. This reunion lined up perfectly with the holding of the Pau Historique GP. It seemed like providence, so I went on-line and, with the help of my schoolboy French, I was able to make enough sense of the somewhat amateurish website to purchase our tickets for the GP Historique where 34Euro (about AU\$50) bought entry to the circuit and general access to the grandstands.

Pau is a relatively small city in the South-West of France. It is about 120kms South-East of Biarritz and the Atlantic coast and it is only 85kms from the Spanish border. The Pau Historics GP event takes place every year on the weekend after they hold their round of the European F2 and F3 GP's. As at Monaco, the grandstands are all left in place. The circuit itself is very much like Monaco, being just shy of 3kms long, and it is very twisty, also with ups and downs as the street circuit meanders around the old town centre.

The Pau circuit was first used for Grand Prix racing in 1930, and has been in regular use since, with the exception of the war years. All of the big names have raced and won there, including Nuvolari, Fangio, Clarke, Hill, Stewart and, latterly, Lewis Hamilton; who won there in the early 2000's, shortly before going into F1.



The biggest difference between this event and the Monaco Historics though is the fact that, at Monaco, the cars are exclusively GP cars. At Pau, there are also events for sports cars and touring cars.

The classes represented at this year's Pau event were:

- Formula 1 pre '61
- Formula 1 pre '66
- Formula Junior Historic
- Formula 3 Classic
- Formula Ford Historic
- Formula Ford 2000 and Formula Renault Classic
- Historic GT and Endurance pre '76
- Classic 1300

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For those of us with a passion for Alfas, there were certainly plenty of them to watch in both the sports and touring car classes. Two 1600 GTA's plus a 1300 were in the sports car class, plus a pair of Giulia Supers racing with the touring cars. One of the GTAs was being driven by a former French National Touring Car Champion.

In addition to the racing, there was a large static display of over 400 classics for attendees to peruse. Some of those cars had driven a considerable distance to be at Pau. For example, the group of Jaguar owners who I spoke with had brought their cars from the South-West of England and had driven all the way down through France.

While there wasn't a huge number of Alfas on display, there were some very good ones, such as a 2600 Sprint and a Junior Zagato.



Cars and drivers come from across Europe to compete, with the largest non-local contingent being from Britain. The huge range of entrants included 4 majestic Maserati 250f's, a Lotus Heritage team under the management of a Mr. Chapman, several Coopers, a Shelby Cobra, a beautiful Lister Jaguar, a 1958 Talbot, loads of Porsches, 3 GTAs and a couple of Giulia Supers, Alpine Renault A110s, and some other French rarities.



There was even an open-wheeler Alfa from the 1980's, I think, running a four-cylinder presumably 2 litre engine (on which, no doubt, our Club President can enlarge) but it wasn't particularly quick in its class.

Unfortunately, the weather was not very kind, with Saturday's practice and qualifying sessions becoming a lottery for how wet it could be. But on the Sunday race-day, the weather stayed fine and the event went off almost without a hitch. Surprisingly few offs and incidents occurred and that kept everything going very well.

On both days, during the lunchbreak, the owners of the display cars were permitted out onto the track for 10 laps or so. That was not a slow display lap either. With display cars on the track being led by a new Giulia Quadrifoglio, the only rule seemed to be that you could not overtake the Giulia, but



then he wasn't sparing the horses. I am not sure whether CAMS would approve of this at an Australian event, but it did make for some lively entertainment. One particularly enthusiastic young Mini owner seemed determined to squirt it up the inside of every Porsche, Jag and Ferrari out there. Much to their alarm, I'm sure.

The whole event was really well run and with access to all the pits unhindered, I found that most competitors only too happy to talk about their cars. The only fault I could find with the event was the lack of an event program which left the public uninformed about the history and racing pedigree of any of the cars, or for that matter, of the drivers.

Despite that minor criticism, compared to the razzmatazz of Monaco, or the 100's of thousands who attend the Goodwood event, Pau is a really relaxed and accessible event for anyone in the area at the right time. In addition, either afterwards, or before the Paul Historics GP, there are magnificent Pyrenean roads to drive through while you take in the scenery.

All in all, highly recommended by both Nancy and me.



AROCA WA EVENTS CALENDAR JULY 2019 UPDATE

Event	Event Date	Event Coordinator
MAY CLUB MEETING <i>The Local Hotel in South Fremantle</i>	Tuesday, 7 th May, 2019	Andrew Murray
NATIONAL MOTORING HERITAGE DAY & BRITISH CAR DAY RAID —Meet at Midland for a club run to Gin Gin	Sunday 19 th May 2019	Richard Pierce. (see announcement below)
“CLASSIC CARS AND COFFEE” At UWA, Crawley, 08:30 - 10:30AM.	Sunday, 26 th May 2018	(Carpark #3 Hackett Drive, Crawley) — Google Map
ALBANY “ROUND-THE-HOUSES” SouthWest weekend, including a dinner for Alfa members attending.	Saturday, 1 st to Monday, 3 rd June, 2019	Andrew Murray. Albany event is held over the June long weekend.
JUNE CLUB NIGHT “PROJECTS & RENOVATIONS” — WA Light Car Club, 22 Moojebing St, Bayswater	Tuesday 4 th June 2019. Starts 19:00	Andrew Murray
CLUB BIRTHDAY DINNER Annual dinner & presentation night.	Saturday, 29 th June 2019	Nick Rahimtulla / Greg Smith.
JULY CLUB NIGHT <i>Club night deferred</i>	Tuesday 2 nd July	There will be no July club night due to the Birthday Dinner
RESCHEDULED JAGUAR CAR CLUB TRACK DAY. <i>At Barbagallo Raceway</i>	Tuesday 9 th July	Ivan Olsen. Meeting has been rescheduled after rained-out June meeting.
AUGUST CLUB NIGHT <i>Meet at the Paddo hotel, Scarborough Beach Hotel in Mt Hawthorn</i>	Tuesday 6 th August. Start time is 19:00	Meet for Alfa discussions, drinks and dinner,
AROCA 50TH JUBILEE DINNER <i>Hyatt Place, Essendon Fields, Victoria</i>	Saturday 10 th August 2019	See announcement regarding this AROCA NATIONAL EVENT below.
WILDFLOWER WEEKEND RUN <i>Overnight run to wildflower country</i>	August/ Sept, 2019 (Date TBC)	Tour Route and organiser, TBD
AROCA WA 2018 ANNUAL GENERAL MEETING. Inc. pizza & wine at WA Light Car Club, 22 Moojebing St, Bayswater	Tuesday 3 rd September, 2019	Andrew Murray
ITALIAN CAR DAY <i>Again, this year, at Gloucester Park</i>	Sunday, 1 st November 2019	Andrew Murray
ANNUAL PASTA RUN <i>AROCA WA again organizes this event for all WA Italian car clubs</i>	Sunday, mid-November 2019	Organiser TBD
AROCA WA CHRISTMAS LUNCH <i>Venue TBD</i>	Date December 2019, TBD	



Be sure to mark these dates in your diary!

AROCA WA REGULAR MONTHLY CLUB EVENTS CONTINUE FOR 2019

- **Classic Cars & Coffee** is held at the University of Western Australia in Carpark #3, off Hackett Drive, Crawley) [+ Google Map](#) on Sundays from 08:30 until 10:30. The scheduled date varies by month, however, do note that the next meeting is on Sunday 21st July.
- Each month, **AROCA WA's 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. Due to the Birthday dinner being held on June 29th, there will be no scheduled meeting on 2nd July. Note that the August meeting will be held on Tuesday 4th August. Details of that meeting are to be advised in a separate email.
- **Informal, but regular monthly, WA Alfa Club Runs** are available every third Sunday in the month, starting at 10:00 from the BoatShed café in South Perth. For a map of the starting location see: <https://goo.gl/maps/KVSxLuP4Atx>

3^{R D} 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 3rd Sunday April 2018 informal run, the club has used only one starting point for all participants. Every Alfa club 3rd Sunday informal run now starts from the South Perth foreshore at 10:00AM. Park in the Coode Street car park, 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 on each date. The intention is that 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.

The event, which is another regularly scheduled AROCA WA event, is a great opportunity for club members with concessionally registered cars to take their vehicles out for a run. Note that any one of these 3rd Sunday runs may involve only one individual vehicle. Alternatively, some club member drivers may decide to arrive in small groups, and they then should feel free to decide upon an appropriate trip itinerary (or itineraries) on the day.



AROCA 50TH JUBILEE GALA DINNER IN MELBOURNE SATURDAY 10TH AUGUST 2019



Western Australian AROCA members should consider travelling to Melbourne this coming August for the 50th Anniversary Dinner celebration of the Alfa Romeo Owners Club in Australia. A 50th only comes around once in a lifetime and this year AROCA is gathering at Hyatt Place for a national event; its 50th Jubilee Dinner. Alfa Romeo club members and non-members, Australia-wide, are welcome to attend. Naturally, the theme is **G O L D**

The dinner will be held at the Hyatt Place Hotel, at Essendon Fields, close to the Tullamarine Airport. At the dinner, there will be guest speakers, raffles, door prizes and plenty of dancing. Five amazing Alfa Romeo vehicles will be on display, one for each era.

COST: AROCA Members: \$75.00 / Non-members \$80.00

[Click Here to Purchase Tickets Online](#)

Pricing for the event includes a pre-dinner welcome drink & canapés followed by a formal dinner. Other drinks are available during the evening at bar prices.

WA members deciding to travel to Victoria for this gala Alfa Club dinner may also wish to attend a Fremantle Dockers away game at Marvel Stadium in Docklands on Sunday, August 11th.

When: Saturday 10 August at 6pm

Location: Hyatt Place Essendon Fields; 1 English Street, Essendon Fields, Victoria 3041

Dress Code: Formal Cocktail

Accommodation at Hyatt Place is available at reduced rates for any interstate attendees - and for local guests who may prefer not to drive home that night.

For further Information please contact:

Colin Edwards Mob: 0409 739 833 Email: secretary@alfaclubvic.org.au



ALFA'S NEW PREFERRED PARTNER PROGRAM FOR AROCA WA MEMBERS

The screenshot shows the Alfa Romeo Preferred Partner Program page. At the top is the Alfa Romeo logo. Below it, the text reads "Preferred Partner Program". A red banner contains the following information:

Welcome to the Alfa Romeo® Preferred Partner Program

You can now take advantage of some incredible discounts across the Alfa Romeo® range.

Just head to www.alfaromeo.com.au/fleet using the Preferred Partner Login code below.

Company Name: Alfa Romeo Owners Club of WA

Preferred Partner Login: APP6753

Below the banner, there is a section titled "How to Redeem" with three steps:

- Select the model you wish to purchase and click 'Redeem Offer'.
- You'll then receive a voucher through email displaying your bonus offer.
- Print the voucher and present it to an Alfa Romeo® dealership to redeem and purchase your new Alfa Romeo.



U P C O M I N G T R A C K D A Y S W I T H T H E J A G U A R & T R I U M P H C A R C L U B S

J A G : T U E S D A Y J U L Y 9 T H

T R I U M P H : S A T U R D A Y J U N E 2 9 T H

Here are a couple of chances for you to bring your Alfa Romeo to the track or to participate in a motorkhana.

Both the Jaguar and Triumph car clubs are offering the opportunity for you as AROCA WA members to participate in their events. These two June events will offer very low-key motorsport fun. Note that both of these car clubs do arrange a number of events during the year and AROCA WA has been offered the chance to participate in any of them. You can use your daily drive (Alfa Romeo) or any other street legal car.

The Jaguar Club is offering a track day at Barbagallo Raceway, It was to be held on Tuesday June 11th, but it was rained out on that day. The event has since been rescheduled for Tuesday 9th July. This event is not timed, but you will get half a day of fun for around a \$120.00 (lunch included). Even if you don't have a CAMS LS 2 licence or an AASA Club Race Licence you will be able to get the AASA on the day (i.e., a single event licence for \$25.00, or you can apply on line for a one year licence for \$75.00 <https://aasa.com.au/licences/annual-licences/> . Alternatively, you can apply for a CAMS LS 2 Speed Licence from the CAMS website: <https://www.cams.com.au/membership/licence>

There are certain things that you need for either of these events: they are a helmet and a fire extinguisher in your car. You will also need to wear a long sleeve shirt, long trousers and lace up shoes.

The rescheduled Jaguar track day is coming up on Tuesday 9th July, at Barbagallo Raceway. Gates open at 7.00am. Vehicle Check is at 7.30am. Drivers briefing is at 8.15am. This event will cease at midday with a lunch then being provided.

The Triumph club's next event will be held on Saturday 29th June at Barbagallo Raceway. This event is called a "Point to Point" and is a combination of Motorkhana, Hill Climb and a bit of track driving. Again, the same requirements for licence and helmet, etc. will apply. More information about this event will become available on the Triumph club's website in the near future. See: <https://tsoa-wa.com/events/> You should also note that on the evening of the 29th June the Alfa Romeo club's Birthday dinner will be held.

So, Girls and Guys, do come and enjoy a day of fun in your favourite car.

Ivan Olsen
Competition Secretary



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
email: alfesta2020@arocaqld.com

A square QR code located at the bottom right of the advertisement, which likely links to the event's website.



Alfesta 2020 Registration and Booking Form

You can register and make your Alfesta booking on-line through the Alfesta website: www.arocaql.com/alfesta2020. If you don't wish to do that, download and print this form. Send your completed form to us by mail, or scan and email it to us. Please note that selected details of your booking will still be entered into our on-line system by us for administration purposes. Please refer to the Alfesta website for applicable terms and conditions.

Your contact details

Name:		AROCA Division:	
Postal Address:		State:	Postcode:
Email Address:		Phone:	

Alfesta attendees on your booking (don't forget to include yourself!)

Your name	Male/Female	Adult	Clothing Size
Name	Male/Female	Adult/Child	Clothing Size
Name	Male/Female	Adult/Child	Clothing Size
Name	Male/Female	Adult/Child	Clothing Size
Name	Male/Female	Adult/Child	Clothing Size

Additional information or special requirements about any attendee (eg. special dietary needs)

Your Alfesta accommodation booking

You will need to **select, book and pay** for your accommodation directly with the **Burke and Wills Hotel** in Toowoomba. We highly recommend that you select and book your accommodation before finalising and paying your Alfesta Activity Package. We have reserved a block of accommodation at the Burke and Wills Hotel and once this block has been fully booked, we may not be able to accept any more Alfesta bookings. Refer to the Alfesta website for accommodation options, pricing and contact details for the Burke and Wills Hotel.

Have you booked your accommodation with the hotel?
 Yes No

Other information about your Alfesta attendance

Details of any Alfa Romeo vehicle(s) that you are bringing to Alfesta:

Any other special requirements or information that we should know about your booking:

Attending Thursday Welcome Dinner? Yes No

Interested in Post Alfesta Tour? Yes No

Payment

You can pay for you Alfesta Activity Package by **direct deposit, bank cheque** or **personal cheque**. You must pay 50% of your Alfesta Activity Package at the time of booking and the full amount must be paid by Friday 17 January 2020. The preferred payment method is for you to make direct deposits into the Club bank account:

AROCA (QLD) INC - BSB: 124007 - A/C No: 90629538

When making a direct deposit, make sure that you provide your surname and Alfesta booking reference number (if you know it) in the description or payment reference field so that we can track your Alfesta payments.

Send completed form and cheques to AROCA Qld, PO Box 6190, Fairfield Gardens LPO, Fairfield, Queensland, 4103
You can also scan your completed form and email to: alfesta2020@arocaql.com

Office use only

Booking ref no:	Date received: / / 20	Date entered into system: / / 20	Date payment processed: / / 20	Processed by:
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Message from Keith Faulkner of AROCA Qld, Regarding Alfesta 2020:

It is barely 2 months since the excellent Alfesta 2019 was held in Victoria and we have already received a great early response for Alfesta 2020 in Queensland. As of this evening, Alfesta 2020 bookings have reached 30% of our target, so please spread the word amongst your members not to leave their booking to the last minute.

Our reserved accommodation block at the Burke and Wills Hotel is set at 50 rooms - they also have a wedding scheduled on the weekend we are there, so they are fully booked and no further rooms will be available for us - in fact any rooms in our block that are remaining by March 2020 will be surrendered. Looking forward to welcoming you all in 2020!

Cheers, Keith Faulkner
AROCA QLD Life Member, ALFESTA 2020 Organising Team
0403 878 749 www.arocaqld.com

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

EXPRESSIONS OF INTEREST NOW 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 25th Oct. and Friday 30th 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 26th 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, 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 THE DATES INTO YOUR 2020 CALENDAR





2019 COMPETITION CHAMPIONSHIP SCHEDULE OF EVENTS

	Location	Arrangement Organisation	Activity	Date	Web Link Contact
1	Northam	Vintage Sports Car Club WA Inc	Regularity	7 th April 2019	http://www.vscwa.com.au
2	Midvale Seed Dome	Triumph Sport Owners Assoc.	Autokhana	12 th May 2019	tsoa-wa.com
3	Albany Wind Farm, Albany	Great Southern Street Machine Association	Hill Climb	1 st June 2019	www.gssma.com.au
4	Albany, Mt Clarence	Vintage Sports Car Club WA Inc	Speed Event, Hill Climb	1 st June 2019	http://www.vscwa.com.au
5	Albany	Vintage Sports Car Club Inc WA	Regularity Albany Classic	2 nd June 2019	http://www.vscwa.com.au
6	Barbagallo Raceway	WA Sporting Car Club	CAMS Speed Event Series - Point 2Point	27 th July 2019	www.wascc.com.au
7	Perth	LF Performance & Targa West P/L	Targa City Sprint	11 th August 2019	www.targawest.com.au
8	Port Dennison/Dongara	Shire of Irwin	Sprint	21 st September 2019	www.irwin.wa.gov.au
9		Triumph Sport Owners Assoc.	Hill Climb	13 th October 2019	tsoa-wa.com
10	Jacks Hill, Barbagallo	Vintage Sports Car Club WA Inc	Hill Climb, Speed	30 th November 2019	http://www.vscwa.com.au
11	Barbagallo Raceway	Vintage Sports Car Club of WA	Vintage Stampede, Regularity	1 st December 2019	http://www.vscwa.com.au

- All the events listed above are arranged by the organising party that is shown on the event calendar.
- Each of the events will be listed on the organizing parties' websites prior to the event.
- Most of the events will require that you hold a Speed level 2 Licence. This can be organised through the CAMS website (see link below).

ALFA OCCIDENTALE

Issue 26, July - August 2019



- General requirements for the car include that it has to be road-worthy; you need a fire extinguisher; and a helmet that is compliant with Australian Standard (AS).
- If you want to enter any of the above events you should do this directly through the organiser of the event and also pay them directly.
- After the event please let us know your result. We will score your points in the WA Alfa Romeo club competition.
- The CAMS website/form to obtain a LS 2 Speed Licence is shown in this link:

https://www.cams.com.au/docs/default-source/licence-forms/speed-nonspeed-licence.pdf?sfvrsn=527884c7_7

- To find out more about participation in the club's competition program, please contact the club's competition secretary, Ivan Olsen at ivanolsen51@gmail.com





Collaudatore Guidotti

When Doug Nye interviewed former Alfa Romeo race driver and team manager Guido Guidotti he found an entertaining and very outspoken character



DURING my increasingly exemplary youth I won a Motor Award (what the Beebe-truck-Barnett Prize, if I remember rightly) for an essay promoting Commonwealth understanding — whatever that may be. Sir Anubhai Talwar (beloved) featured in there somewhere and I sign on the basis that if you're the only fellow to write you can't come second! At the annual school prize-giving the headmaster gave a huge buildup about the Award and the visiting dignitary gazed at my name warmly as he handed over the next book on his stack of prizes. His gaze fixed abruptly as he realised he was handing over *Il Mio Mondo* — legendary Alfa Romeo New Auto Review. He Count Giustino Luzzi. I'd been allowed to choose my own title!

But I didn't become a teacher, or take up accountancy or work for a bank as most careers, mosters seem to recommend. I became a motor racing journalist and the book wasn't a childhood-gone-with-the-wind — it contributed to my future. Today I know that the author is of the novel sort: a good story with facts, intrigue, and as history the book was sunk, but it introduced me to one of the great characters of Alfa Romeo's illustrious racing history — Giuseppe (Beppe) Guidotti, and around 21 years later I'd find myself back to back with this remarkable-woman engineer, former chief test driver, former racing team manager of that incredibly successful vintage.

Guidotti was born January 20, 1902, in Bellagio in Lake Como, in the north of Italy not far from the great, growing industrial heart of Milan. He studied at the Istituto Tecnico Varesino in the city and began an apprenticeship at the Daimler-Spandauwerke (Mazda) in Rome, before winning a place with Alfa Romeo at Pinerolo, Milan, in 1923. At that time the company's technical director was Giuseppe Merosi. They had begun to seek publicity through racing with Merosi-designed cars and had, enjoyed, considerable success at relatively minor level, but Merosi was in decline — over the hill, they said.

At about the same time as Guidotti joined the works as a very junior mechanic, Alfa's contact man, Enzo Ferrari, attracted Vittorio Jano — a pronounced 'Ferrar' — from Fiat to bring his advanced technology to the Milanese concern. Guidotti tells how it was — this pivotal move in the development of Grand Prix and sports car factory, straight from the Ferrari's mouth — for he was there.

"I was very junior in the experimental shop under Merosi with the chief man, with Campanini racing driver our bossman — Alfa Romeo's chief tester after Ugo Sivocci was killed in Mergo's P1 Grand Prix car in practice at Monza. The P1 was terribly difficult to drive and no match for the latest Grand Prix Ferris. Ingegnere Merosi was a very intelligent man and when he saw the P1 against the Ferris at Monza he said the projectors, the dropper, is getting old — is finished. To produce a real racing car we must have the Fiat man."

Ferrari was very often in Turin and he talked to Jano who had learned under Ingegnere Zerbi — brilliant man — at Fiat, and Ferrari made it clear that if Jano wanted to take Merosi's place at Alfa Romeo they wanted to have him. Jano was interested in building a car to beat the Ferris he had worked upon.

For many years now the stories have said that Jano brought Fiat drawings with him to Pinerolo. Not true! Jano was an extraordinary man. He was a severe man, but not hard. He did not go out in the evenings. He sat at his home and drew machines, thought out and designed cars. Now he came to Milan with some of his evening designs for new cars and engines and they were shown to Pavesi who was overall head of the experimental section, wonderful man, discussion, and he looked at the drawings in front of Jano and said, "Oh Mr Jano I see your design and we are the people to build it because I have the best technicians in Milan working in my shop."

"I must emphasise that even today people in Milan and Turin talk in different dialect, and 80 years ago this dialect was pretty thick, and mostly between Milanese and Torinese was great. Jano was from Turin and they all regard the Milanese as Bayona. Ingegnere, it's the Milanese way their manner. Very proud of themselves, like Yankee engineers! Jano thought of Pavesi: "Either he is a fantastic Milanese or he has really good technicians", because Jano knew his design would not be an easy car to build!

Jano picked it up and at first Merosi was still the big technical chief and Jano was regarded with suspicion, a foreigner, a Fascist, talking in with starting new methods and techniques, a new approach.

But everyone came to respect and admire him very quickly. Whenever there was a big problem and the engineers would be sitting deep

they would come to work in the morning and Jano would already be in the office with the solution, and the solution would work. This was seen several times.

"I was mechanic on the test bed and before Jano arrived we would take maximum power readings by just opening the throttle wide for thirty seconds, no more, then ALT (because if we did the ALT — the engine she would break). When Jano came in and looked at an engine, the first thing we did if he saw what we were doing and he said No, No, No and he took the throttle and opened it wide and hung a weight on it. It was around 5 to clock in the afternoon, and he said Now I'm going home for state to see what's with the throttle and call me at home about if it came to tell me how it's going! We were faster-gained."

"At that time no engine would last very long at full power. But we quickly found Jano's engines just weren't like Merosi's or English engines, or Swiss. We had driven them on the Milano-Como, Autostar and after 10km Monza and ordinary engine, but the oil pressure 200mm was and the water temperature 100mm — but on the Jano Alfa Romeos the oil pressure was always constant, and the temperature, and she ran so sweetly with no problems. They were perfect, marvelous pieces of design and construction.

"Jano had come from Fiat with other men, the Ingegnere Merosi and Bazzi who became chief mechanics in our shop. After one year Merosi went as chief engineer of Aviofioravanti, and he said he had designed the P2 GP engine and that was 92 per cent his, he and Jano did it together, but Jano made the crucial decisions.

"Jano's P2 Grand Prix Alfa Romeo was designed and built in every detail in a very short period of time in a special shop at the Pinerolo plant. We had superb specialists there, working in secret as if all new models of course. But I was a young man and only when it was finished did Jano authorize us to take a look at it. I looked with wide eyes, I dared to touch the steering wheel (then they pulled my finger prongs off and came in to drive).

"The shop opened on to a courtyard about 200 metres square inside the factory and Campanini was called up from his workshop to make the first short test run round the yard. After ten or three laps he stopped and called in Merosi's driver: "Mr Jano — you have not made a racing car!"

"Then he paused and everyone wondered what was coming next, then he beamed and said "You haven't made a racing car at all, you've made a bicyclette" — a racing bicycle, for the controls were so light, and it was so nimble, quite different from the old B1 and P1 designs. "Now we must call Ascari" he said, but Jano didn't want that. Still Campanini called Ascari and he came over that afternoon and the unpainted prototype was taken straight to Monza for him to drive seriously. Ascari was an Alfa Romeo agent and very close to Nicola Romeo, so what he said really was important. After a few laps he came in, SCAP he had on the scuffs and say "Ehi! Wonderful car! Now we go to Cerveno for the race on Sunday!" It was an important 200km race and Jano was apparently staggered and protested that his car was too new, untried and unproven, well, he didn't exactly say his, and he didn't really say "E" — he said "Ni" and Ascari's close influence with Mr Pavesi meant they took the car straight to Cerveno and Ascari won, the P2 was my two day old. Jano was established.

"A month later was the Grand Prix at Lyon. Ascari insisted we must go and after Cerveno there's engineer, technician and fitter was called in to build the team of cars. To be honest we were all very surprised and delighted by the sudden success. Over Jano seemed a little surprised his new car had grown so well and well at Cerveno. 20 C





Collaudatore Guidotti

He asked me, 'Fascist? We mean, we said, 'Yes, certainly, you were wrong! And Fascist? Yes, 'Why?' and 'Just say! Because you said the four things were the best in Italy. That is not true. They are the best in Italy! Better than Fiat!' — he was the impression!

"I did not go to Lync, but we had the stories come from after Campari had been and Ascari broken down, while leading virtually all the trials. The Fiat were better, but in practice Biondo — the great driver — had broken at Lync's P2s and told Campari, 'Oh! If you want some spare parts, just come and ask us...' After the race Ascari withdrew Fiat from Lync and had his team cars broken up. He wasn't going to train engineers to be coached by Alfa Romeo and Success. But it was not really true that Alfa Romeo had copied La Fiat because the Fiat was making the Alfa in the nick. Our car was better than theirs as they were not copies. Fiat!"

"After two years in the experimental workshops at Pirelli, Guidotti became a collaborator — test driver — covering thousands of kilometers a month in all manner of production and prototype cars. Like talking with other collaborators, the question 'How did you start your driving?' seems superfluous. The test drivers naturally tested the cars — it was a necessary part of the job, one of the many situations, it was a privileged position, but a disciplined one.

"I do remember and say Guidotti was well done at the Giro di Sicilia — so I drove in my first race, the Giro di Sicilia. I started in an anti-aircraft engine 1920 with Campari — an old lady, the Alfa agent in Palermo. The course ran right round Sicily, you understand, but included very difficult bits of the Targa Florio Maderia circuit. I have beaten the lap's record of Ascari there. He goes and exceeds his hands. 'Very nice actually because my car was much better than his. I saw a Gold Medal for that. Then the course went on through Cefalù, Messina and so on. I had a 25 in my hand when we came taking a last straight section in around 120km/h. I had the steering had overpowered and reached the end of the surface and we ran, I was and killed the car over and over. I was thrown clear and broke my arm and had several fractures but poor Campari was trapped under the car. It was a bad day, frightened we would be taken help arrived, or get out of the race car to come back, I was off duty for some time — just no insurance. It had been forgotten at the last minute, was never covered.

Guidotti had broken in the Mille Miglia, starting in 1926 when he drove a 1920 car with the converted roller motor. Aston Martin's Tony Fisher built it! After 11 hrs 30 mins — and 0.2 seconds — on the road. 'Just says a small race in the Mille Miglia and he taught me how, like a driving instructor. Just taught me my trade in all respects, the engineering, the driving, the driving, everything. I was a wonderful man! He said me, Guidotti, tomorrow you must drive Cova, Brusola, St Martin, see the harpals. They were very simple, but a few hours in some or some to get out long cars round. Back at the 'year he would question me. How would you handle the harpals? I replied, 'I keep it light but the car isn't get round, in reverse, reverse. And afterwards see Guidotti — everything is wrong! Now he sketched the road and the car and say handle here, brake here, clutch see this, in this gear, use the power and bend from the car, but avoid the front wheels like an — see you was a sick under the car — and I like."

From such lessons Guidotti developed into an extremely able and sensitive driver in his own right, in addition to his engineering abilities which

he applied to good use in the experimental shop. In 1929 he and Pirelli drove an Alfa 1750 into 13th place in the Mille Miglia, which team-mates Campari/Rampol in a similar car was outright in 1930 he swapped another 1750 with Tazio Nuvolari, and they won. Through the Theres Guidotti drove every Alfa Romeo model. "I was chief experimental man at that time, and one of the best ones. I remember your Targa Florio 1930, very significant. We had three old P2s updated by Jarno with new carburetors fitted downstream from the supercharger, instead of one above it, redesigned intakes and changed weight distribution with the rearward wheel-back in the nose and spare wheel longitudinal in a slot in the tail. But after practice for the Targa Florio the P2's superchargers were worn out and those distances were too small. Jarno said it will be impossible to beat the Bugatti with the 1750s, not enough power, and my men and I — very few of us — went right through special rights to fit one car with an all-type compressor and get a RD47 Vesp. Arrived early next morning to find the car ready and he won with it and beat the Bugatti. It was the first time I beat drove a P2, and a very significant win for Alfa Romeo which the chief and team partners called the second coming of the P2.

In 1931 Guidotti was sent to England to prepare the Earl Howe's 'Sir Henry' 'Tom' Bickel Alfa Romeo 2000 for the Mille. 'Very nice gentleman. I work in the book shops at Welwyn wearing the Bowler Bentley was built and we actually modified the very strong Bentley chassis to fit the 2000 and they survive the 24 Hours and when Yves very good for me, and the chief men at Pirelli were not too angry with my modification.

Guidotti drove a week-long Alfa with Franco Cortese at Le Mans in 1932 and they were leading until important parts began to fail. Peter Hill wrote in his Alfa history 'Cortese and Guidotti had practically to rubricate their wings, and when Guidotti was asked if he would be likely to fight the private car of Sommer and Cortese for the lead in the start and he replied 'I could not win, because my wings, they are too large the right shape for the regulations, if I win the other driver he make a protest. This I am disappointed. No to go off'. Speaking to Guidotti nearly 40 years later I could hear him saying that with the philosophical smile and shrug. He was an engineer, the consummate, not one of these excitable racing drivers — even though he could lap his test.

He had set fastest time for the TT at Avola later that year and while in Berlin received a message from Dr. Ray Fedden, ex-Brno, Stano-Souza designer and subsequently with Bristol Aeroplane, producing their superb six-cylinder four-cylinder. 'He wanted his car decommissioned and I should run it. It didn't need it, but Fedden wanted to see how the valves were direct into the aluminium head without bronze inserts. The idea was not a 100% fit down but the mechanic was like new. He was impressed. I did the work for him and he gave me a system Segrove timing gags which I still have, with Tuxton goggles, special made for the racing man."

For the Formula Libre Grand Prix races of the Depression years Alfa Romeo produce the famous Tipo A, Misoposto with single central driver's seat and two 1750cc Fiat engines cranked side-by-side and driving one rear wheel each through individual gearbox, prop-shaft and final drive. In 1921 the Tipo A made its debut at Monza, but Luigi Arzuffi crashed fatally in one. History tells us the car was a monster, and Russian and Bolognese driver it intensely, while noted, loyal Campari gave enjoyed driving it. Guidotti 'The Tipo A was really the good at Pescara where Campari won and he finished it at Salsomaggiore. To make the car light we made the cylinder head in aluminium for the first



time. This was a mistake. The heads were porous and distorted easily. I propose these cars and of Monza we change the cylinder, seat in position, and still not enough power for the weight, but I see the car was very good to drive.

According to Guidotti, the immortal Tipo-B Misoposto which emerged as utterly complete GP racing in 1922/23 was prior design and development at the time of the Tipo-A's appearance, and the two-engine car was merely a device to keep Alfa in racing while the long masterpiece was finished. The Tipo-B's one 2 transmission, in which a centre diff was coupled direct to the gearbox output, from which axially extended to beeb-line final-drive (as instead of such rear wheel hubs, but long axial distance). Why did Jarno do it? If the idea was to drop the driver's seat, why was it left perched high in the air above the seat? If the idea was to reduce lowering weight, surely it was maddened with all the gearbox bounding about? Guidotti tells the tale. 'Jarno's idea with the system was to prevent wheel-slip, to maintain traction, always keep both wheels driving adequately, and to make into-charging to match the car to a new circuit relatively easy, and to drop the driver's seat low down between the shafts' (Eh?). Guidotti chuckles one of his many wry chuckles at my perplexed surprise. 'Ha! But when Jarno told our drivers what he plans Nazzari works through his nose and says 'No! I don't want to be down in the basement like that, I want to be up on top of the job! I want to see where I am going in road racing' and the original idea was changed, narrowed and we ended up sitting high on top."

The original 2.0-litre straight-eight super-charged Tipo Bs were so successful they won the tag P2, following on from the immortal P2 line, but Guidotti confirms the name is inaccurate. 'To us they were always Misopostos. Gran Prix



throughout & stands was December 1962

Left, Guy Mall after winning the 1934 Monaco Grand Prix for Enzo Ferrari's team, first time out in the Type B Monoposto 2.3-litre Alfa Romeo. He took the lead two laps from the flag when Chiron lost control of his similar car and took three minutes to get out of the Station Haigis sandbank. Ferrari himself a second from left. Right, the interesting and successful Pallavicino bodied Type B with which Gudduti attempted to match the streamlined German race cars of the day. Mall won the Avusrennen with it in 1934; a replica is being built under the guidance of Gudduti today. Below, 1938 1.5-litre Alfa Romeo 158 in the Italian GP at Monza that year. This is Saverio who finished a close second to Villone's sister car.



only much later did the journalists start to call them P3. "Although an early Pescara GP programme referred to them this way, it would not become fashionable until 1960 — in English language publications first of all.

He was responsible for the remarkable streamlined Tipo B with which Alberto Ascari drove Mall won the AVUS Rennen in face of new Mercedes-Benz and Auto Union opposition in 1934. "I was worried by the aerodynamic shape of the new German cars. I prepared seven cars for Scuderia Ferrari to use since Portello is out of racing and Ferris, our agent, is running the team for us from Modena. I talked to Jarno about improving the shape of our car but he is worried about extra weight. Jarno was very clever indeed. I'm not taking anything away from his original shape but I thought we maybe could get closer to the Germans. Ingegner Pallavicino, associate of Caproni Aviatore, had been Captain of my brother during the war. One day I go to Caproni, Morfe San Piero, Bergamo, and Pallavicino say 'Oh Gudduti my friend! I will be delighted to help you design a new Grand Prix body...' I tell him: We would be delighted to have his help, but Jarno doesn't like and we cannot say. Still Pallavicino did the work in two spare time. I'd sketched a rough shape and he did it properly using his greater knowledge. Only wind tunnels in Italy, this was for models, but we didn't use one at all. Jarno had told me if you want to enjoy yourself build your new bodyshell in your own time, but you can use our paint and materials. So we built the Pallavicino body on our own test car. On test on the Avusrennen was marvellous — standard body, massive 258-230hp, Pallavicino body, 281hp, and where crosswinds made the standard car wobble dangerously under a bridge on the Avusrennen the new body with its tail fin made the car run straight. He is a sword-thrust and at AVUS Guy Mall drove the car and won. Here

Stock — the Auto Union — I saw her a few years ago and he say 'Remember the AVUS? I was second. Oh, no, my sister was broken otherwise I'd have got your box'

The aerodynamic body was considered unsuitable for subsequent road racing use, and was scrapped. Today a replica is being built, with Gudduti's expert assistance, at Portello for the Alfa Sports Display at Avus.

In 1935 when Arnaldo Benelli and Luigi Bacci built the Scuderia Ferrari's first Alfa Romeo in Modena they based their bodyshape upon Pallavicino's original. The elliptical shape showed the front of the masts. Pallavicino, but was only a superficial copy. He was said we had only one car and one chance. Ideally he would have had to test three or four different shapes full size.

Through 1934 it was obvious that the high-technology German cars with their vast budgets would crush the Italians. "Guzzi at Modena employed the standard 2.8 Monoposto engine with big pistons to 3.2 litres but that was the limit for the stock. Ferris had to Gudduti, the big boss at Alfa Romeo, please make me a new single-seater with a bigger engine. Jarno designs the new car with all-independent suspension — Dubernet at the front and swing-axle at the rear — and a 3.8 litre straight-eight engine. We did the new car and engine at Portello but on the test bed the new magnesium block after one hour's running — RIKKAT — it breaks. This engine was giving too much power for the block. So we called in a metallurgist, Ottavio Piva, to examine the problem, good man, brilliant — and he tell us to put a cut in the block between each cylinder to allow expansion and minimise vibration problems. We made the cuts, and covered them with steel plates. If you look at a 3.8 engine today you will see these small plates covering the cuts which divide the cylinders... and the engine is ready to race.

Contemporary records tell us that the 3.8-litre engines were fitted to two SF cars at the 1935 French GP and that Navolan's fantastic winning drive in face of the strongest German opposition at Nurburgring in the German GP that season also used 3.8 power. Italian author Luigi Orsini did a superb research job in his book *The Scuderia Ferrari* (Orion, London, 1981) for which I edited the English text, and he was persuaded to believe the 3.8 Tipo B myth. But Gudduti says otherwise and was becoming visibly exasperated with me as I questioned him closely to ensure there was no misunderstanding. "You can point what I say? Navolan's German car used a 3.2 engine and the 3.8s were never put in the Monoposts that year — the all-new 36-35 independent! appeared at Monza for the Italian Grand Prix. The new engine and new car appeared together, the engine didn't come out first, whatever way might have been helping the journalists to prove that La Alfa was doing everything to face the German challenge to our supremacy.

Navolan won the German Grand Prix because one Dubernet independent front suspension on

the Monoposto — worst worst! First two starts of the German car broke down, three — von Brauchitsch's Mercedes leading on the last lap exploded a tyre... Navolan had test ten minutes or so in the pit stop. It was really a lucky win, things were good for us that day, but it was a 3.2 engine, 3.8 NO! It was a very smart engine with oil cooling by enclosing the pipes to the preflow along the side of the chassis. That system was marginal with the 3.2 and impossible with the 3.8 which used a big oil cooler out in the stream to waste the horsepower..."

In 1936 Jarno produced a 4064cc V12 engine for installation in the 'dash-30' chassis with independent suspension, similar to the BC-20 — fabulously handsome blocks which made wonderful sounds but never had the power to match ever-larger Mercedes-Benz and Auto Union units. In 1937 the Italian Grand Prix effort was crushed by Germans. Something had to be done to maintain winning prestige, and Jarno's final big job was the low-chassis 4.5-litre 12C-37 which Gudduti test-drove at Pescara and won in the Italian GP at Livorno. It was unsuccessful, an under-developed and unmanageable beast rushed out to appease press and public opinion. It's not Gudduti's most happy memory. "Was a very bad thing, really. I drove it because I was the chief tester, I had to head like the racing driver. I was proving the car, but it failed, and Jarno he was dismayed.

"It was very bad he was dismayed, but this is true. The management was very hard, very hard. However good you were, whatever brilliant work you had done in the past, if you did not deliver what was demanded, you could be dismissed and so Jarno left, and he went to Lancia as we all know and after the war to Ferrari where his genius shone again.

In 1938-39 Alfa Corse, a club which began based at Portello, took over from Ferrari but then 3.0-litre Formula eight, 12 and 16-cylinder cars designed largely under the new regime of Spanish technical director Wilfredo Ricart were pathetically uncompetitive. Alfa Romeo, through Ferrari in 1937, had begun to turn their attention to 1.5-litre Volkswagen racing, intending to take in Maserati and race some kudos from lesser success. Giocchino Colombo, Jarno's right-hand man in the design office, was detailed to produce an Alfa veteran in Ferrari's Modena works. Gudduti was involved in the project's inception. "At Monza for the 1938 Gran Prix, Ferrari knew the Monoposto was finished and suggested we should do a 1500 to beat Maserati in the minor class. Jarno said 'No, I cannot, I am too busy' and Ferrari said 'Lend me Colombo. I'll supply the Lantabacco and Zampora' — Modenese Emilian wire and a loss delivery, stuffed pipe, rollers — and we'll build the car'. Colombo abandoned the project with me, and he had to do a car like an Auto Union with the engine in the back but I said 'No do a car like the 12C-37 with the engine up front, gearbox in the back axle and transverse spring and I'm sure it will be successful' and he did that with a beautiful straight-eight engine and he put the transverse leafspring at the front end and that became the 156 and positive the 159 and between them they dominated Grand Prix racing everywhere.

Giocchino Barbara Gudduti became team manager for the post-war Alfa Corse team, and they won virtually everything at night between 1948-49 and 1950-51. He test-drove Alfa Romeo products until 1955 and his team drivers were always aware that if they blathered about their cars he was perfectly capable of tapping within fractions of their times to check their claims. The legendary 'Three F's' team of Fangio, Farina and Fagioli was Gudduti-managed, and it was under his direction in 1950-51 that Alfa Romeo drivers Farina and Fangio won the first two Drivers' World Championships. But at that is another story.



CLUB FINANCIAL REPORT JUNE 19

INCOME

Membership:-	\$885.00
Mystery Weekend	\$
Italian Car Day Breakfast	\$
Birthday Dinner	\$ 210.00
Social Events	\$
Xmas Lunch	\$
Merchandise Sales/ Door sale	\$
Club Meeting Drinks/ Food	\$
Advertising	\$
Bank Interest	\$ 0.12
Transfer from Investment A/c	\$
SUB TOTAL	\$ 1,095.12

EXPENDITURE

CAMS- CMC Subscription	\$
Social Events (Fiat Lancia Ital Club Drinks)	\$ 190.00
Postage/Petties/Rental	\$
Pasta Run	\$
Merchandise	\$
Rent LCC 2016/2017	\$
Club Meeting Food/Drinks	\$ 190.49
Website	\$
Trophies	\$
Investment Account	\$
Membership refund	\$
SUB TOTAL	\$ 380.49

EXCESS INCOME/EXPENDITURE **\$ 714.63**

BANK RECONCILIATION

Opening Balance	\$ 1,606.61
Receipts	\$ 1,095.12
Payments	\$ 380.49
BALANCE	\$ 2,321.24

INVESTMENT ACCOUNT (as of 19 Mar 2019)

Opening Balance	\$ 18,148.53
Transfer from main account	\$
Transfer to Main Account	\$
Interest	\$ 6.16
BALANCE	\$ 18,154.69

Total in Accounts (as of 17 June 2019)

Westpac Community Solutions One	\$ 2,321.24
Westpac Business Reserve	\$ 18,154.69
Grand Total	\$ 20,475.93



NOMINATIONS CALLED FOR THE 2019-20 COMMITTEE OF AROCA WA

**Election of the committee will be conducted at the WA Alfa Club's AGM on
Tuesday 3rd September 2019; 7:00 for 7.30pm**

Venue: WA Light Car Club, 22 Moojebing St, Bayswater

Dear AROCA WA club member,

The WA Alfa Club's activities "don't just happen". They depend on active club members being prepared to contribute to the running of the club, either as an officer holder, or as a general committee member. You are invited to nominate yourself, or another club member, for election onto the Club Committee for next year using the Nomination Form provided below.

As a WA Alfa Club Committee member, you have the opportunity to help improve club activities. At the same time, you can enjoy the camaraderie of engaging with other dedicated Alfa enthusiasts who all working towards the success of the club. You are encouraged to seek election, or perhaps to work with the committee in another volunteer role.

Before the coming year, as is usual, the club anticipates a few committee member retirements. Other committee members may also need to resign or readjust their commitments due to work or relocation issues. Therefore, the Annual General Meeting represents a great time for you to decide how you might like to best help AROCA WA enhance its future Alfa Romeo auto enthusiast activities.

The club is currently seeking multiple nominations for all of AROCA WA's committee positions.

Nomination Form 2019 – 2020 AROCA WA Committee

Name of Nominee: **Nominee's Membership #:**

Note: A person being nominated should be a financial member of AROCA WA. He or she is hereby nominated for one (or more) of the following position(s).

(Please Circle)

President

Secretary

Treasurer

Membership Secretary

Social Secretary

CMC Representative

CAMS Representative

Web master

Competition Secretary

General Committee Member (x 2)

Club Shop



Nominated by:

Membership number:

Person being nominated (may nominate self) being a financial member of AROCA WA

Seconded by:

Membership number:

Being a financial member of AROCA WA²

Acceptance of Nomination:

I accept nomination for the position(s):

Name: _____

Date: _____

Signature: _____

(Signature of person being nominated)

Nominations should be emailed to the current Club Secretary.

Email: secretaryarocawa1@gmail.com

Or mailed to the postal address shown immediately below.

Mail to: **The Secretary, AROCA WA,
P.O. Box 8231,
Perth Business Centre,
WA, 6849.**

All written nominations should be received by C.O.B., Friday 30th August 2019.

² Note that a "financial member" above named as a nominee, nominator and/or seconder, for the purpose of this nomination, is limited to being either a Full, Associate, or Life Member of AROCA WA.



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 <p>AROCA CLASSIC LADIES TEE</p> 	 <p>AROCA CLASSIC KIDS TEE</p> 	 <p>AROCA CLASSIC BABY JUMPSUIT</p> 	 <p>AROCA CLASSIC CAP</p> 

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Note that your customized product will be difficult to return, so please first [Check the sizing charts](#), or you would be welcome to try on in-store (i.e., in Lygon Street, Carlton, VIC) before you buy. You will find that these are 'true' sizes.

To view our guide on "HOW TO USE THE ONLINE DESIGNER" [please click here](#)





MEMBERSHIP RENEWAL FOR 2019/20 IS NOW DUE

Dear Western Australian *Alfisti*,

IMPORTANT NOTICE TO CONCESSIONAL LICENSE HOLDERS: *As the end of this financial year approaches, those of us who are AROCA WA members and use Western Australia's concessional licensing system to register their historic Alfa Romeos should note that they must be certain to remain financial members of the club into the coming financial year for their concessional licenses to remain current. Therefore, be certain to renew your membership prior to 30th June 2019.*



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 30th 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 (1st July 2019 - 30th June 2020)

Associate Mbr Fee: \$80 (1st July 2019 - 30th 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



“DRIVE MY CAR”

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)

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.