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**Full yearly Membership fees:**

1 July 2017 to 30 June 2018  
Social \$45  
Motorsport/Competition \$65  
Family \$90  
(2 adults + kids under 18 - Family rate allows up to two competition members.)  
Note: Applicants who wish to join part-way through the year will be charged a pro-rata membership fee based on the number of months left in the membership year. See the application form for details.

**Meetings**

Southern members meet on the final Tuesday of each month, January through to November, at the Civic Club, 134 Davey Street, Hobart.  
The committee meeting is held between 6.30-8.00 pm. Drop in any night.

CMI's AGM is held at 6.30 pm on the last Tuesday of September at the Civic Club, Hobart.

All contributions to Veloce Nota are welcome and when published earn points towards the Clubman of the Year Award.

Please send all letters and contributions to The Editor: [Cmi.editorial@gmail.com](mailto:Cmi.editorial@gmail.com)

**Disclaimer**

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**CMI Life members:**

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**Parafly™**

**SELENIA**

A bigger issue to start the year, largely because of major stories by Mike Clark and Bill Freame (who despite living in Victoria is one of our major contributors).

Also a free gift to start the year. See below.

I have been to Bathurst, and you can see the details inside in telegraphic form, or supply me with limitless drink and I will give you a blow-by-blow.

Good luck to everyone in the club who is competing in the Baskerville 1000. You may be

aware that I have embraced the power of the Dark Side for this event...

And have another look at Hilton White's GTV, which is still for sale and this month has the correct phone number! (Not my fault this time.)

**Who wants a FREE Fiat 131 1600 twincam? It has been offered to me but I have too many dead cars. It's in Launceston and I will give details to anyone who is interested. Call me on 0409803316.**

Buongiorno

Following the Annual General Meeting in November, there's been no change to your committee - we've all stayed on in the same positions. This will be my last year as President, as a 2 year term is the maximum allowed under our constitution. Our Domain petition was tabled at the Hobart City Council meeting on December 3rd and unanimously accepted as being valid, and is now with the Parks and Recreation Committee. We'll attend that meeting, next Thursday January 10th, to keep in touch with proceedings.



New gearbox mount, braided lines & rebuilt calipers

Rob Madigan, Gary Lucas, Graham Mitchell, Peter Lowe and myself have been preparing the ex-Bob Sincock Alfa 75 V6 for the Basky 1000 (all costs including parts and entry fees etc are being split between the five of us). It's not quite as easy to come by go-fast bits versus say a Falcon or a Hyundai - but we've concentrated on brakes and weight reduction, with the view that reducing weight is going to help tyres and brakes last the distance. The rear in-board brakes were completely non functional due to seized calipers and a collapsed hose. We've resurrected them with a rebuild, new braided lines and Red Stuff pads. All this stuff came in from the UK, and unfortunately where usu-



Nearly ready

ally the post from there is super quick, in this case we waited (and started to sweat a bit) for two months. In the meantime the ruined rear gearbox mount has been replaced with a NOS part from Latvia and the rear section of exhaust replaced with a suitably rorty straight through section. All in all, the car is nearly there - and it sounds magnificent. Thanks Bob!

Ciao  
Tristan

**Coming events**

**Sun 15 Jan** CMI New Year BBQ—call Graham on 0418 173 102 for details

**Sat/sun 2/3 Feb** Baskerville 1000

**16/17 Feb** Targa Northwest

## Italian Car Display



Over a year ago plans were put in place to hold our annual car show on Saturday 24 November, 2018. Because of the previous year's overwhelming success (where we shared Parliament House lawns with visiting National Triumph TR and Lancia Clubs), we extended an invitation this year to owners of cars that had been shown at Classics at the Beach during 2018. Given good weather we were expecting 20 Italian cars from CMI members and at least 60 non-Italian cars. It could have been a resounding success. But



the weather was atrocious with rain for three days before and intermittent showers on the day. Not surprisingly, only a few stalwarts showed up. At the peak there were 17 cars. Given the conditions this was remarkable! Visitor numbers were also down but there was considerable interest shown by those keen enough to brave the weather.

For those who brought their cars, I wish to express my appreciation.

Alastair Watson saw an opportunity in the brief moment of sunshine to provide some excellent photos of the seven Italian cars present.



*Pics by Alastair Watson*

<http://uppermiddlepetrolhead.blogspot.com/2018/11/annual-club-motori-italia-italian-car.html>

## Challenge Bathurst



Arrival at Mt Panorama

Early July: entry accepted for Challenge Bathurst. Start preparing car immediately, allowing for entries in other events. Decide to finish rebuild of 'proper' 1600 race engine with new lumpy cams for higher revs and more top speed on Conrod Straight.

Arrange to borrow trailer from Jack Waldron/Vin Gregory in Melbourne to avoid ruinous cost of trailer on ship.

18 Aug: blow 2-litre head gasket at Lufra and repair it in time for ...

21/30 Sept: Baskerville Historics and cryptic run

21 October: Fastest Italian at Domain Hillclimb. 1600 engine rebuild giving trouble. Run out of time to make second adjustable camwheel, so use standard wheel and standard cam on exhaust side. Can't get valve clearances right due to varying valve lengths. Cam box off three times, head off twice.

22 October: Bite bullet and remove 2-litre engine. Discover that muffler is cracked all the



way round pipe entry points, and that 1600 engine will not fit with 2-litre mounting points. Call Chris Wiggins, who fixes everything.

Late October: Gary Brown, who is going with me, has several mini-strokes and is in doubt for trip. Tell him this is very poor timing. Leave boat booking a bit late and find that while I can get both car and van to Melbourne I can't get van back! Ring TT line and get on waiting list.

Talk to Tony Gray who suggests fitting EasiTune (in-car Lambda

meter) to avoid possible engine explosion on long straights.

Next day: Boat bookings sorted due to cancellations by others.

Early November: car still not running. Leave jetting as for 2-litre as this is a hotter engine.

One week out: car running. Am told by one who knows (Bill Freame) that Fiat 850-based cars were unstable at high speed back in the day. Fit Gurney flap to rear of bonnet to hold front end down at speed – I hope. Raise car slightly at rear for same reason and discover leaky shock.



Reid Park

Too late to fix. Pick up custom-made EasiTune from John Whitfield at Dunalley. Run wiring for ignition power and battery pack. Tony welds in boss for sender on exhaust. And it works. Shows slightly rich, which is OK by me.

Two days out: start packing van. Pick up Toluene that has been recommended as fuel additive. OT finally finished and running. 100-km test drive. Goes like a rocket. Fix oil leak.

13 November: Departure day –

still packing. Get away after lunch. OT is run in on road to Devonport. Gary drives VW. Security person at ship looks at Toluene container which has every hazard warning on earth on it, and says, 'That's OK.'

14 November: Call Vin and tell him we'll be at his place (Templestowe) for breakfast. Set off in heavy rain. Both GPS's send us astray. Feet completely soaked inside five minutes as water pours in. Breakfast at Templestowe, then off to War-randyte to put OT on trailer. OT ignition fails, presumably due to water. Vin repairs it at roadside by putting in heavy spade terminals. Then indicator stalk melts its wires. Then water pump blows fuse and car blows green steam out of bonnet. Hasty repairs.

Load car up, have lunch and get



## Challenge Bathurst (cont.)

away at 3pm. Spend night outside Wagga Wagga.

15 November: Find an auto electrician in Cootamundra who agrees to have a look at the car despite being under the pump himself. When he sees the car he makes more time. Finds there is a dead short in the indicator wiring but only has time to bypass it. Puts in a toggle switch which gives me a left indicator – all I will need for Bathurst. Gary finds best bacon-and-egg rolls in Southern Hemisphere at local takeaway.

Reach Bathurst about 7 pm and make tactical error by driving up to Gary's sister's door. Farmhouse at end of long downhill driveway. No way to turn around. Unload car and unhitch trailer. Dinner first, then decide to run all new wiring for RH indicator, charge car battery, torque down head, Gary starts to wire indicators, bed.

16 November: Off to Mt Panorama early for Documentation and Scrutineering. Fill up car with fuel and put some Toluene in. Spill it on bonnet, where it removes paint.

Set up temporarily near Mountain Straight pit entrance. Super-sprints still happening so constant procession of exotica past us. New lap record set by Audi



Murray's Corner sand trap

R8 – 1.59! Gary finishes indicators. Still have wiring problems: oil pressure gauge shows 20 PSI, water temp shows 130 (both inaccurate). Documentation easy but only have last year's CMI membership card. (Left correct one behind.) Text Rob for another new one but Rob is working. Scrutiny is OK but can't get final OK because card still a problem. With help of Gary and new friend Aaron, decide on forgery using existing card, Stanley knife and Virgin luggage tag. Produce picture of this and Documentation is done.

Into our garage at 5 pm and meet up with David Bushby (who put me onto this) and friends. Put car to bed, attend John Bowe's driving tips session and home for dinner.

17 November: First familiarisation session 20 mins. No overtaking on first lap but can barely keep up along Mountain Straight for first time. Heat up brakes and tyres. Big Falcon ahead of me decides to slow RIGHT down and leaves enormous gap to cars in front, holding up half the field. As a result, when the half that is behind me gets past in various places, they are followed by the half that was in front and has now caught up. Hectic 20 minutes but learn layout of track pretty quickly with John Bowe's help. One half is conventional racetrack; the other half is almost all blind corners and crests, either steeply uphill or steeply downhill. Lined throughout with concrete walls and very, very fast. Car is absolutely stable at top speed on Conrod.

Talk to timing and find that unofficially I have done 3.45. (*Maximum* time permitted is 3.22.) Go to see Clerk of Course and tell him I can go faster but not 23 seconds faster. He agrees that spreading Fiat wreckage along a wall in the attempt to do so is not a good idea, and says there are about a dozen others in my group in same boat. We can still run.



Hell Corner

20-min practice/qualifying session. Seeded near back of (55-car) field. Very hot work, but have time to sip Gatorade going down Conrod Straight. Not going through kink flat out. JB told us not to, unless we are very confident that it will hang on. I am not confident because I don't want to find out whether left rear shock leak affects handling. Get down to 3.37.

First competitive session. 3.36. Is this a plateau? Have good dice with Rob Withers in Mazda MX5, who tells me afterwards that he can't get past me on Conrod because his car runs out of puff at 180 km/h.

18 November

Decide while lying in bed to leave car in top gear going down through Skyline, Esses and Dipper, only changing down for Forrest Elbow.

Competitive session 2: Try top gear as decided. Seems that less people are passing me. When results come out I see 3.27! Can't believe a 9-sec. improvement. Go to see timers to check that it's correct. It is. Session red flagged because someone's car stops over blind crest just after Cutting. Very dodgy place to find stationary car.

Session 3: All times around 3.31.

Session 4 (last one): Good run until about lap 4, when engine suddenly dies coming out of Cutting and I stop on LH side just over blind crest (just like the other guy). Broken throttle cable. Give thumbs up to marshals, as briefed, to show I am OK. Hold arm flat out window to show I can manage with a flat tow. Once everyone has slowed down I get out of car and walk down wall to marshals' post.

They tow me to top of Mountain and we wait for another session to go through. Then I coast all the way to the pits, followed by marshals, and when I finally run out of momentum they tow me again to my trailer. Ragging from fellow competitors about session ending early; Aaron wants his money back. (They lost one lap.)

Best times are a 3.28 and another (quicker) 3.27. Very happy – especially since throttle cable actually lost its screwed nipple off the end and this would have been gradually coming off, meaning I did not have full throttle. So 3.22 was probably achievable after all. Other drivers often ask how fast it is down Conrod. When I tell them 'about 180' they invariably suck in their breath through their teeth and look worried.

Have celebration dinner at home, fix throttle cable, charge battery.

19 November: Push through to Melbourne – stopping briefly in Cootamundra to enjoy another bacon and egg roll and report back to Smartfix Auto Electrics on results. Leave Van, trailer and car at Warandyte and stay with Vin Gregory.

20 November: Leave in plenty of time to get through Melbourne... Until Fiat stops with flat battery on Eastern Freeway. Call RACV. Explain that we are travelling from Warandyte to Spirit of Tas. 'And are you coming into the city or out of it?' Manage civ-

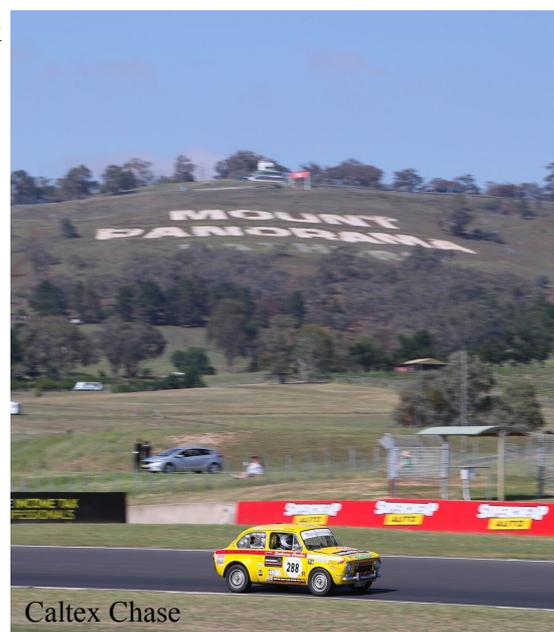
il reply. Do a self rescue with booster charger.

This gets us into centre of Melbourne and into traffic jam where it stops again three lanes out from kerb during electrical storm and downpour. Push it across three lanes and up onto footpath. Other drivers courteous. Gary calls from van to find out where I am.

'Just keep going and get on the boat. I'll get there,' I tell him. Tow truck arrives. Gary calls from boat and gives us a number to ring. They tell us to take car to freight yard, where someone will tow it onto the boat. Eventually we get on, but not before the Toluene is finally confiscated. Pizza and red wines in bar.

21 November: Flat tow Fiat to Wayne Clark's workshop in Devonport. Remove alternator and take to auto electrician. They diagnose bearings and brushes. Wayne lends us a car trailer and gives us a brief tour of some of the collection. Home by teatime.

22 November: Start fixing electrics!



## RepcO Brabham Rebuild

My First Repco Brabham Adventure.....by Bill Freame

Back in the 1970s I was an employee of the vast Repco organization – at a time when it was still being run by engineers, not accountants! I was in a small department equipped for developing and testing Repco parts for the various car companies this country was blessed with at that time.

In the late 1970s the Light Car Club announced that five-time world champion Juan Manuel Fangio would come out to Sandown to demonstrate one of the historic factory Mercedes race cars he had raced in the 1950s. This was big news! Everyone at all interested in motor-sport at that time knew who Fan-

gio was, so huge crowds were expected to pay to see him drive anything around the Sandown Park race track.

Some months before this announcement, someone inside Repco had (secretly) purchased the 1966 World Championship winning Repco Brabham BT19, probably from Jack himself, for goodness knows how much money. This BT19 was in pieces, the chassis had just been repainted and it ‘just needed to be assembled’.

Don Halpin had been sent out to the Bayswater panel shop to start assembling it, all alone: ‘Should only take you a couple of days’, he was told. Meanwhile, there had been a broad media announcement that three-

time world champion Jack Brabham would also be at the Fangio meeting, demonstrating the BT19. The Sandown meeting was only about six weeks away and the media announcement intimated that the BT19 was ready to go.

Honestly, then, as now, I believe that it should have been the tribute to Fangio that he well deserved, without the meeting being diluted with the inclusion of our Jack. As Jack was frequently living back here, any number of tribute meetings for him could have been arranged, at all our race tracks, at any time.

Don was distraught with what he was expected to simply screw back together in a couple of days. It was not only incom-



Don Halpin and Bill Freame in centre



Don Halpin working on car,  
Bill Freame beside FCCV man

plete, it was supplied with the wrong Repco Brabham engine, the wrong gearbox, and no bell-housing or exhaust pipes. Don hastily returned to our Richmond base, to negotiate for a team for the assembly and start the manufacture of missing parts. Then all the existing parts were trucked from Bayswater to Richmond, to be assembled in one of the Repco machine shops with three of us added to the assembly team, making a total of only four. And so the race against a very short time frame began.

As Don Halpin had an astounding knowledge of all things Repco Brabham, he was able to source most of the required pieces. For the exhaust system, Graham Facey would build the

pipes, but only when the engine and gearbox were installed so he would know how much space was available. The car would need to be delivered to his workshop, somewhere in the rural SE of Melbourne, for about a week. Don was able to swap enough engine pieces to have a correct RB620 engine; and while that was being assembled, the Magnaflux crack tester was used on many engine, gearbox and suspension parts as we had no knowledge of their history. The Triumph front stub axles were carefully inspected and where they always crack was ground out and welded, then repainted. While the car was away for the exhaust system we continued to prepare other parts for ignition, braking system overhaul and fuel delivery. After

a few days the car returned and we could then continue assembly. Unlike how the BT19 was raced, the exhaust now curved around outside the top suspension arm, out in the breeze, whereas when raced, the pipes were closer to the engine by being inside the suspension arms.

A few strings were pulled with Goodyear and we were able to buy newer period racing tyres for the car, representative of the mid-60s. All the electrical connections were cleaned and checked for durability, the fuel system cleaned and flushed and a battery box built to mount on the rear of the gearbox. The injection system was missing the trumpets and we had to make them as close to

## Repco Brabham Rebuild (Cont)



Adjusting fuel injection—Bill on right

original as possible, a collection of racing photos helping us keep the look of the car as original as possible. The mechanical fuel injection is pressurized by a very, very large SU pump, mounted in the airstream, on the front of the radiator, for cooling.

As the meeting got closer, the days became longer, with early starts and late finishes the norm. The final week was frantic, with all the fiddly bits still on a long list of things to be completed. Then there were seemingly endless TV interviews, all with Jack sitting in the car. Each of the TV channels were allotted a time for an interview with him, and the car needed to look complete, ready for the track. Between interviews, Jack was entertained away from us, somewhere in the offices. The TV crew would arrive early to set up lighting and sound, while we would as-

semble the car with the body and wheels back on it. Jack and entourage would arrive, Jack would settle in the car and be interviewed, then he left while the camera was filming the interviewer asking the same questions, but to the camera, so it could all be cut and spliced for the evening news. While that TV crew retreated we dismantled the car again for more assembly and preparation. This cycle would then repeat again with another TV crew.

When Jack saw the almost assembled BT19 for the first time, he smiled a big smile and asked Don if it would be ready in time. Don responded that it would be ready and as safe as we could make it for him. Certainly there would be no test drive of it; its first test would be on track at Sandown, ready or not. Eventually the BT19 was

completed and sent off to Sandown on a borrowed trailer, attracting almost as much attention as Fangio's Mercedes. Typically, the Mercedes Benz Company was very well prepared. They even had a specialist along just to blend the exotic fuel!

The BT19 was on a diet of BP Avgas and had a slight misfire as soon as the revs got up high. Eventually a change of battery from the 12-volt we were using to a loaned 16-volt battery from Kevin Bartlett solved that, the extra voltage providing higher fuel pressure for the Lucas injection. However, the injection metering unit is actually mounted above but in the valley, and when the diaphragm suddenly sprang a leak it filled the valley to the brim with Avgas. Just how old was the diaphragm?

At that meeting, all the cars were being taken off track at

Turn 1. Hot tyres and loose gravel! Two members of our crew were always waiting for the car there at the end of each run, just off the edge of the track, to install some mesh covers over the open trumpets, thus reducing the possibility to swallow any stones. Plus a tow rope would be attached and the car towed back to the pit area we were camped in, behind the grandstand. Don noticed the valley awash with fuel and suggested Jack vacate the car. In a single leap, Jack was out of the cockpit, his feet hitting the ground many, many feet away. Without even turning to survey the situation, he suggested we attend to that before his next run. How easily we could have BBQ'd a national treasure, and the car too. Thus, with a hot engine, valley full of fuel, we got to tow it back through a vast crowd, some of whom may have been smoking.

There were many things that we needed to check over that night, so we were permitted to work on the car in Allan Hamilton's Porsche Cars Australia workshops. A full spanner check and a few niggling issues were attended to, ready for the Sunday demonstrations.

There was very little doubt for us that Fangio was annoyed with our involvement in his meeting. He had rightfully expected that he and his car would be the main attraction. As it was only demonstration runs, not racing,

he was allowed to wear his battered brown helmet. Jack admitted that early in the meeting, with the misfire until the battery change on Sunday morning, he was having trouble keeping up with the Mercedes, even just keeping it in sight. However, by the final run on Sunday, the BT19 was giving as good as it ever had and he could easily hold onto it. Jack was pleased with the opportunity to display his championship winning car here in Australia. It appeared every time, on schedule and always returned to the pits to the applause of the many spectators.

After the Fangio meeting a proper enclosed trailer was acquired, and is still used to this day. The car returned to Richmond to have further work done. This involved the engine being installed and tested on the Heenan & Froude GB4 dynamometer that had originally been used in 1965 development and Phil Irving, the main RB620 engine designer was invited to attend while the engine was being tested. An excellent photo opportunity was not wasted, with Phil happily standing alongside his engine in the test cell, but only while the engine was stationary.

Forty years further on and that Repco Brabham BT19 is still attending major motorsport events, at most historic meetings and certainly always attends the AGP F1 meeting at

Albert Park. Now an extremely important part of the Brabham collection memorabilia, it is in the ongoing care of Nigel Tait who had further developed an already excellent relationship with Jack, especially in his final years. Nigel was the driving force behind getting this project completed in the short time available and for the ultimate benefit of the Repco Company name.

The BT19 is now over 50 years old and may it live forever. It must never be raced again, regardless of who owns it well off into the future! Many years ago it was used in the TV show, *Neighbours*, when Kylie was cast as a mechanic! Regrettably the car was slightly damaged while filming a scene at Calder.

That 620 engine block is one of the engines that was used in 1966, but there were always several engines rotated through the team cars. The chassis however is definitely the only BT19 that Jack drove that year to win his third championship. Sir Jack Brabham has long gone on to drive the race tracks up in Heaven, now, but his outstanding achievements will and should be remembered for a very long time.



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For sale—note correct phone!



Northern member Hilton White is selling his 2001 model V6 Alfa Spyder. 125,000 km \$9995 0438 526 956 . Car is at Bridport but he will bring it to Launceston on request.



# Italian Car Show, Perth WA

While in Perth recently, we had the opportunity to attend the Italian Car Show which was held at the Gloucester Park trotting track. It was run by the Northbridge Rotary Club as a fund-raising event for their charity. Keeping in mind that Perth and its outer vicinities comprise approximately 2 million population, a turn out of 200 cars was expected, and as the weather was favourable, this figure was easily reached. In addition, a good collection of bikes as well as some Italian commercial vehicles were present. A special feature was an exhibition of cars, both Italian and non-Italian, that had participated in recent recreated Italian events of the Mille Miglia and Targa Florio.

The trotting track facilities provided an excellent venue for showing the vehicles with a mixture of manicured lawns, paved areas and sheltered space under the main pavilion. There were also some cars (racing versions) on display on the track itself.

In WA there is no Italian Car Club as such, rather marque-



specific clubs instead. So, the show was a coming-together of various clubs and each club presented their members' cars

in groups.

Ferrari showed about ten cars that included a couple of 400s



1997 Fiat Coupe 20V – quite rare and reminiscent of a Maserati



1960 Fiat Spider 1200 next to the Lancia Flaminia and Alfa 4C

from the 1970s, a Dino GT4 V8, a Mondial, a Maranello 575M, a 488 GTB and several 308 GTB as well as 328 GTS. There were only two Maseratis, but many from Fiat, particularly 124 Sport convertibles and coupes. Alfa Romeo were strongly represented by Giulia 105 and Duetto 115 series. The Mille Miglia and Targa Florio displays included a C-type, D-type and E-type Jaguars (I suspect that the C-type and D-type were replicas), and a few



1980 Fiat 124 Sport Spyder (much modified and with hardtop)



1962 Lancia Flaminia 3B

# Italian Car Show, Perth WA

MGBs and TR4s. There was also a rare 1954 Arnott Bristol as well as an Alpine 110 and a 1935 Triumph Gloria. I was not entirely convinced that all of the cars in this display had actually participated in the two events. Among the bikes were examples of Ducati, Moto Guzzi and Vespa – all were beautifully presented.

I have chosen to present photos from a selection of about 100 shots, taken by my son, Andrew. Most interesting cars in our view included a 1997 Fiat Coupe 20V, a group clustered together of a 1960 Fiat Spider 1200, 1962 Lancia Flaminia 3B, and a delicious 2016 Alfa Romeo 4C launch model. We were impressed by a race/rally-prepared Fiat '500' Abarth, but puzzled by the Alfa Romeo badge on the bonnet above the Fiat badge? (*I suspect a look in the engine compartment might have explained the Alfa badge. Ed.*)

There was also a nice 1968 Lancia Fulvia Zagato that was



1957 Alfa Romeo Giulietta Sprint



1974 Alfa Romeo Montreal



2016 Alfa Romeo 4C Launch Model



Fiat 500 Abarth (note the launching fans and the Alfa Romeo badge?)

among a number of non-Zagato models. A nicely presented Alfa Romeo Montreal attracted quite a lot of attention as did an equally nicely prepared 1980 Fiat Spider. However, the car that we thought stole the show was a 1957 Alfa Romeo Giuli-

etta Sprint. The car was simply immaculate. Not far from this car was a not-so-immaculate 1965 Alfa Romeo 101 Veloce Spider – rare and highly desirable, but in need of some TLC. Hidden away in the back of the

displayed cars in the under-building area was a superbly presented 1970 Alfa Romeo GT Junior Zagato – another rare car.

Overall, it was a great show.



2011 Lamborghini Gallardo (note the number plate – keeps the duco nice and smooth)

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