

# ALFA OCCIDENTALE

Issue 41, October 2020



This is the **41<sup>st</sup> edition of ALFA OCCIDENTALE** – the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). It includes the latest updates to the WA Alfa Club's upcoming program for 4<sup>th</sup> quarter 2020.



Returning 2021 WA Alfa Club committee member, John Reed, has provided your magazine editor with a box of club photos, in colour or black & white.

A number of these photos are republished in this edition of Alfa Occidentale. A few of them are shown adjacent.

While these photos may refresh some of our longer-term club members' memories, their publication here is also provided in the hope that these club stalwarts might be able to remind others of the stories behind some great club events and of any funny incidents that these images recall.



Those stories could well make for great future articles in this magazine. You are encouraged to provide your recollections for future magazine editions.



Please also find in this edition, a photo essay regarding the people and cars attending the Noble Falls Tavern club breakfast before our driving tour to the York Car Show, held on Sunday 13<sup>th</sup> September.

The WA Council of Motoring Clubs (CMC) has advised us of a new concessional license option, the "C4C", which is designed for pre-1990 modified vehicles. You will find the CMC's explanatory letter later in the magazine.



## CONTENTS OF ALFA OCCIDENTALE # 41

|   |         |
|---|---------|
| Contents; New Committee Elected.  | Page 2  |
| September/October update on AROCA WA's 2020 activities.                           | Page 3  |
| Breakfast at Noble Falls Tavern before driving to the York Car Show.              | Page 5  |
| Identify your Old Friends.  | Page 10 |
| Concessional Licence Regulations Update (Code 404 and 'C4C'.)                     | Page 13 |
| Myriad of Alfa Model Names – answers for Glen Phillip's quiz for last month.      | Page 15 |
| Alphabetical list of all the Italian Car Marques. This is Glen's October quiz.    | Page 16 |
| Alfa Romeo Montreal – A Flawed Diamond?   | Page 17 |
| Alfa Giulia GTA Restomod is 'Art on Wheels'.                                      | Page 22 |
| Alfa Auctions Overseas.   | Page 24 |
| 1939 Alfa Romeo 6C 2500 Turismo 'Ministeriale' Reviewed.                          | Page 26 |
| 2020 Calendar Updates, including monthly events and competition programs.         | Page 29 |
| Announcement of Official Upcoming AROCA WA events.                                | Page 31 |
| AROCA WA Treasurer's Financial Report for September 2020.                         | Page 40 |
| <b>"New"</b> Technology Section: Introducing Autonomous Vehicles.                 | Page 41 |
| AROCA WA new member application and current member renewal.                       | Page 48 |
| Code 404 declaration.   | Page 50 |
| Last months of "Drive my Car" concessional run approval program.                  | Page 51 |
| Directory of all Alfa Club member profiles published in Alfa Occidentale to date. | Page 53 |

## NEW FY20/21 AROCA WA COMMITTEE

### Note changes to email addresses:

|                |                      |  |
|----------------|----------------------|--|
| Andrew Murray  | President/webmaster  | <a href="mailto:ajmurray58@gmail.com">ajmurray58@gmail.com</a>                                 |
| Vacant         | Vice-President       |  |
| Greg Smith     | Secretary            | <a href="mailto:secretaryarocawa1@gmail.com">secretaryarocawa1@gmail.com</a>                   |
| Eddie Bernardi | Treasurer            | <a href="mailto:ebernardi007@gmail.com">ebernardi007@gmail.com</a>                             |
| David Hamlyn   | Membership Sec       | <a href="mailto:dhamlyn@resourserve.com.au">dhamlyn@resourserve.com.au</a>                     |
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| Peter Mathews  | National Coordinator | <a href="mailto:national.coordinator@alfaclub.org.au">national.coordinator@alfaclub.org.au</a> |



## OCTOBER 2020 UPDATE OF AROCA WA ACTIVITIES

- Further updates to the club's upcoming program were agreed upon at AROCA WA's 17<sup>th</sup> September committee meeting. Later in this issue, a calendar of upcoming events is provided. Details regarding how to book to attend many of these events is also available on separate pages where each of these events is detailed.
- On **1<sup>st</sup> September** the **Annual General Meeting of AROCA WA** was the topic for the first Tuesday AROCA WA club night last month at the WA Light Car club. The new committee for FY 2020/2021 was elected at the meeting. Only one change to committee membership resulted. Mark Pearson did not stand for re-election, meanwhile, after a few year gap, John Reed returned to the committee for this financial year.
- The AROCA WA **club run to York** was held on **Sunday 13<sup>th</sup> September** to attend the York Car Show. The event began with a brunch on the balcony at the Noble Falls Tavern in Gidgegannup, before 30 attendees began the club drive on to York. Below you will find a photo essay of the breakfast gathering and of the parked Alfas arranged in the tavern carpark.
- Do note that the **Como Rotary club's 9<sup>th</sup> annual classic car show** will be held on **Sunday 4<sup>th</sup> October** at the usual venue. The WA Alfa Club has been allocated 20 spaces for this show. Prior registration for those exhibiting a car is necessary. There is a show poster later in this magazine with information regarding the registration process for you and your vehicle. The club is keen to see a large group of Alfas at this annual event. Note that one particular aspect of the day will be a display of Alfa Spiders, particularly 105 series cars. If you are interested in displaying an Alfa, please contact Greg Smith at [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com) for details.
- The annual **Brockwell Classic Car Run** will head off from Whiteman Park on **Sunday 11<sup>th</sup> October**, at 10:00, bound for York (via 2 different routes). AROCA WA members are invited to attend this run which is an official club event. Entry cost is \$10 per car. See an announcement concerning this event later in the magazine.
- The WA Fiat Lancia Club has arranged a shortened version of its **"Two Oceans Run"** from **28 to 30 October**, with overnight stops at Karri Valley resort and Margaret River. The event is for WA cars and passengers only. Information is provided later in the magazine regarding how Alfa club members can join this tour (but it is getting late for you to do so successfully).
- The **2020 Rotary Italian Car day** will be held on **Sunday 1<sup>st</sup> November** at Mulberry on Swan. This year a great Italian themed festive event is planned, called **"Bella Italia"**. There will be many classic Italian cars and motorcycles attending, with wines, food, beer and more available. It should be a great event. Do put this date in your diary and start preparing your Alfa(s) for display on Nov. 1 soon. The club is hoping to attract a record number of West Australian-owned Alfas for the Italian Car Day display this year.
- There is also an **Italian car display planned at Trinity College** on **Thursday 5<sup>th</sup> November**. This will be a short car display event. The club intends to help the college with its Italian language program by displaying a number of Alfas. All Italian cars should arrive at 12:30 and stay on



display until a 14:00 departure. There will be a few Italian food vans on site at the college for your lunch needs. Details appear below in this magazine.

- AROCA WA has agreed to manage the **2020 Pasta Run**. It will be held on **Sunday 22<sup>nd</sup> November**. Event details are currently being finalised and will be announced soon.
- The WA Alfa Club's Sunday morning **Christmas Club Run & Lunch** is scheduled for **Sunday 13<sup>th</sup> December**. The lunch will be held in the garden at the Vineyard Kitchen restaurant in the Bickley Valley. A Trybooking link is provided later in the magazine. Please do book soon. Note that there is a limit of 50 dining spaces for the Christmas Lunch.
- A notice that appears below regarding **ALFESTA 2021** in McLaren Vale, SA. It will be held on the Fleurieu Peninsula over **Easter 2021**. If you want to attend 2021's great national Alfa Club event, you should book soon. Accommodation at this location is limited.
- Also see the summary information table later in this magazine which outlines all of the revised positions for planned events in AROCA WA's 2020 program. ///

## C A R S T O R A G E F A C I L I T Y S E T U P I N S O U T H F R E M A N T L E

Via the WA Council of Motoring Clubs, Mark McCallum recently advised AROCA WA that he has established a new business for both short and long-term storage of cars, boats and caravans in South Fremantle. I drove past this facility and noted that it is conveniently located, especially for those of us living near to the coast. Secure indoor and outdoor storage is available.

CBC storage's published rates for long term indoor storage are \$170.00 per month for a motor vehicle. However, as CBC Storage is in the early stages of filling its indoor space, an AROCA WA members' rate of \$100.00 per month has been offered for indoor storage, or \$75.00 per month, if outdoor. CBC Storage is prepared to maintain this reduced offer to WA Alfa Club members for the next six months.

While Mark McCallum's storage space is not self-accessible, he says that he can provide access per customer requirements via a text, call or email prior to entry. This procedure is already underway with existing customers and is working well, I was told.

The CBC storage facility is located reasonably close to Fremantle at 2 Clontarf Road, Beaconsfield, WA, 6162. If interested, you can contact Mark McCallum at CBC Storage on 0480.287.919, or by email at [sales@cbcstorage.com.au](mailto:sales@cbcstorage.com.au) CBC's weblink is [www.cbcstorage.com.au](http://www.cbcstorage.com.au) ////



## BREAKFAST AT NOBLE FALLS BEFORE THE YORK CAR SHOW



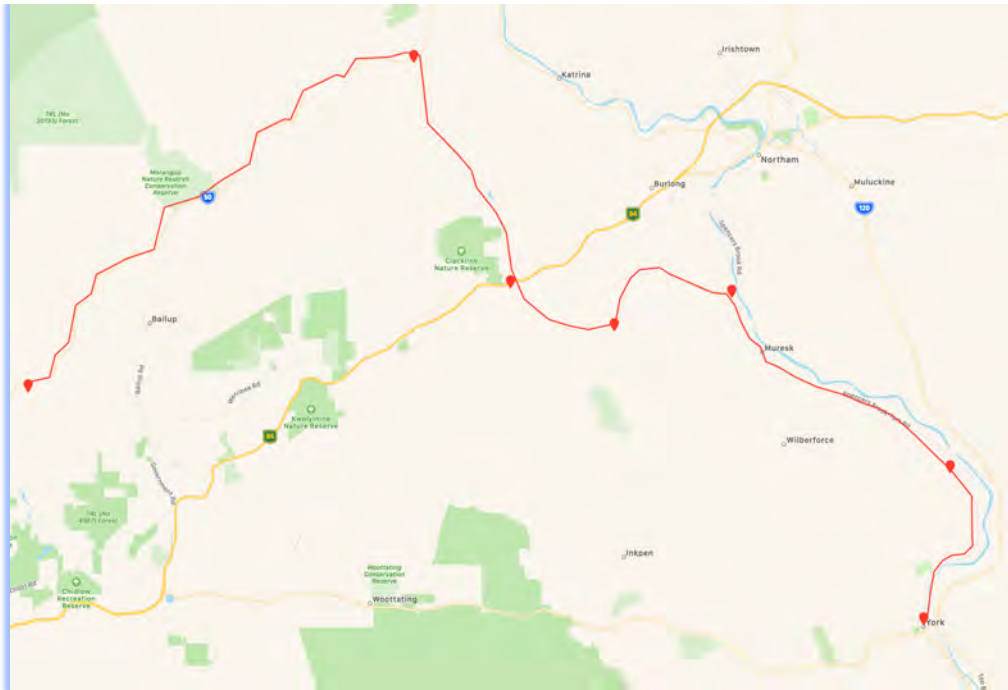
The WA Alfa club held a Sunday morning run on 13<sup>th</sup> September, which started at the Noble Falls Tavern in Gidgegannup where attendees had breakfast on the balcony before driving to York to attend a large car show in the town. Thirty members, including partners and friends, attended. All enjoyed a beautiful Spring day at a great time of year for this drive in the country.

# ALFA OCCIDENTALE

Issue 41, October 2020



The tour route from Gidgegannup took us along the Toodyay Road before turning down to Clackline, crossing Great Eastern Highway, on to Spencers Brook, past the rear of the Muresk Institute and into York. The York Car show proved to be an extremely busy event with the town at people saturation level. While many cars from historic car clubs were parked under the trees beside the Avon River, lined along the town's main street, displays of original and modified Holden and Ford cars dominated.



# ALFA OCCIDENTALE

Issue 41, October 2020



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Issue 41, October 2020



New AROCA WA member, Kyle Atwood has provided this great set of photos of WA Alfa Club members' cars, all parked outside the Noble Falls Tavern while the club's touring group enjoyed Sunday breakfast on the balcony before their drive to the York car show.

See more of Kyle's Auto photography on Instagram at [www.instagram.com/photomotivewa](http://www.instagram.com/photomotivewa)



# ALFA OCCIDENTALE

Issue 41, October 2020



*Kyle notes that he is very happy to discount his standard package rates by 25% for any AROCA WA club member wishing to have him engaged in a private shoot of any member's vehicle(s).*



## IDENTIFY YOUR OLD FRIENDS?



A few packages of club photographs were recently provided by Glen Phillips and John Reed.

Some of the people in the photos even I can identify, but then, as a relatively new AROCA WA member, unfortunately there are too many photos that originate from before the time I arrived in WA.

However, you may know some or all of these people well – or you may even wonder why you haven't seen them at club events for quite a while. Perhaps these photos will trigger recollections of great Alfa club times past.

If they do, please consider writing about them for this magazine.

The adjacent photo is of Quinn family members in front of Rod's well-known 1920s Alfa. This photo is from the cover of an *Al Volante* issue, our then hard-copy magazine. The edition is dated Summer 2010.



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Issue 41, October 2020





Look for further “Who are they?” photos in future magazine editions.



## C O N C E S S I O N A L L I C E N S E U P D A T E



**COUNCIL OF  
MOTORING  
CLUBS**  
OF WA (INC)

Paul Blank writes: The Council of Motoring Clubs has been working closely with the Minister for Transport's office and with Department of Transport staff to help develop a new 'C4C' category and to update Code 404 Concessional Licensing provisions. These schemes will be closely aligned. Clubs may take up either or both for their members. Implementation is expected to take place early in 2021.

### New 'C4C' Scheme:

"Concession for Classics" or 'C4C' is for street rods and similar vehicles. Whereas Code 404 allows very limited modifications to be accepted, this new category was designed to incorporate a broader allowance. Most regulations will be in line with Code 404, including the changes outlined herein.

Here are the basics of the new 'C4C' category:

- This new category for vehicles manufactured prior to 1990 (which will not be a rolling date).
- The registration cost will be a 75% reduction of current full registration cost.
- To participate, the owner of a vehicle must be a member of a Dept of Transport approved auto club while receiving the concession.
- The Dept of Transport is accepting applications from clubs to join the new C4C scheme prior to its implementation. Clubs must have the same characteristics as for Code 404, such as a minimum of 30 members, being incorporated and they must maintain registers of members and their vehicles.
- Clubs may be required to provide DoT with records and information for auditing and compliance with the 'C4C' scheme from time to time.
- **30 days Private Use** and **60 days Club Use** rules apply as per Code 404 – see below.
- Vehicles cannot be used for fee, hire or reward.
- Modifications must be legal and the same rules for engineering and permits apply as for fully registered vehicles.
- Standard vehicles are eligible too.
- Annual inspections will not be required.
- Clubs will be required to ensure that their vehicles on the concession are compliant.
- Vehicles must display an approved plate or label stating: "RESTRICTED USE", which is to be affixed to the top or bottom of the vehicle number plate(s) to identify that the vehicle has restricted road use, whereas CODE 404 retains "HISTORIC" or other previously approved descriptors.
- Club sanctioned events must be organized and/or supported by the club's committee prior to the commencement of the event.
- Once the 'C4C' scheme is implemented, owners of vehicles will be able to apply to the DoT for the concession, which may result in a refund in the adjustment to any full vehicle license fees that already have been paid.

Any enquiries about the new C4C system can be directed to: [modifiedclassics@transport.wa.gov.au](mailto:modifiedclassics@transport.wa.gov.au)

- Note that AROCA WA intends to become eligible for the 'C4C' scheme as well as Code 404.



## Changes to Code 404:

The authorities have stated that they are keen to align both schemes and to streamline some aspects of the existing Code 404, without diminishing what is offered to club members. The main changes to the existing Code 404 regulations will be that two categories of use for Concessionally Licensed vehicles come into existence: "Personal Use" and "Club Use".

### Personal Use:

- Personal Use will include Road Testing which has been allowed for decades, plus any maintenance and/or repair days.
- Personal Use days will replace the 'Impromptu Run' category introduced a few years ago.
- Personal Use will be limited to **30** days per vehicle per year. The descriptor 'Impromptu Run' will become obsolete.
- The 30km radius limit from where a vehicle is housed will be deleted.
- For all Personal Use, club members must advise their Club Registrar (or other committee member according to any individual club's own arrangements) in advance, in a similar way to how they have done this for Impromptu Runs in the past.
- This advice may be given to the club at any time - up to immediately prior to a run.
- Personal Use runs are not limited to a single day, provided advice is given in advance.
- Clubs must maintain a Log of all Personal Use runs.
- This Log must record: (i) the identity of the vehicle owner; (ii) the vehicle, and (iii) the date/s of the run. **However, it is not necessary to collect any additional information.**
- No confirmation of a Personal Use run advice is required from the club.
- However, it is the joint responsibility of the club and club member to ensure that the rule of no more than 30 days per year is adhered to by each member.

### Club Use:

- Club Use will be limited to **60** days per vehicle, per year.
- Club Use is only for club sanctioned events.
- A club may sanction an event in whatever manner suits – e.g., by recording in the Minutes of a meeting, in its magazine, on its website, on its social media page, etc, which must be a provable record. Club sanctioned events must be organized and/or supported by the club's committee prior to the commencement of the event.
- For multi-club events it is now required that all clubs with an interest should sanction the event, and, wherever there is no club sanction applicable, the vehicle owner should make event participation a Personal Use run and follow the actions outlined above. This differs from the past where only one club needed to sanction an event to allow any Concessionally Licensed car to participate.

Note, Code 404 remains applicable to unmodified vehicles 25 years old and older, with a rolling date (with the exception of the Unique & Historic category).

The cost structure of Code 404 remains unchanged.

*Paul Blank*  
Secretary,  
Council of Motoring Clubs Technical Committee



## M Y R I A D O F A L F A M O D E L N A M E S

**Below are Glen Phillips' Answers to Last Month's Quiz**

- A** A.L.F.A., Alfasud, Alfetta, Arna, Alfone
- B** Brera, Bimotore, BAT, Brabham-Alfa, Berlina
- C** Canguro, Caiman, Crosswagon, Carabo, Coda Tronca, Corto Spyder, Competizione
- D** Duetto (*nickname only?*), Disco Volante, Daytona, Duettotanta
- E** Eagle Spider
- F** Freccia d'Oro, Flying Star
- G** G1, Giulia, Giulietta, Gran Sport, Gloria, Giardinetta, GT, GTV, GTZ, GTC, GTA, Ghia Convertible
- H** HPES Sport,
- I** Iguana
- J** Junior, Junior Z
- K** Kamal
- L** Le Mans
- M** Matta, Montreal, Monza, Mito, Milano, Mille Miglia, Mugello
- N** Nuvola, Nivole,
- O** Osso Di Seppia (*a nickname too?*)
- P** P2, P3, Pescara, Periscopio, Praho, Pinin Farina
- Q** Quadrifoglio, Quattro
- R** RL, RM,
- S** Spyder, Spider, Sportiva, Super, Stelvio, Sportwagon, Sprint, Supergoiello, Silas, Scighera
- T** Tipo A, Tipo 103, TZ, TS, Torpedo, Torpedino,
- U** ?
- V** Veloce, Villa d'Este, Vignale, Volante Coupe
- W** ?
- X** ?
- Y** ?
- Z** Zagato, Zeta Six

***How many could you identify? Did you get them all – or more? What did Glen miss?***



## ALPHABETICALLY LIST ALL OF THE ITALIAN CAR MARQUES

Here is Glen Phillips' October Challenge for You to work on

Below is another nice Italian automotive-related challenge. It may seem easier to you than was last month's test. How many Italian car makes can you identify for each letter of the Alphabet below?

Meanwhile, note that AROCA WA Club life member, Glen Phillips, has developed his own list of Italian Car Marques. He says you should end up with very few blank letters across the alphabet running from A and Z when you have your full list. However, he also reminds you of a cautionary point: In the Italian language, letters like 'H' are rarely found as the initial letter of a word.

Note that each name must be the title of an actual Italian car marque, designed and marketed in Italy. Also note, this time, no bonus points will be awarded for any fake name you might just be able to conceive of as you try to complete your version of this (surprisingly large) alphabetical list.

|   |  |   |  |
|---|--|---|--|
| A |  | N |  |
| B |  | O |  |
| C |  | P |  |
| D |  | Q |  |
| E |  | R |  |
| F |  | S |  |
| G |  | T |  |
| H |  | U |  |
| I |  | V |  |
| J |  | W |  |
| K |  | X |  |
| L |  | Y |  |
| M |  | Z |  |

If you think you may have found them all, then please email your answer to [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)  
The winner of this challenge will be announced in next month's edition.





## THE ALFA ROMEO MONTREAL - A FLAWED DIAMOND?

*Edited from an article written by Martin Buckley for Classic & Sports Car.  
It first appeared on 6<sup>th</sup> August 2020. Images by Louis Blom.*



The story of the fabulous yet flawed [Montreal](#) is as much about Bertone as it is [Alfa Romeo](#). This car marked the end of a long honeymoon period between the two great houses that began in 1954 with the introduction of the Giulietta Sprint.

The author of this article, Martin Buckley, says that he doesn't entirely buy the tale about the debut of the Montreal at the 1967 World's Fair: He thinks it has the unmistakable whiff of PR spin. That story holds that visitors to the 'Man the Producer' pavilion at Expo 67,

which was held in Montreal, were so awestruck by the car's appearance there that Alfa Romeo suddenly felt compelled to put its dream car into production. However, Buckley believes that the Italians knew they were going to build the Montreal in some form or another.



Envious of the success of the [Fiat Dino](#), at least in terms of press cover and reflected glory, the idea of this higher-priced flagship must have appealed to Alfa's bosses, particularly because there was a pressing need to replace the aging [2600 Sprint](#). Bertone's shape, which was created in just nine months for this prestigious event by a 28-year-old named Marcello Gandini, was extrapolated from the proportions of his [Miura](#).

*The 'eyelids' over the twin headlights are for little more than show, but they do retract.*

Like the [Lamborghini](#), the Alfa show car had the space-age aesthetic that had swept the fashion world since the mid-1960s; all in anticipation of the Apollo mission. The funky eyelids allowed for the adjustment of the headlamp heights for different regulations, but they also gave the car a mean and moody front end. The clamshell bonnet didn't make it onto the final Montreal, while the famous light covers were nothing more than superfluous stone-guards by the time Bertone had massaged the design into a viable production vehicle.

Finished in pearl white, the two show cars were pure André Courrèges-style futurism. But the Kamm-tailed hatchback Montreal was not futuristically mid-engined and the faux vents in its C-pillars, inspired by the Canguro concept car of 1964, merely highlighted the basic conceit that this was an entirely conventional front-engined grand-touring car, masquerading as a mid-engined exotic. In fact,



despite speculation at the time that a mid-engined concept had to be abandoned due to a lack of time, the company never had actually considered it.

*The gills on the Montreal's flanks are one of the many elements suggestive of a mid-engined model.*

Most potential buyers forgave the Montreal for this visual trick, but how many really liked the idea that the car was 'ordinary' in terms of chassis and suspension architecture, which it unashamedly shared with the [1750 GTV](#)?

That chassis and suspension meant a live rear axle, but mostly because there was no time to do anything else.



While this live axle was well located, it was not up to the sort of sophistication that buyers were coming to expect in fast, expensive GT cars around the beginning of the 1970s.

*Low and kamm-tailed, the Montreal still looks every inch a supercar contender in the metal.*

In some respects, this criticism wasn't a valid one because the Montreal, apart from having more body roll than fast drivers usually preferred, measured up to established Alfa Romeo standards of highly controllable behaviour. While the

Montreal's unassisted steering was a little slow, the car was set up to transition gently through mild, safe understeer into a state of neutrality. At well-flagged but high limits that neutrality finally became oversteer with the option of hanging the tail out at will, but with complete controllability in the sharper corners.



The Montreal was neither a [Ferrari Dino](#), nor a [911](#), but the car belied its 1360 kg bulk and lent some credence to claims from Alfa that a live axle had been chosen (rather than imposed upon the design) because it was inherently more predictable than were semi-trailing arms.

*The face-saving engine was provided by racing arm Autodelta.*

The fact that even the 159 Alfetta GP car had a de Dion axle rather than true independence for its rear wheels suggests that Alfa was inherently suspicious of IRS.



Ultimately, the glory of the production Montreal was its engine. While the two Expo 67 cars (which lacked the badge “Montreal”) did have standard 1600 twin-cam engines fitted to give them basic mobility, the Montreal, which was later put into production, boasted a detuned four-cam 2.5 litre fuel-injected V8, which was produced courtesy of Carlo Chiti’s Autodelta. The 2.5 litre racing-style flat-plane crank was replaced by a smoother-spinning cross-plane type, and while single plugs per cylinder were deemed adequate for road use in the production Montreal, the dry sump remained for a lower bonnet line.

While Spica mechanical injection replaced the Lucas injection, this remarkable V8 was still visually a sports-racing car engine and based on one that had powered the Tipo 33 to class wins on the Targa Florio, at Daytona and Le Mans; plus in a handful of roadgoing 2-litre Stradales.



High-revving, super-smooth, surprisingly refined and quite flexible, the Montreal’s V8 featured considerable amounts of advanced metallurgy to keep weight down, while in every way it adapted itself to civilian life seamlessly.

With 90% of maximum torque available from 3000 to 6000rpm, it was a pussycat around town, with clean running aided by the latest in twin-coil ignition.

*The large steering wheel dominates this sporty cabin*

At the faster end, no change into top gear was needed until 120mph; a speed at which the car would cruise effortlessly. Combined with an excellent ZF five-speed gearbox, the Montreal’s beautifully sonorous V8 was easily the most successful part of the car, although it shared practically nothing with the Autodelta racing units.

In fact, the seemingly handy cross-pollination of componentry with the four-cylinder 105-series range



was not the time and effort-saving measure it might have seemed for the Montreal project. Beyond the obvious, the bought-in ZF gearbox and bigger ventilated disc brakes, many of the Montreal’s V8 parts were apparently shared with the 1750 and [2000 GTV](#); having been simply beefed up for the increased weight and power (thus negating any benefit the accountants at Arese may have anticipated).

*The hints of the Miura reflect on their shared creator at Bertone, Marcello Gandini*

The Montreal did seem like a lot of effort when Alfa eventually sold fewer than 4000 cars. In the end, the protracted four-year development process, in which all kinds of tweaks and compromises had to be made, may have made many in Milan wish they had started with a clean sheet of paper in the first place.



However, the engine alone has proven well worth the price of admission for many buyers but, as lovely as it was, this special power unit does have its deficiencies. Its 200bhp only got to 60mph from rest in 8.2 secs and it reached a 135mph maximum speed, according to *Motor*.

With its thirsty fuel consumption of 13mpg, the Montreal was in the true 'supercar' class, but it required stopping to refill the car's 14-gallon tank every 200 miles, which hardly chimed with the car's grand-touring credentials.

At the time the Montreal was introduced, a Dino 246 cost a price similar to the £5000 that Alfa wanted for its flagship on its UK arrival in 1971. Meanwhile, a [Citroën SM](#) was £500 cheaper, but a [BMW 3.0 CS](#) was £500 more expensive. Both of these options to the Montreal offered similar performance, but combined with some basic levels of practicality that the Alfa designers may have overlooked in their haste to begin production of the Montreal.



*Intricate, quirky dial layout (left); the tight rear 'seats' (right)*

With rear 'seats' not fit for human habitation, a travesty of a luggage bay (half-filled by the spare and accommodating just 3.2cu ft of bags) plus poor rear vision, this was a car to be bought with your heart, not your head, even in the rarefied atmosphere of European exotica.

The Montreal is perhaps the only front-engined sports car that is blessed with most of the impracticalities of a mid-engined vehicle! In Martin Buckley's view, while the Montreal is not one of the great Alfa Romeos, it is certainly one of the most interesting.

While stylish and fast, though never as fast as it looked or sounded, the Montreal was conceived in a flourish of late-'60s enthusiasm. That enthusiasm had later died with a mid-'70s whimper, when its parent lost interest in this offspring before realising its potential. Even if the challenges of building any sort of car during the 1970s had not caused Alfa to grow bored of the increasingly irrelevant Montreal, the world-wide fuel crisis of that decade would have finished the job.



*Alfa's bargain V8 bomber is a charismatic GT great*

While the production Montreal was launched at the 1970 Geneva motor show, first deliveries didn't begin until 1971. In addition, the production of a right-hand drive version required extensive



modifications. Too soon, Montreal sales peaked at 2350 cars in 1972. It then took Alfa until 1977 to sell the remaining 900 examples. This speaks loudly about 1970s interest levels in the Montreal.

However, today, it should be noted that most of the Montreal's period shortcomings can be easily sorted, making this exotic yet affordable Alfa an ever more appealing prospect. Additionally, as has been reported here in Alfa Occidentale previously, the purchase price of any 1970s Alfa Montreal in good condition has continued to rise rapidly. ///

## A NEW TRADE ACCOUNT IS AVAILABLE AT BURSONS

**Eddie Bernardi reports that AROCA WA has established a Cash Trade Account with Burson Auto Parts.**

To utilise this Cash Trade Account simply show your current AROCA WA Membership Card.

Cash Trade Pricing applies to all in-store products, including oils, filters, tools, accessories and a limited range of Alfa service parts - or for any other brand of vehicle that you may have.

**Supplier:** BURSON AUTO PARTS [www.burson.com.au](http://www.burson.com.au)

**Account Type:** CASH TRADE ACCOUNT

**Account Name:** Alfa Romeo Owners Club of Australia (WA Division)

**Access:** Current AROCA WA Membership Card (must be shown)

**Availability:** Currently financial AROCA WA Members Only

**Locations:** Available at all Burson stores nationally, and, in WA at: Osborne Park, Malaga, Canning Vale, Bibra Lake, Belmont, Myaree, Joondalup & Midvale.



*What do you know about the WA history of this particular car?*



## ALFA GIULIA GTA RESTOMOD IS 'ART ON WHEELS'

*Edited from an article, written by Brad Anderson.  
It appeared in [www.carscoops.com/](http://www.carscoops.com/) on 23<sup>rd</sup> August 2020.*



An Alfa Romeo Giulia GTA 1300 Junior has been made all the more desirable thanks to a host of modifications from Alfaholics, the Alfa 105 expert company based in Clevedon, UK. This GTA has a



truly timeless design and is now adorned with the Alfaholics GTA-R mechanical and trim upgrade package.

Work began by disassembling the Italian two-door back to its original bodyshell. Thereafter, the car was fitted with a new 2.1-litre GTA-R spec engine with independent throttle bodies and a Motec ECU package. In their original format, the GTA 1300 Junior pumped out 95 hp from the factory, but thanks to its new larger engine, this modified GTA now is powered by 230 hp.

The 2.1-litre engine is matched with a new close-ratio gearbox, complete with a GTA-R clutch and flywheel as well as a limited-slip differential and hollow half-shafts. In addition, this classic Alfa Romeo now has a new fuel injection system, bespoke suspension and a GTA-R brake upgrade package with six-piston calipers and a set of 15x7 GTA wheels. The (former) Junior also has LED headlights and has undergone a GTA mesh grille conversion.

Alfaholics worked comprehensively on the vehicle's interior. They also fitted a new air conditioning system, a steering box with a steering box casing machined from billet Aluminium, leather clad sports seats, more aluminum in the machined door handles and air conditioning vents, Wilton wool carpets and a new window glass including a heated windshield. ///





## ALFA AUCTIONS OVERSEAS

Data from reports in SCM's on-line October 2020

While in recent months there hasn't been too much classic car auction activity due to the pandemic, interest in on-line auctions does seem to be growing. Recent reports, extracted from enjoyable summaries in SCM's October edition, describe auctions of Alfa Romeos and a Fiat 124 Spider.

### RM SOTHEBY'S ONLINE



#405-1939 ALFA ROMEO 6C 2500 Turismo Ministeriale sedan. S/N 914073. Eng. # 923.243. Black/brown cloth. RHD. Odometer: 81,203 km. 2.5-L I6, 4-speed. Never fully restored, and an oft-used movie car, even appearing in the Academy Award-winning "The Last Emperor." Eighty-one of these were built and one of two still remain. Fair paint and a decent recently completed interior upholstery, but with tired original interior wood. Chassis and engine compartment are original and dirty. Rechromed bumpers, but the rest of the trim is tough. An elegant specimen in

presentable condition. Cond: 4+. **SOLD AT US\$119,835.** *Attractive, elegant and classy, but it is still a sedan. Bidders are not used to spending six figures for a sedan with needs, but they will make an exception for an Alfa 6C. This car would be a welcome entry to an Alfa display at The Quail or Pebble Beach, sitting right beside other 6Cs worth \$2m, or even certain 8Cs at \$20m. Nobody knew quite where this car would land, but I'd put it in the well-bought column. (See a longer profile on page 26.)*



#111-1956 ALFA ROMEO GIULIETTA Spyder. S/N AR149500412. Eng. # AR135140403. Red/black cloth/black vinyl. Odometer: 22,821 miles. 1,290-cc I4, 4-speed. Barely fair-quality older repaint and reupholstery, but on an otherwise mostly original car. Paint shows chips, dings and overspray. Original carpets are faded and steering wheel is wrapped with after-market vinyl wrap. Pitted and thin chrome. Gauges, badges, engine compartment, chassis and rubber all tired and worn. Cond: 4+.

**SOLD AT US\$69,904.** *Besides being a beautiful fun-to-drive Italian sports car, there are two appealing aspects to this car. Firstly, it is intriguing because of its near-scruffy condition, making it a blast to drive with reckless abandon. Secondly, as a pre-1958 example, it is Mille Miglia-eligible. This is a bucket-list event of course, but that is assuming you are one of MM's chosen 400 deeply-pocketed participants. As a short-term investment, "fuggedaboutit". You'll be sunk the first time a mechanic lifts the hood.*



#152-1962 ALFA ROMEO GIULIETTA Sprint Speciale coupe. S/N AR10120177449. Eng. # AR00530 94898. Red/black leather. Odometer: 22,282 miles. 1.3-L I4, 5-sp. Fair-quality repaint, but done years ago now showing results of poor preparation, with chips and touch-up evident on most panel edges. Good upholstery, but mildew spots on door panels and trim. Dash has a tear on vinyl and a missing radio. Chassis and engine compartment are dirty. A restoration project. Cond: 4+. **SOLD**

**AT US\$82,386.** *Inspired by the outrageous B.A.T show cars designed by Bertone in the early 1950s, there is nothing quite like a Sprint Speciale. From its graceful, curvy lines, to its quirky style and Alfa Romeo heritage, this model is purely Italian. Before you propose a Tuscan countryside picnic in this example though, you had better install a drain on your wallet. Although a worthy project, it would be made difficult by the price of entry.*





#122-1973 ALFA ROMEO SPIDER 2000 Veloce convertible. S/N AR2462881. Eng. # S16492. Red/black vinyl/black leather. Odometer: 15,365 km. 1962-cc I4, 5-sp. Older repaint showing poor preparation, overspray, orange peel and chips. Interior is good though, except that the driver's seat is torn and partially repaired with electrician's tape. Chrome thin, scratched, pitted and dented. Emblems are bent and worn. Headlight cover is damaged. Engine replaced with "period- correct" unit. Cond: 3-.

**SOLD AT US\$19,348.** *Presented well in the full-body photos, but the close-ups reveal this little Kamm-tail has been ridden hard and put away wet. The car is a mess cosmetically, and after sitting comatose for about 40 years, I can't imagine that the mechanical components have fared any better. Well sold.*

## H&H Auctioneers Online



#361-2007 ALFA ROMEO SPIDER 3.2 V6 JTS Q4 convertible. S/N ZAR93900-005003845. Red/black cloth/black leather. RHD. Odometer: 53,769 miles. 3.2-L V6, 6-sp. The last blast for the Alfa Spider, with all the trimmings, including 4-wheel drive. Well kept, the leather looks unworn, no scratches to dash plastics. Jack and spare are unused. Full main dealer service history, although the last stamp was in 2017. Cond: 2-.

**SOLD AT US\$18,260.** *This felt like a lot of money for this late Spider, as retail on these is usually either side of £10k (US\$13k). Very well sold.*

## Bring a Trailer Online



#34072-1972 FIAT 124 Spider. S/N 124BS10058888. Red/black vinyl/ black vinyl. Odometer: 51,221 miles. 1.6-L I4, 5-sp. Clean red repaint that shows a few chips around edges and some rust blistering on underside of nose. Decent interior. Said to have new vinyl upholstery. Carpet is sun-faded in spots. Typical crack in dash by the defrost vent. Dash wood in good shape and recently sourced on eBay. Mid-'80s no-name tape player could find a new home. Period-correct Michelin XZX tires on factory steel wheels. Engine bay is orderly with some new bits and some old. Radiator

could use a repaint and apron wiring cleaned up a bit with removal of crimp-on connectors. Aftermarket air cleaner over a Weber carb. Underside shows factory undercoat but is not detailed. Overspray on front suspension components and oil pan detracts. ANSA exhaust hanging off the back looks new. Comes with a new shift boot, clock glass and five Cromodora wheels that are not installed. Cond: 2+. **SOLD AT US\$17,063.** *I had a 1979 vintage 2000 in Arizona that had rust in the trunk lid behind the badge, of all places. This example looks to be pretty solid, with no mention or indication of rust or previous repair. Door gaps even look good, as these had a tendency to wear out the door hinges and sag. Paint job looks to be showing a little age around the edges, but otherwise it is holding up to nice driver standard. The tailpipe suggests, "When I grow up, I want to be a Ferrari." Original carb, air cleaner and all the spare parts are included in the sale as well. Some nice documentation, with many receipts going back to the mid-'70s. These Fiat Spiders typically sell at around US\$10k, which is credit-card money, so this result is big. ///*



## 1 9 3 9 A l f a R o m e o 6 C 2 5 0 0 T u r i s m o ' M i n i s t e r i a l e '

Adapted from an article written by Donald Osborne for Sports Car Market's October 2020 edition  
*Perhaps the stodgiest 6C 2500 on the planet - but it is also a significant historical relic!*



As discussed on page 24 above, at the RM Sotheby's On-Line Auction, a fascinating pre-war Alfa Romeo was sold. This car with chassis number 914 was presented in a 4+ condition.

The 'Ministeriale' is underpinned by the final 6C 2500 Turismo chassis built in 1939. It is a very rare 6C 2500 in six/seven-seater coachwork form. This version was only built during 1939–40. The coachwork was designed and built by Carrozzeria Alfa Romeo. Only 81 examples were ever completed and it is believed that only two still remain in existence, with this one the only roadworthy example. The Ministeriale boasts details synonymous with early 6C 2500s, including a ladder-type chassis, a floor-shift transmission and its early 6C 2500 engine.

While the car's exact ownership during the war is unknown, this Alfa was listed as being registered in Milan by 1946. It was sold in December 1950 to Princess Donna Laura dei Principi Ruspoli, who resided in Rome at the time. She passed away in 1960 but her family retained the car another decade.

In 1970, chassis 914073 was sold to Fernando Cartocci. Four years later, he sold it to his nephew. It then remained in that family for a remarkable 48 years, until 2018 when it was acquired by a Dutch collector. During its long-term ownership by the same Italian family, this car is said to have been used in over 80 movies.

Today, the car remains in remarkably original condition throughout, having never been fully restored. While its paintwork was redone over the course of its life, and the seat upholstery, door panels and roof lining were renewed about three years ago, many other parts of the interior, including the carpets, remain untouched. The car has many rare and original details including the S.I.A.T.A suspension system, Carello headlights and its Fergat wheel covers.



During RM Sotheby's Online Only European Sale, held on June 11, 2020, this car sold for US\$119,835 (€105,600 at €1=\$1.135), including buyer's premium,



This is a fascinating transaction. It is an almost perfect example of a perfectly functioning market. The sale outcome illustrates why objects are valued by collectors in a certain way and how a very precise set of attributes determines where a vehicle sits in the market.

The Alfa Romeo 6C 2500 is a remarkable car. It is a milestone in the history of the marque as the last of the pre-war luxury and sporting cars powered by engines,

based on Vittorio Jano's designs, which also served as Alfa's first product of the post-war period.

Of course, when it comes to Alfa and the WW2 period, "pre" and "post" are relative terms. The company quite famously built passenger cars during every year of the war-torn 1940s, a feat that few other manufacturers share. Perhaps the proper division would be "vehicles built before the near-total destruction of the Portello factory compared with those built while it was being rebuilt."



In any event, another distinguishing factor of pre-war Alfas was the very different character of the models. This was dependent on the state of tune in which each type was built, ranging from the fire-breathing racing triple-carburettor Super Sport Corsa with 125 hp, the hottest road-going model, to the 105-hp Super Sport, and down to the single-carb Sport at 95 hp. The 6C 2500 was a genuine 100-mph car, clothed in the coachwork of Italy's greatest carrozzerie.

BUT, at the base of the pyramid was the Turismo, equipped with a single carburettor and a lower compression ratio, producing 87 hp. This was the engine most often fitted to any chassis with sedan or limousine bodywork and it was the heaviest to be mounted. Our subject car is one of these models, but it is bodied with in-house Alfa factory coachwork.

The "Ministeriale" was, as its name implied, a model created for official transport. With the formality of a limousine but possessing a sobriety of form that was better suited for a high-level civil servant, it could certainly never be accused of being either flashy or dashing.

Osbourne humorously argues that those who appreciate this style of vehicle probably also lean towards being attracted to historical monuments. However, it does seem likely that the Ministeriale's early history would make fascinating reading, but, as is so often the case with passenger cars delivered during World War II, the Sotheby's catalogue could only state that, "Its exact ownership during the war is unknown."



As mentioned above, after the conflict of WW2 ended, the car passed through the hands of some minor Italian nobility, then into long-term ownership with a family in Italy who perhaps found this Alfa's highest calling; as a period movie prop.

Its film resumé is a long one, with some features more well-known than others. Donald Osbourne admits that as catalogue

copy goes, he has never previously seen an Academy Award nomination list used as a selling point for a car that was not a principal character in a film; that is until Sotheby's did it with this car.

Another amusing part of the Sotheby's pitch was the mention of this slow, staid sedan's "eligibility" for the Mille Miglia Storica. Given the current rules for entry into the Italian classic, including inscription on the Mille Miglia Registry, open only to those cars which actually ran in the original 1927-57 events - and true sporting interest, it would be surprising to find it welcomed in Brescia.

The price realized was a low one for a good reason. Without doubt, this is an absolute bargain price for a 1939 Alfa 6C 2500, but that is only until you factor in the discounts taken for the state of tune and the stodgy bodywork. And then, it is not just that this is a sedan; Pininfarina and other carrozzerie did build lovely and sometimes even sexy 4-door bodies on this same chassis type. This just isn't one of those cars.

The car's film history is interesting, but not compelling. It seems unlikely that screening "The Last Emperor," a film in which your newly acquired Alfa Romeo actually rated two stars on the Internet Movie Car Database for "Minor action vehicle or used in only a short scene," would sufficiently impress.

However, Donald Osbourne believes that this Sotheby's auction transaction should be categorized as "appropriately bought".

In its own "square-rigged" way, the car is quite neat and, as a survivor of the period, it is an historical artifact.

If the new owner is brave enough to pursue the needed research into its early ownership, it could prove to be even more interesting, even if potentially a bit frightening! ///





## 2020 CALENDAR UPDATE

| EVENT  | EVENT DATE                                   | COORDINATOR & STATUS                                    | COMMENTS  |
|--|--|---|---|
| <i>Dyno night at Steve Boyle's</i>                       | <i>Club May 2020 meeting</i>                 | <i>Andrew Murray</i>                                    | <i>This meeting deferred until later in 2020.</i>   |
| <i>British car day raid to GinGin</i>                    | <i>Mid-May 2020.</i>                         | <i>Richard Peirce</i>                                   | <i>No British car day raid in 2020</i>  |
| <i>Point-to-point</i>                                    | <i>Sunday 23<sup>rd</sup> May 2020</i>       | <i>WA Sporting car club</i>                             | <i>6 month cancellation of events</i>   |
| <i>Mount Clarence Hill Climb</i>                         | <i>Saturday 30<sup>th</sup> May 2020</i>     | <i>VSCCWA</i>   | <i>Meeting for 2020 cancelled. Now planning for 2021 event.</i>                                     |
| <i>Albany round the houses long weekend</i>              | <i>Early June 2020.</i>                      | <i>Andrew Murray.</i>                                   | <i>As above.</i>  |
| <i>Early morning Run to Waroona</i>                      | <i>Sunday 14<sup>th</sup> June 2020</i>      | <i>Ivan Olsen<br/><b>EVENT HELD</b></i>                 | <i>Road trip from Fremantle scheduled down to Waroona for a picnic lunch</i>                        |
| <i>110<sup>th</sup> Anniversary Dinner at Acqua Viva</i> | <i>Saturday 11<sup>th</sup> July 2020</i>    | <i>Greg Smith<br/><b>EVENT HELD</b></i>                 | <i>Ticket bookings via TryBooking</i>   |
| <i>Meet the new members night</i>                        | <i>Wednesday 5<sup>th</sup> August</i>       | <i>Charles Hotel, North Perth<br/><b>EVENT HELD</b></i> | <i>Free event- new members most welcome. Book via TryBooking.</i>                                   |
| AROCA WA AGM   | Tuesday 1 <sup>st</sup> September 2020       | Andrew Murray<br><b>EVENT HELD</b>                      | To be held at WA Light car club, Bayswater  |
| Sunday Run to York                                       | Sunday 13 <sup>th</sup> September            | Greg Smith<br><b>EVENT HELD</b>                         | Breakfast at Noble Falls Tavern - tickets via TryBooking.   |
| Port Dennison Sprint                                     | 27 <sup>th</sup> September 2020              | TSOA  | Change to 6-month cancellation of events still to be announced                                      |
| <b>Como Rotary Classic Car Show</b>                      | <b>Sunday 4<sup>th</sup> October 2020</b>    | <b>Greg Smith</b>                                       | <b>20 Alfa exhibit spaces - register for a space. See details on page 25</b>                        |
| <b>Brockwell Classic Car Run</b>                         | <b>Sunday 11<sup>th</sup> October 2020</b>   | <b>Motor Museum WA</b>                                  | <b>Starts from Whiteman Park</b><br><i>See brochure on page 26</i>                                  |
| <b>FLC's South West Tour</b>                             | <b>From 28 to 30 October</b>                 | <b>Rob Rowbotham, FLC</b>                               | FLC holding shortened event, AROCA members invited. <i>See page 23</i>                              |
| <b>Rotary Italian Car Day "Bella Italia"</b>             | <b>Sunday 1<sup>st</sup> November 2020</b>   | <b>Andrew Murray</b>                                    | <b>2020 location at Mulberry on Swan,</b><br>See event brochure below                               |
| <b>Trinity College Italian Car Display</b>               | <b>Thursday 5<sup>th</sup> November 2020</b> | <b>Greg Smith</b>                                       | Alfas wanted for display at Trinity from 12:30 til 14:00. Please let Greg Smith know if interested. |
| <b>Annual Pasta Run</b>                                  | <b>Sunday 22nd November</b>                  | <b>Andrew Murray / Greg Smith</b>                       | Drive details & lunch location presently being finalised.   |
| Vintage Stampede   | 6 <sup>th</sup> December 2020                | VSCCWA  | Change to 6 mo cancellation of events still to be announced   |
| <b>Annual Christmas Sunday Run &amp; Lunch</b>           | <b>Sunday 13<sup>th</sup> December 2020</b>  | <b>Greg Smith</b>                                       | <b>At Vineyard Kitchen in Bickley Valley. Book via TryBooking.</b> See page 29 for details          |



## AROCA WA REGULAR MONTHLY CLUB EVENTS

**Classic Cars & Coffee** is held at the University of Western Australia in the UWA Business School Carpark on Hackett Drive, Crawley. It is run on Sundays from 08:30 until 10:30, but its scheduled date can vary from month-to-month. **The next meetings are on Sunday 20<sup>th</sup> September and Sunday 11<sup>th</sup> October.** The following meetings will be on November 15 and December 27.

**CLASSIC  
CARS &  
COFFEE**

**8.30 - 10.30am**  
**Sunday, September 20,**  
Next: Oct 11, Nov 15, Dec 27  
Plus special Classic Cars & Coffee French Car Festival September 27th, 9.00-midday  
**UWA Business School Carpark, Hackett Drive, Crawley**

\$10 entry per car supporting The Prostate Cancer Foundation of Australia

classiccarsandcoffee.com

Also note that, for most months, the **AROCA WA club night** is held on the first Tuesday in the month. There are no upcoming first Tuesday evening events presently planned for the next few months.

## 3<sup>RD</sup> SUNDAY INFORMAL RUN TO END SOON

**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>

Every 3<sup>rd</sup> Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park near the Boatshed café and the water ramp in the foreshore park. These informal trips depart soon after 10:00am. A run can commence once participants decide to depart from this starting point. Either individuals or groups can do so as soon as they like after 10:00. **Please note that this informal run system will end early next year, when changes to the current Code 404 program come into effect.**



## AROCA WA COMPETITION CALENDAR 2020

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

## WA FIAT / LANCIA CLUB SOUTH - WEST TOUR

**Wednesday 28<sup>th</sup> October, until Friday 30<sup>th</sup> October**

The Fiat Lancia Club had proposed a "Two Oceans Tour" for late October this year. However, this original tour plan had to be dropped in this year of a virus pandemic. The FLC has now arranged a shorter version of the tour. It will only be a two-night tour with overnights at the RAC Karri Valley Resort (on 27<sup>th</sup> October) and at Stay, Margaret River (on 28<sup>th</sup> October).

The group returns to Perth on Friday 29<sup>th</sup> October, ahead of the Northbridge Rotary's "Bella Italia" Italian Car Day to be held at Mulberry on Swan on Sunday 1<sup>st</sup> November.

AROCA WA members have been invited to join FLC members group on this abbreviated tour. Are you interested? If so, make your own bookings (see details below), but let Rob Rowbottam (and me) know as soon as you can. Also check with Rob (0438.022.224) whether space is still available when you decide to participate.

The tour details:

1. Meet for the drive down to the Pemberton region Wednesday 28<sup>th</sup> October
  - Details are to be advised.
2. Stay at the RAC Karri Valley resort near Pemberton overnight 28<sup>th</sup> October
  - Book your own room - call Karri Valley resort on **08.9776.2020**. Say you are travelling with the FLC and ask for your overnight room to be at the FLC's club rate (and/or provide your RAC club membership number too).
  - RAC Karri Valley Resort is at 11342 Vasse Highway, Yeagarup, Beedelup, 6260.



- Dinner that night will be a group event.
3. Drive to Margaret River Thursday 29<sup>th</sup> October
- Overnight at Stay, at 78 Wallcliffe Road, Margaret River 29<sup>th</sup> October
  - You need to book into Stay for a room- call Stay, Margaret River on **(08) 9757 2633**. Tell them you are with the FLC's tour and ask for your overnight room at the FLC's club rate.
  - Again, a dinner will be held as a group event.
4. After a morning in Margaret River, the tour will return to Perth later in the day on Friday 30<sup>th</sup> October

**Let Rob Rowbottam and Greg Smith know if you want to join this FLC tour.**

Rob Rowbottam:  
Mob: 0438.022.224; Email:  
[rowbottam48@hotmail.com](mailto:rowbottam48@hotmail.com)

Greg Smith:  
Mob: 0419.135.886 Email:  
[secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)



## 2020 GRAMPIANS TOUR NOW CANCELLED DUE TO PANDEMIC



The 2020 'Grampians Alfa Tour' was due to be held in early November as an extended 8-day event from Ballarat on Wednesday Nov 4<sup>th</sup>, concluding on Nov. 11<sup>th</sup> at the tour's end in Halls Gap.

In 2021, this tour may be rescheduled. If interested, do contact the organiser, Leon Cottle, at 0407.680.384, or [imcot@netconnect.com.au](mailto:imcot@netconnect.com.au) to be on his list for notification if a new post COVID tour plan is re-established. ///





## COMO ROTARY CAR SHOW



# THE ROTARY CLUB OF COMO 9TH CLASSIC CAR SHOW



Sunday 4th October 2020, 10am - 3pm

WESLEY COLLEGE

Ward Oval entry from Angelo Street to display area

Display Car Entry: Free, please register at [comorotary.org](http://comorotary.org)

Public Entry: Adults \$10, Concession \$8, Children under 18 Gold Coin  
Net proceeds go towards Rotary Club of Como and Wesley College Charities

Jazz Band, Slot Cars for Kids, Sausage Sizzle, Coffee, Ice Cream and Cake Stall

THANKS TO OUR MAIN SPONSORS FOR THEIR CONTINUED SUPPORT



**NOTE:** 20 free show spaces to exhibit Alfa Romeos have been booked. But you must register for a show space at [www.comorotary.org](http://www.comorotary.org) in order to receive the event information that will be needed prior to your arrival at the show.



## B R O C K W E L L C L A S S I C C A R R U N



**SUNDAY 11th OCTOBER 2020**

### THE BROCKWELL CLASSIC CAR RUN

This year's run will again start from Whiteman Park and finish at York.

Come along and take a pleasant drive to York and then enjoy the hospitality of the town. *A choice of two routes will be available.*

The **entrance fee** remains at **\$10.00 per vehicle** including **free entry** to the **Whiteman Park Motor Museum before 10:00 am** for the **driver and passengers**. Government distancing guidelines will apply .

Whiteman Park Gates open from 8:00 am and the *vehicles will be allowed to depart Whiteman Park from 10:00 am.*

**Enquiries: 9249 9457**

**Mobile: 0455 322 282**

**Email: [manager@motormuseumwa.com.au](mailto:manager@motormuseumwa.com.au)**

Photo Don Benson Photography ,Models Alannah Joy Reberger, Ari Williams, Outfits Cherri Lane and HMUA Tenille



MJEA INVESTIGATIONS  
*presents*

# Bella ITALIA

Sunday 1<sup>st</sup> November 2020

Mulberry on Swan

*Celebrating Italian Culture including Classic Cars,  
Bikes and Italian Food & beverages*

1<sup>ST</sup> NOVEMBER 2020 *at* MULBERRY ESTATE, CAVERSHAM  
9:30am-3pm ENTRY \$20 - ONLINE TICKETS \$15 - KIDS FREE

WWW.ITALIANCARDAY.COM.AU

**Of course, if you are displaying an Italian car at Bella Italia, the entry is free!**



## ITALIAN WEEK - TRINITY COLLEGE

Thursday 5<sup>th</sup> November 2020 from 12:30 until 14:00



AROCA WA and the WA FLC (as well as other WA Italian Car Clubs) have been invited to display their club members' cars at Trinity College on Thursday, November 5<sup>th</sup> 2020.

This will be a shorter display, held as a part of Trinity College's "ITALIAN WEEK" celebration. Note that the event is run by the language teachers at

the College. Many members will be aware that this car display has been supported by several Italian car clubs over a number of years.

This brief display will occur during the 12:45 to 14:00 lunch break and be held in the central grassed courtyard of the College.

Participants are asked to gather at the access gate on Trinity Avenue by 12.30 before a group entry onto the college grounds. Do note that Trinity Avenue is the eastern extension of Hay Street, which is due east of the WACA Ground.

Apart from supporting this event by displaying your car, you can also show your support for Italian language teaching at Trinity College by purchasing your Italian lunch from the various food vans present on the day. Food trucks will offer pizza, pasta, piadina and gelato. Although coffee will not be available, cold drinks will be sold. Alternatively, you are welcome to bring along folding chairs with your own Italian picnic requirements, should you wish to do so.

Trinity College is hoping to have a great turn out of Italian cars to support this event. Please put it in your calendar now.

At your earliest convenience, Fiat Lancia club members should RSVP to Rob Rowbottam at [pininfarina@fiatlancia.org.au](mailto:pininfarina@fiatlancia.org.au) Meanwhile, Alfa club members should do the same by emailing Greg Smith at [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)

It is important that the various Italian car clubs have an idea of both the car numbers and car models intending to join the display at Trinity College on 5<sup>th</sup> November. ///



## ANNUAL PASTA RUN FOR ITALIAN CAR CLUBS IN WA

ORGANIZED BY AROCA WA

**SUNDAY 22<sup>ND</sup> NOVEMBER 2020**

*Note that some event details are not yet available*

**Please mark this date in your diary now**

*Also note that once final details are available, information regarding the annual pasta run for 2020 will be provided in a separate email to all AROCA WA members.*





## BOOK NOW FOR AROCA WA'S CHRISTMAS LUNCH ON SUNDAY 13<sup>TH</sup> DECEMBER 2020

The AROCA WA Christmas Lunch for 2020 will be held at The Vineyard Kitchen in the Bickley Valley on Sunday 13<sup>th</sup> December.

We held a very successful Christmas lunch at the Vineyard Kitchen last year and we are confident that the lunch there will again be just as good in 2020.

The Vineyard Kitchen has advised us that, this year, it can accommodate the WA Alfa Club's Christmas Lunch up to a limit of 50 attendees. The lunch will offer three courses and again will be served in the garden in a private seated area. The lunch price is \$50 a head - not including drinks. Please note below that a Try booking link is attached for to make your early booking of your place at this event. Don't delay as space is limited! Some members left it too late last year and, unfortunately, they missed out as the lunch bookings had already reached capacity.

Note that, on Sunday December 13<sup>th</sup>, we will initially meet at a venue closer to the city before our morning club run in convoy out to the Vineyard Kitchen restaurant for the lunch.

Additional details regarding the car run before the Christmas lunch will be advised later on.



THE VINEYARD KITCHEN  
Brookside Vineyard,  
5 Loaring Road, Bickley WA 6076

[thevineyardkitchen@live.com.au](mailto:thevineyardkitchen@live.com.au)

Telephone: 08.9227.7715

**The AROCA WA Christmas Lunch is limited to 50 places and is available only to AROCA WA club members and partners. Don't miss out! Reserve NOW using this Trybooking link:**

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



The Alfa Romeo Owners' Club of Australia (SA Division) Inc. presents:

# *Alfesta 2021*

on the Fleurieu Peninsula!

The AROCA Nationals  
return to South Australia

1st-5th April 2021

In 2021 Alfesta comes to McLaren Vale on the Fleurieu Peninsula, an internationally renowned wine region and gateway to some of South Australia's finest coastal, scenic and culinary experiences, not to mention home of the **TARGA FLEURIEU**®.



*For more information, go to:*

[www.alfesta2021.net](http://www.alfesta2021.net)

email: [alfesta2021@alfaclubsa.org.au](mailto:alfesta2021@alfaclubsa.org.au)



SCAN ME

**BE SURE TO BOOK SOON AS PLACES ARE LIMITED**



## FINANCIAL REPORT OCTOBER '20



### ALFA ROMEO OWNERS' CLUB of AUSTRALIA (WA Division) Inc.

#### Treasurer's Report as at 16th September 2020

Opening Balance b/f 19/08/2020 \$7,193.04

#### **INCOME**

##### **Memberships**

|            |            |         |          |
|------------|------------|---------|----------|
| 24/08/2020 | P.Ahern    | \$80.00 |          |
| 1/09/2020  | M.Person   | \$80.00 |          |
| 7/09/2020  | D.Stirling | \$80.00 | \$240.00 |

##### **TryBooking Transfer**

|           |                 |  |          |
|-----------|-----------------|--|----------|
| 9/09/2020 | Noble Falls Run |  | \$470.87 |
|-----------|-----------------|--|----------|

##### **Interest Received**

|            |  |  |      |
|------------|--|--|------|
| 31/08/2020 |  |  | 0.56 |
|------------|--|--|------|

|                     |  |  |                 |
|---------------------|--|--|-----------------|
| <b>Total Income</b> |  |  | <b>\$711.43</b> |
|---------------------|--|--|-----------------|

#### **PAYMENTS**

|            |                |                     |            |
|------------|----------------|---------------------|------------|
| 24/08/2020 | D.Hamlyn       | Badgy Consumab Rent | \$328.86   |
| 24/08/2020 | Charles Hotel  | New Members Night   | \$1,443.70 |
| 27/08/2020 | Fully Promoted | 200 x 110 Badges    | \$1,317.80 |
| 14/09/2020 | A.Murray       | AGM - Reimb         | \$149.99   |
|            | S.Calabro      | AGM - Reimb         | \$170.52   |
|            | G.Smith        | Noble Falls - Reimb | \$460.00   |

|                       |  |  |                   |
|-----------------------|--|--|-------------------|
| <b>TOTAL PAYMENTS</b> |  |  | <b>\$3,870.87</b> |
|-----------------------|--|--|-------------------|

#### **Net Movement**

**-\$3,159.44**

|                           |  |            |
|---------------------------|--|------------|
| Closing Cash Book Balance |  | \$4,033.60 |
|---------------------------|--|------------|

|                                    |  |            |
|------------------------------------|--|------------|
| Closing Balance Westpac 16/09/2020 |  | \$4,033.60 |
|------------------------------------|--|------------|

|                         |  |        |
|-------------------------|--|--------|
| Reconciliation Variance |  | \$0.00 |
|-------------------------|--|--------|

#### **INVESTMENT ACCOUNT**

|                                |  |             |
|--------------------------------|--|-------------|
| Opening Balance b/f 20/08/2020 |  | \$14,176.62 |
|--------------------------------|--|-------------|

|                              |  |        |
|------------------------------|--|--------|
| Interest Received 31/08/2020 |  | \$0.60 |
|------------------------------|--|--------|

|                                |  |             |
|--------------------------------|--|-------------|
| Closing Balance c/f 16/09/2020 |  | \$14,177.22 |
|--------------------------------|--|-------------|

**TOTAL FUNDS AVAILABLE \$18,210.82**

EDDIE BERNARDI  
TREASURER  
16th September 2020







## TECHNOLOGY<sup>1</sup> : INTRODUCING AUTONOMOUS VEHICLES

**This article in the magazine's new Technology Section reflects the range of views being heard about progress towards the full introduction of autonomous vehicles.**

In recent discussions with various members of AROCA WA (as well as with others), I have been involved in discussions about the future impact of self-driving (autonomous) vehicles on our roads and how imminent their introduction might be.

Tesla is now the highest stock market value company in automotive but still a newer player in the sector. Its CEO, Elon Musk, recently stated that Tesla will have full self-driving capability by end-2020. Meanwhile, others think that a slower, more limited introduction is rather more likely, and perhaps, this may be the case for a significant time. In the interim, autonomous cars could even be confined to separate road sections, closed off to all but driverless vehicles.

The various viewpoints expressed concerning possible outcomes, the stages of progress over coming years, or decades, and the timing of meaningful steps towards the introduction of vehicle autonomy on our roads all depend on who you speak with or read about.

While the early-stage company that I am associated with, Adelaide-based Cohda Wireless Pty. Ltd., does have two fully autonomous test bed vehicles currently operating (but not unrestricted on SA roads, as yet), Cohda does not view general driverless vehicle introduction to be imminent.

Regardless, for your consideration, the recent article, presented below, outlines various issues related to the rate of introduction of vehicle autonomy. ///

Greg Smith

## IS ELON MUSK WRONG ABOUT LEVEL 5 SELF-DRIVING CARS?

**Edited from an article initially written by Ben Dickson for TechTalks & later republished by USA News Hub, dated 7<sup>th</sup> August 2020. Note: Additional photos were added.**

*Ben Dickson originally published his article in TechTalks, a publication that examines trends in technology, how they affect the way we live and do business - and understand the problems they solve.*

"I am extremely confident that level 5 [self-driving cars] or essentially complete autonomy will happen, and I think it will happen very quickly," Tesla CEO Elon Musk said in a video message at a World Artificial Intelligence Conference held in Shanghai earlier this month. "I remain confident that we will have the basic functionality for level 5 autonomy complete this year." Musk's remarks triggered much discussion in the media about whether we are close to having full self-driving cars on our roads. Like many other software engineers, I don't think we'll be seeing driverless cars (I mean cars that don't have human drivers) any time soon, let alone by the end of 2020.

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<sup>1</sup> This new technology section is a first trial for Alfa Occidentale. Do you like it, or not? Let me know. If you do like it, then what future topics could be of interest to you?



"I wrote a column about this for PCMag, and, as a result, received a lot of feedback (both positive and negative). I then decided to write a more technical and detailed version of my views about the state of self-driving cars. Below, I will explain why, in its current state, deep learning, the technology used in Tesla's Autopilot, won't be able to solve the challenges of level 5 autonomous driving alone. I will also discuss the pathways that I think will lead to the eventual deployment of driverless cars on roads."

## Level 5 self-driving cars

This is how the U.S. National Highway Traffic Safety Administration (NHTSA) defines level 5 self-driving cars: "The vehicle can do all the driving in all circumstances, [and] the human occupants are just passengers and need never be involved in driving." Basically, a fully autonomous car doesn't even need a steering wheel and a driver's seat. The passengers should be able to spend their time in the car doing more productive work.

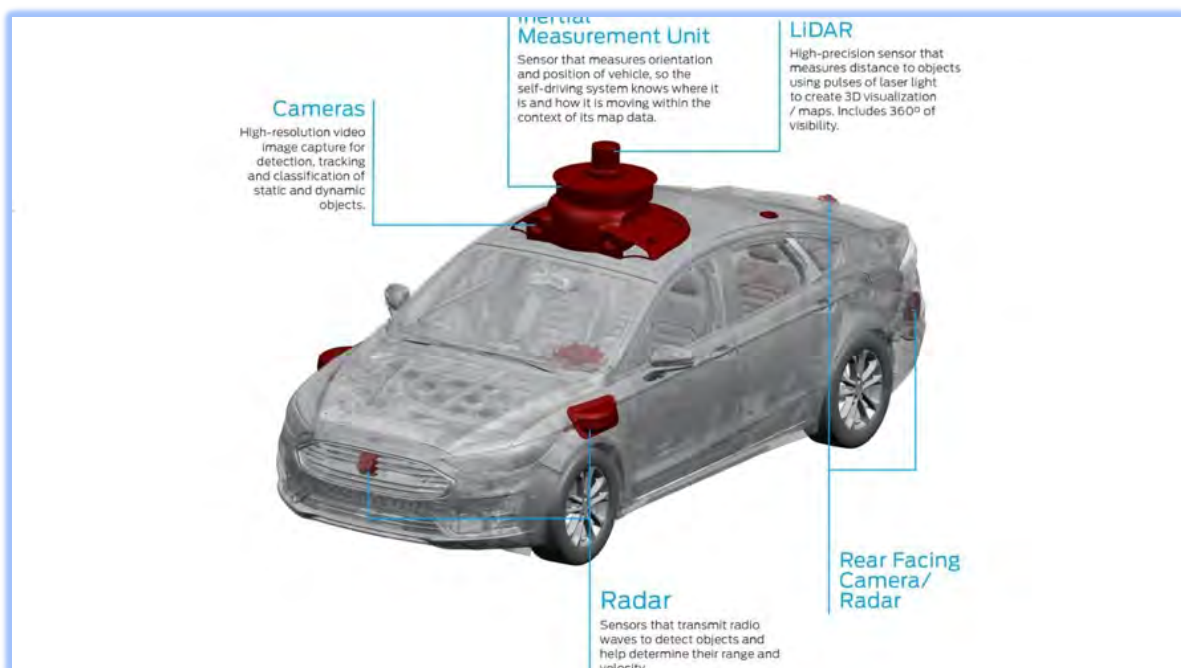


*Level 5 autonomy: Full self-driving cars don't need a driver's seat. Everyone is a passenger. (Image credit: Depositphotos)*

Currently, self-driving technology stands at level 2, or partial automation. Tesla's Autopilot can perform some functions such as acceleration, steering, and braking, but under specific conditions. Additionally, drivers must always maintain control of the car and keep their hands on the steering wheel while Autopilot is on.

Other companies testing self-driving technology still have drivers behind the wheel who can jump in and take control whenever the AI makes mistakes (as well as for legal reasons).

## The hardware and software of self-driving cars





Another important point that Elon Musk raised in his remarks was to say that he believes Tesla cars will achieve level 5 autonomy “simply by making software improvements.”

Other self-driving car companies, including Waymo and Uber, make use of Lidar, a hardware that projects laser light to create three-dimensional maps of the car’s surroundings. Meanwhile, Tesla relies mainly on cameras, powered by computer vision software, that navigate roads and streets. Tesla uses deep neural networks to detect roads, cars, objects, and people in video feeds from the eight cameras installed around the vehicle. (Tesla also has a front-facing radar and ultrasonic object detectors, but those two technologies have mostly minor roles.)

There is a logic to Tesla’s computer vision-only approach: We humans, too, mostly rely on our vision system to drive; we don’t have 3D-mapping hardware wired into our brains to detect objects and avoid collisions.



But here is where things fall apart: Current neural networks can at best replicate a rough imitation of the human vision system. Deep learning has distinct limits that prevent it from making sense of the world in the way humans do. Neural networks require huge amounts of training data to work reliably, and they don’t have the flexibility of humans when facing a novel situation not included in their training data.

This is something that Musk did tacitly acknowledge in his remarks. “[Tesla Autopilot] does not work quite as well in China as it does in the USA because most of our engineering comes from the U.S.” This is where most of the training data for Tesla’s computer vision algorithms were developed.

### Deep Learning and the “long-tail” problem

Human drivers also need to adapt themselves to new settings and environments, such as a new city or town, or to weather condition that they haven’t experienced before (snow- or ice-covered roads, dirt tracks, heavy mist). However, we make use of intuitive physics, common-sense, and our knowledge of how the world works to make rational decisions when we deal with new situations.

We understand causality and so can determine which events cause others. We also understand the goals and intents of other rational actors in our environments to reliably predict what their next move might be. For instance, if it’s the first time that you see an unattended toddler on the sidewalk, you automatically know that you have to pay extra attention and be careful. But what if you meet a stray elephant in the street for the first time? Do you need previous training examples to know that you should probably make a wide detour? At least for the time being, deep learning algorithms don’t have such capabilities, therefore they need to be pre-trained for every possible situation they encounter.

There is already a body of evidence that shows Tesla’s deep learning algorithms are not very good at dealing with unexpected scenery, even in the environments that they have been adapted to. In 2016, a Tesla crashed into a tractor-trailer truck because its AI algorithm failed to detect the vehicle against the brightly lit sky. In another incident, a Tesla self-drove into a concrete barrier, killing the driver. There have also been several incidents of Tesla vehicles, driving on Autopilot, that crashed into parked fire trucks and/or overturned vehicles. In all cases, the neural network was seeing a scene that was not included in its training data or was too different from what it had been trained on.



Tesla is constantly updating its deep learning models to deal with “edge cases,” as these new situations are called in AI terminology. But the problem is, we don’t know how many of these edge cases exist. They are virtually limitless, which is what it is often referred to as the “long tail” of the sort of problems that “deep learning” must solve.

Musk did point this out in his remarks to the Shanghai AI conference: “I think there are no fundamental challenges remaining for level 5 autonomy. There are many small problems, and then there’s the challenge of solving all those small problems and then putting the whole system together, and just keep addressing the long tail of problems.”

I think the key here is the fact that Musk believes “there are no fundamental challenges.” This implies that the current AI technology just needs to be trained on more and more examples and perhaps also receive some minor architectural updates. He also said that it’s not a problem that can be simulated in virtual environments.



“You need a kind of real-world situation. Nothing is more complex and weird than the real world,” Musk said at the conference. “Any simulation we create is necessarily a subset of the complexity of the real world.”

If there’s one company that can solve the self-driving problem through data from the real world, it is likely to be Tesla. The company has a very comprehensive data collection program which is better

than any other car manufacturer that is developing doing self-driving software for self-driving cars. Tesla is constantly gathering fresh data from the hundreds of thousands of cars that it has already sold across the world and it is using this data to fine-tune its algorithms. But will more data solve the problem?

## Interpolation vs extrapolation

The AI community is divided about how to solve the “long tail” problem. One view, which is mostly endorsed by deep learning researchers, is that bigger and more complex neural networks, trained on larger data sets, will eventually achieve human-level performance on cognitive tasks. The main argument here is that the history of artificial intelligence has shown that solutions that can scale with advances in computing hardware and the availability of more data are better positioned to solve the problems of the future.

This view supports Musk’s approach to solving self-driving cars through incremental improvements to Tesla’s deep learning algorithms. Another argument that supports the big data approach is the “direct-fit” perspective. Some neuroscientists believe that the human brain is a direct-fit machine, which means it fills the space between the data points that it has previously seen. Therefore, the key is to find the right distribution of data that can cover a vast area of the problem space. If these premises are correct, then Tesla will eventually achieve full autonomy simply by collecting more and more data from its cars. However, it must still figure out how to use its vast store of data efficiently.

Extrapolation tries to extract rules from big data and apply them to the entire problem space. Meanwhile Interpolation relies on a rich sampling of the problem space to calculate the spaces between samples.



An opposing view comes from those who believe that deep learning is fundamentally flawed because it can only interpolate, not extrapolate. Deep neural networks extract patterns from the data, but they don't develop causal models of their environment. This is the reason why they need to be precisely trained on the different nuances of the problem that they are designed to solve. No matter how much data you train a deep learning algorithm with, you will not be able to trust it, because there will always be many novel situations where it could fail dangerously.

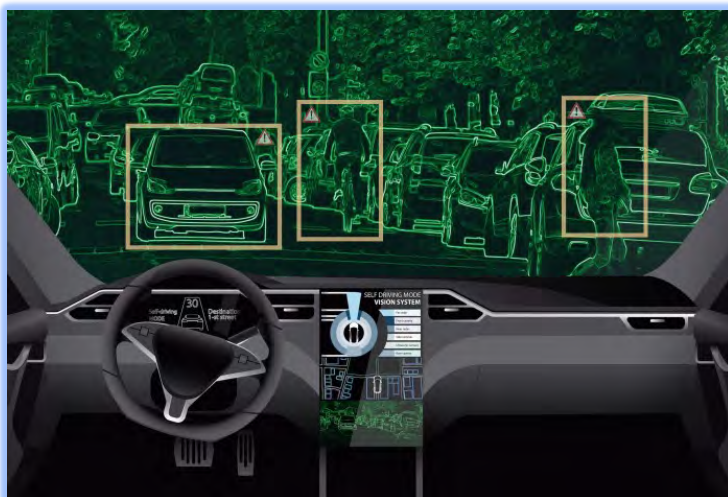
On the other hand, the human mind extracts high-level rules, symbols, and abstractions from each environment, and it then uses them to extrapolate out to new settings and scenarios, without the need for explicit training. I personally stand with this latter view. I think that, without some sort of abstraction and symbol manipulation, deep learning algorithms will not be able to reach human-level driving capabilities.

There are many efforts to improve deep learning systems. One example is **hybrid artificial intelligence**, which combines neural networks and symbolic AI to give deep learning the capability to deal with abstractions.

Another notable area of research is “**system 2 deep learning.**” This approach, which has been endorsed by deep learning pioneer Yoshua Bengio, uses a pure neural network-based approach to give symbol-manipulation capabilities to deep learning. Yann LeCun, a longtime colleague of Bengio, is working on “**self-supervised learning,**” i.e., deep learning systems that, like children, can learn by exploring the world by themselves and without requiring a lot of help and instructions from humans. Geoffrey Hinton, a mentor to both Bengio and LeCun, has been working on “**capsule networks,**” another neural network architecture that can create a quasi-three-dimensional representation of the world by observing pixels.

All of these approaches are promising directions that hopefully will integrate much needed common-sense, causality, and intuitive physics into deep learning algorithms, although, today, they are still in the early research phase and are not nearly ready to be deployed in self-driving cars and other AI applications. Therefore, I assume that they are ruled out of Musk's “end of 2020” timeframe.

## Comparing Human and AI Drivers



One often heard argument is that human drivers make a lot of mistakes too. Humans get tired, distracted, reckless, drunk, and so they cause more accidents than self-driving cars. The first part of human error is true, although I am not so sure whether comparing accident frequency between human drivers and AI is a correct analysis.

I believe that the sample size and data distribution cannot paint an accurate picture yet. Even more importantly though, I think that comparing numbers is misleading at

this point. What is more important is the fundamental difference between how human beings and AI perceive the world.

Our eyes receive a lot of information, but our visual cortex is sensitive to specific things, such as movement, shapes, specific colours and textures. Through billions of years of evolution, our vision has



been honed to fulfill a wide range of different goals crucial to our survival; e.g., spotting food and avoiding danger.

Perhaps more critically, our cars, roads, sidewalks, road signs, and buildings have been evolved to accommodate our own visual preferences. Think about the colour and shape of stop signs, lane dividers, flashers, etc. We have made all these choices, whether consciously or not, based on the general preferences and sensibilities of the human vision system.

Therefore, while we make a lot of mistakes, our mistakes are perhaps less weird and therefore more predictable than the AI algorithms that power self-driving cars. A case in point here is that no human driver of sane mind would drive straight into an overturned car or a parked fire truck.

In his conference remarks, Musk also said, “The thing to appreciate about level five autonomy is what level of safety is acceptable for public streets relative to human safety? So, is it enough to be twice as safe as humans? I do not think that regulators will accept equivalent safety to humans. The question is should it be twice as safe, five times as safe, 10 times as safe, or?”

To my mind, I think that it is not enough for a deep learning algorithm to produce results that are on par with, or even better than, the average human. It is also important that the process it goes through to reach those results reflects that of the human mind, especially if it is being used on a road that has been made for human drivers.

### **Other problems needing to be solved**

Given the differences between human and cop, we either should wait for AI algorithms that can exactly replicate the human vision system (which I think is unlikely any time soon) or take another pathway to make sure current AI algorithms and hardware can work reliably.

One such pathway is to change roads and infrastructure to accommodate the hardware and software that is present in cars. For instance, we could embed smart sensors in roads, lane dividers, cars, road signs, bridges, buildings, and objects. This would allow all these objects to identify each other and communicate through radio signals. Computer vision would still play an important role in autonomous driving, but it would be complementary to all the other smart technology that is present in the car and its environment.

This is a scenario that is becoming increasingly possible as 5G networks are slowly becoming a reality and the price of smart sensors and internet connectivity decreases.

Just as our roads have evolved with the transition from horses and carts to automobiles, they will need to go through more technological changes with the coming of software-powered and self-driving cars. But such changes require time and huge investments from governments and vehicle manufacturers, as well as the manufacturers of all those other objects that will be sharing roads with self-driving cars. Meanwhile, we are still exploring the privacy and security threats of putting an internet-connected chip into everything.

An intermediate scenario is a “geofenced” approach where self-driving technology will only be allowed to operate in areas where its functionality has been fully tested and approved, and where there is smart infrastructure, and regulations that have been tailored for autonomous vehicles (e.g., pedestrians are not allowed on roads, human drivers are limited, etc.). Some experts have described these approaches as “moving the goalposts”, or redefining the problem, which is partly correct. However, given the current state of deep learning, the prospect of an overnight rollout of self-driving technology is not very promising. Nonetheless, such measures could assist to allow a smooth and gradual transition to autonomous vehicles as the technology improves, the infrastructure evolves, and the regulations adapt.



There are also legal hurdles. While we have clear rules and regulations that determine who is responsible when human-driven cars cause accidents, for self-driving cars are still in a grey area. For now, drivers are responsible for the actions of their Teslas, even if it is in Autopilot mode. But, in a level 5 autonomous vehicle, there isn't a driver to blame for accidents. At present, I doubt that any car manufacturer would be willing to roll out its fully autonomous vehicles if the

manufacturer could to be held accountable for every accident to be caused by their cars.

### Many loopholes for a 2020 deadline

All this said, I believe Musk's comments contain many loopholes in case he isn't able to make the Tesla fully autonomous. ///

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Whether you find this technology section of the magazine of interest, or not, please let me know. This tech section can either remain in future issues, or be abandoned, depending on reader interests.

*For anyone interested, you can view a recent webinar by AutonomouStuff and Cohda Wireless regarding "Cooperative and Autonomous Vehicles" ("CAV"). A working link is provided in the cover letter for this magazine. I am sorry to say that the weblink below failed once this document was turned into a PDF.*

A graphic advertisement for a webinar. The background is a night cityscape with light trails from cars. Overlaid on the image are logos for HEXAGON and AS, the Cohda Wireless logo, and the text 'Free Webinar'. The main text reads 'AutonomouStuff and Cohda Wireless: Putting the C in CAV' and 'Here is a link to the recording'.

HEXAGON | AS

Free Webinar

Thank you for your interest in our webinar

Cohda Wireless

**AutonomouStuff and Cohda Wireless:  
Putting the C in CAV**

Here is a link to the recording



## NEW MEMBER APPLICATION AND CURRENT MEMBER RENEWAL

Dear current AROCA WA members and others considering applying for membership in AROCA WA,

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

**NOTICE TO NEW MEMBERS:** AROCA WA seeks to increase the number of WA Alfa 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 present 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 financial year, 2020/2021. **Please note that AROCA WA membership renewal for all existing members falls due on 30<sup>th</sup> June 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, much 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 paying electronically, you should include your surname in the payment reference and also advise the club of your payment via an email.)*

**Membership Fee:   \$80 (1<sup>st</sup> July 2020 -**

**30<sup>th</sup> June 2021)**

**Associate Mbr Fee:   \$80 (1<sup>st</sup> July 2020 - 30<sup>th</sup> June 2021)**

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

Andrew Murray.  
President, AROCA WA.





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

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

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

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

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

LANDLINE: \_\_\_\_\_ MOBILE: \_\_\_\_\_

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

NEW MEMBER, CURRENTLY PAID-UP MEMBER (OR PAST MEMBER):

MEMBER NUMBER: \_\_\_\_\_

CURRENT MEMBER: YES NO

PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: \_\_\_\_\_

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

| Manufacturer | Type | Year | Colour | Registration OR<br>Concession Plate #<br>(if applicable) |
|--------------|------|------|--------|--|
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Please complete the above form and email it to AROCA WA at [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)

**IMPORTANT NOTE FOR THE AROCA WA CLUB'S CONCESSIONAL LICENSE HOLDERS:**

*If you are a concessional registration plate holder, note that data on your concession registration has to be provided annually by the club to fulfill Western Australian state regulatory requirements. The due date for this information provision falls immediately after 30<sup>th</sup> June. Therefore, be sure to renew your membership before the end of each financial year in order that your concessional vehicle registration remains current. Otherwise, as a non-financial member who owns a Code 404 concessional registered vehicle, you will be deemed by the WA Department of Transport to be unlicensed.*



## OWNER DECLARATION - CODE 404 CONCESSIONAL VEHICLE LICENCE

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

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

Name of Owner:.....

Alfa Club Membership number:.....

### Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

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



## DRIVING YOUR CONCESSIONALLY LICENSED ALFA

Dear AROCA WA Club Members,

This letter and the Code 404 forms will be updated soon, as the new regulations for the Code come into effect in the new year. In the meantime, the WA Alfa Club wants to remind you, particularly if you are a member who drives a concessionally licensed Alfa Romeo, that Code 404 concessional registration still allows you to drive your car on *AdHoc* day trips, at least for a few months more.

You can do this, at any time, provided you submit to the club a completed trip application form; a blank copy of which appears on the following page. Note that DOT now maintains that *AdHoc* trips can only be for a one-day duration. If you intend to be on a multi-day trip, then separate trip application forms are currently required for each day of the trip.

Additionally, at least for a few months more, you can still use your concessionally registered car for all of the following activities, and you can do so without the need to notify the Club beforehand:

- Taking your car out for repairs and maintenance.
- Driving within a 30km radius of your registered address for the purposes of routine maintenance (e.g., keeping the car running reliably, battery charged, refuelled, etc).
- Attending any advertised Alfa club event, or another Car Club's formally advertised event.

The Club Committee recommends that you make best use of your Alfa with the easing of Covid 19 virus related conditions in WA. However, be sure to carefully practice "social distancing", should you ever need to leave your car during that trip for sight-seeing, a coffee break, etc.

Regards,

Greg Smith  
AROCA WA Secretary



*At a tour stop during the 2018 "Grampians Gallivant" weekend in Western Victoria.*



## “ D R I V E M Y C A R ”

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

**But, note that it will be modified quite soon.**

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

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

**MEMBER’S SURNAME:** \_\_\_\_\_

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

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

**VEHICLE TO BE DRIVEN:**

| VEHICLE | BUILD YEAR | REGISTRATION PLATE | CONCESSIONAL REGO.<br>@ AROCA WA |
|---------|------------|--------------------|----------------------------------|
|         |            |                    |                                  |

**TRIP DETAILS:**

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

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

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

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

*Additionally, note that it is a condition of Code 404 that you remain a financial car club member at all times. Be sure to have your current year membership card with you while travelling. Please be aware that, otherwise, if stopped, you may be personally deemed to be unlicensed.*



## PROFILES OF AROCA MEMBERS PUBLISHED IN PAST ISSUES

In many of the club's past issues of Alfa Occidentale, profiles were published of individual Alfa Club members, both long-term and new, mostly from the WA Division, although some did come from elsewhere. Please find below a full listing of these profiles and where you can find them. At the club's website <https://www.alfaclubwa.com.au/newsletters/> you will find all the back copies of Alfa Occidentale and, therefore, copies of all of these profiles, which are now readily available on-line.

| Profile                  | Issue # | Page | Comments  |
|--------------------------|---------|------|---|
| Glen Phillips            | 5       | 22   | <i>Glen is AROCA WA's life member #2. He is claimed as a club hero by both the WA Alfa &amp; WA Fiat/Lancia clubs. Each club is surprised by how much Glen is also involved in the other.</i>   |
| Bruce Thomas             | 6       | 20   | <i>Bruce is an AROCA WA foundation member. He has owned his beautiful green 105 GT since he bought it brand new while he was working in the UK.</i>   |
| Norm Craven-Kelly        | 7       | 15   | <i>In this article, Bruce Thomas recalls the late "Il Presidente", a key founding member in both the Vic. &amp; WA AROCA divisions and a larger-than-life character.</i>  |
| John Schoen              | 9       | 17   | <i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>   |
| John Court               | 12      | 21   | <i>Renovator of Alfas, classic British cars and an owner of old military vehicles, many of which he keeps in his own lock-up factory, south of Fremantle.</i>   |
| Andrew Murray            | 13      | 24   | <i>Andrew is the present AROCA WA president. The owner/past owner of very many important Alfas and other classic cars. He is the club's walking encyclopaedia on all matters Alfa Romeo – and especially if these matters might concern any 105s.</i> |
| Michael Barrenger        | 15      | 8    | <i>Michael Barrenger writes about his "Alfettish" and how he has acquired his much sought-for cars which are now in renovation or at various levels of modification.</i>  |
| Leon Cottle              | 18      | 21   | <i>The AGOG founder (Alfa GT Owners Group), AROCA Vic Goldfields group convenor and a serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>   |
| Greg Smith               | 19      | 13   | <i>Greg recalls his Alfa 75 QV ("Milano") in the snowy winters of New Jersey and its sad demise on the NJ Turnpike (on his birthday, but now 25 years ago!)</i>   |
| Ivan Olsen               | 19      | 15   | <i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa after he arrived in Perth in 2009.</i>   |
| Ugo Sivocci              | 25      | 13   | <i>This Alfa racing driver of the early '20s was an originator of the Quadrifoglio Verde badge. The absence of that lucky charm coincided with his death while driving.</i>   |
| Keith Martin             | 28      | 8    | <i>The founder of "Sports Car Market" magazine, long time multiple Alfa owner, famous US car concours judge and appraiser, talks about suffering a recent stroke.</i>   |
| John Reed                | 33      | 7    | <i>Former Royal Navy engineer, John has built a 105 GTA replica and has also fully renovated his favourite Giulia Sprint GT – not just once, but twice!</i>   |
| Paul Blank               | 34      | 10   | <i>Paul is a confessed lover of all types of classic cars, the owner of many, and an Alfa owner too. He is WA's classic motoring events organizer extraordinaire.</i>   |
| Keith Martin<br>(update) | 35      | 24   | <i>Keith describes how he really needs to replace his long preferred manual Alfas with automatic classic cars due to the limitations caused by his stroke.</i>  |
| Rachelle Domansky        | 36      | 10   | <i>Rachelle says: "At last, a female is profiled among all those male Alfa car addicts!" She owns a white Duetto named "Audrey". Her interview appears in issue 36.</i>   |
| Piero Pagano             | 37      | 13   | <i>Piero is a new WA AROCA member, but his love of cars started very early. His career has always been in automotive electrics.</i>   |
| Scott McKivett           | 38      | 10   | <i>Scott is also new to AROCA WA. He is an auto mechanic with a life-long love of cars and is currently restoring his 1973 105 GTV.</i>   |
| Anita Percudani          | 40      | 10   | <i>Anita joined AROCA WA in 2018. She has owned her 1969 Alfa 105 GT Junior since she first qualified for her WA driver's license.</i>  |
| Someone you know ?       | When ?  |      | <i>Note that Alfa Occidentale is very keen to interview other Alfa Club members as this series of member profiles continues.</i>  |