

# ALFA OCCIDENTALE

Issue 42, November 2020



At the "Bend Classic" on 5-6 September 2020, three 105-series Alfas were seen competing in the Classic Production class. Shown in the top photo is Kerry Gascoigne's 1969 GTV 1750, while some hot competition between Sean Rowland's 1969/70 Giulia GTV and Ron Guppy's 1972 GTV 2000 is seen in the lower photo.

The Bend had scheduled a locals-only race meeting, but on Fathers' Day weekend, while social distancing and state border restrictions still remained in South Australia due to Covid-19. That might seem a recipe destined for limited success, but car racing had been on hold for six months at SA's 'The Bend Motorsport Park'. Over seventy entries signed up in six categories for two days of timed sprints on the new 3.41km West Circuit, while the public took full advantage of free spectator admission. (Photos from an article appearing in [www.VeloceToday.com](http://www.VeloceToday.com) on 22<sup>nd</sup> September 2020)



This is the **42<sup>nd</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.

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## FY20/21 AROCA WA COMMITTEE

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## NOVEMBER 2020 UPDATE OF AROCA WA ACTIVITIES

- A revised calendar of WA Alfa Club events is provided later in this edition. Do also check the brochures provided below for details regarding how to book for lunches (etc.) at these events.
- The Como Classic Car Show was held on Sunday October 4<sup>th</sup>. A photographic report on this event appears below in the magazine.
- A shortened version of the WA Fiat Lancia Club's "Two Oceans Run" will be held from **28 to 30 October** with overnight stops at Karri Valley Resort and Stay Margaret River. This event is for WA cars and passengers only. Information is provided below regarding how to join this tour (but it is getting very late for anyone to do so). Eight Alfa members and partners have already agreed to join this run as of the date of the magazine circulation.
- 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**". Many classic Italian cars and motorcycles will be attending, with wines, food, beer and more available. As it is the 110<sup>th</sup> anniversary of the birth of Alfa Romeo this year, the WA Alfa Club is hoping to have at least 110 Alfas in attendance. Do put this date in your diary. Please also complete the free Trybooking registration to display your Italian car at Bella Italia. You will find the registration details provided on page 40. It is now time to start preparing your Alfa(s) for their display at Bella Italia on Sunday 1<sup>st</sup> November.
- A brief **Italian car display is planned at Trinity College** on **Thursday 5<sup>th</sup> November**. This short display is to help the college's Italian language program by displaying a number of Alfas and other Italian cars at Trinity. All Italian cars should arrive at 12:30 and remain on display until a 14:00 departure. Italian food vans will be on site for your lunch needs. Details on page 38.
- AROCA WA is managing this year's **Pasta Run**. It will be held on **Sunday 22<sup>nd</sup> November**. The lunch will be at the Black Swan Vineyard and Restaurant in Henley Brook. However, given COVID related restrictions, the pasta lunch is currently limited to 90 seats. Note that half of the available seats are already booked, so do book very soon to avoid disappointment. On page 41 below, there is a Trybooking link to enable your pasta run lunch tickets booking.
- The "Celebration of the Motorcar" event will be held again this year on Sunday 29<sup>th</sup> November at the Cottesloe Civic Centre on Broome Street, Cottesloe. See details on page 42.
- The WA Alfa Club's Sunday morning **Christmas Club Run & Lunch** is scheduled for **Sunday 13<sup>th</sup> December**. It will be held in the garden at the Vineyard Kitchen restaurant in Bickley Valley. A Trybooking link is provided on page 43. Please book soon. This year, the event is limited to only 50 dining spaces for the Christmas Lunch due to Covid-19 related restrictions.
- A notice appears on page 44 regarding **ALFESTA 2021** in McLaren Vale on the Fleurieu Peninsula of SA during **Easter 2021**. If you want to attend 2021's great national Alfa Club event, book soon. Accommodation at this location will be limited. ///



## COMO CLASSIC CAR SHOW HELD SUNDAY 4<sup>TH</sup> OCTOBER



early '70s Kamm-tails, out to early-2000s 916 series Spiders. An impressive group of 105 GTs, GTVs and Giulia Supers was also evident.



At the nearby Fiat Lancia display, Alfa and Fiat/Lancia member, Reg Howard-Smith also drove up in his Fiat Multipla.

Around 10AM, many of the Alfisti displaying their cars took off for a leisurely club breakfast at a nearby restaurant. It seemed that half of the car owners displaying their cars at the Como show were also relaxing in the shaded restaurant garden around that time.

The Alfa display at Como offered a great rehearsal opportunity for the Italian Car Day at Bella Italia on Sunday 1st November. That event should attract 5x or 6x more Alfas than were seen at the Como Car Show though.

Details regarding Bella Italia appear later in this magazine. You can book to display your car (at no cost) by registering using a TryBooking link there.



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*On the day, Alfa photographers at Como included Ivan Olsen, Richard Peirce, Natasha Domansky, Greg Smith and Kyle Attwood. These photos mostly show the Alfa Romeos highlighted at this year's Como Classic Car Day.*

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## SEEN AT THE OCT 2020 'CLASSIC CARS AND COFFEE' AT UWA





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Two very nice Alfas - a Montreal and a 105 Giulia - were seen at Classic Cars and Coffee on 11<sup>th</sup> October. Photographs courtesy of Richard Pierce.



All the Renault Alpines currently resident in WA are seen in one row at the French car version of the Classic Cars & Coffee morning, held in late September. WA Alfa club member, Sam Calabro, is also a proud Alpine owner and driver. (Monsieur Sam was photographed by Greg Smith)



## WELL-KNOWN ALFA 1600 SPIDER SEEN AT CLASSIC CARS & COFFEE



A well-known, but rare RHD, WA-resident, 1963 Alfa Romeo Giulia 1600 Spider arrived at Classic Cars & Coffee, held at UWA, on Sunday 10<sup>th</sup> October.

This car is well remembered by a number of the longer-term members of AROCA WA, who like to call it the “Ralph Drexel” Spider. Ralph is the retired former Dean of Architecture at UWA.

Back in the mid-1970s, club life-member, Bruce

Thomas, first heard of (and saw) this car in Perth. He has provided some photos of the car from May 1975, which appear below.

This spider is a rare, factory-produced RHD Giulia 1600 Spider (101 Series), which, apparently, was only built in RHD form in 1963. Bruce recalls that he was told how Ralph had bought the car while in Aden, possibly duty free, then shipped it back to Perth. In the 1960s, Aden was a British possession and a duty-free port.



Since seeing the car again on Sunday 11<sup>th</sup> October, Bruce has discussed the 1600 Spider with Ralph’s son, Marc Drexel, who is seen in the above photo, driving the car out of the Classic Cars & Coffee display.

Marc confirms that the Spider was purchased new in Aden in September 1963. According to Fusi, there were 333 examples made in that year. Incidentally, Marc was born in 1963, also in Aden, where



his father then worked for the British administration. The family returned to Perth in 1965, with the car. Thereafter, it was used as daily transport during the 1960s.

In 1969, it was stolen and was also poorly resprayed in that year. It then spent some time in the open under a jacaranda tree. After corrosion afflicted the original engine (no one seemed to know how to care for an all alloy engine in those days), another 101-series engine was found to replace it. The car was finally stored under cover, but remained idle after 1982 until, 6 or 7 years ago, Marc decided to revive it.



Marc found and fitted a 1966 105 series 1600 engine which Ross Lupino had rebuilt to Veloce specifications. Somehow, they also contrived to fit twin Weber carburettors onto a RHD 1600 Spider by using Veloce engine mounts. There are now two 'spare' but corroded 101 series engines, which could be used to return this car to its original Normale specifications, if desired.



The engine bay, boot and underside have been repainted and all mechanical parts, including gearbox and diff, have been renewed or reconditioned. In the longer term, Marc wants to do a back-to-the-metal repaint of the body. He has kept as many original fittings as possible, including some which cannot be replaced, like right-hand-drive rubber floor mats. The aim is not a 'concours' restoration, although the car is a 'work-in-progress'. After all its adventures, the car has still only covered 42,000 miles.



Marc says he will bring the car to Bella Italia on 1 November.

The presence of the "Ralph Drexel" spider at the October 2020 classic cars and coffee day has led this magazine's editor to have a quick look at what these cars have been selling for around the world during the last year or so – at least, before the arrival of Covid-19. See the next article for more on the Alfa Giulia 1600 Spider.

The photos above of the 1600 Spider were taken by Bruce Thomas when it was seen at a Perth car show in May 1975.



## SALES OF ALFA 1600 SPIDERS



**1963 ALFA ROMEO GIULIA 1600 SPIDER RHD**  
Date listed for sale: 31<sup>st</sup> July 2019. Price: AU\$145,000 EGC. For sale by McCarroll's Classic Collectors of Roseville, NSW.

This car is a very rare, factory-produced, RHD Giulia 1600 Spider Normale, of which only 404 were made. The sales info contends that all the 404 RHDs were produced in 1963.

**Engine:** 1570cc twin-cam, four-cylinder  
**Transmission:** 5 Speed Manual  
**Interior colour and material:** Red leather

**Year:** 1963  
**Exterior Colour:** White



### 1963 ALFA ROMEO GIULIA 1600 SPIDER, COACHWORK BY PININFARINA.



- Châssis AR372747.
- Left-hand drive, USA original delivery.
- In present ownership since 1998.
- An older restoration.
- Kept garaged, always well maintained
- Recent new exhaust, ignition system, and front disc brakes,
- Registered in France.

Alfa Romeo Giulia 1600 Spider 1963, Carrosserie Pininfarina, Châssis n° AR372747. In February 2019, this red LHD Spider was sold at a Bonhams auction in Paris for €94,300 (at that time, AU\$ 154,699) inc. premium. The Auction was held as part of the "Les Grandes Marques du Monde au Grand Palais".



Background: Although the 1900 had been its first successful post-war model, it was Alfa Romeo's next offering - the 1.3-litre Giulietta - which established the 'small car, big performance' formula - that would characterise the Milanese marque's finest offerings from then on.

The Giulietta's arrival in 1954 caused a sensation, and the original Giulietta Sprint Coupé was soon joined by Berlina and Spider versions. Sporting elegant coachwork designed and built by Pininfarina, the Giulietta Spider was a huge success and it continued virtually unchanged, but in a 1.6-litre Giulia guise, after the latter joined the Alfa line-up in 1962.

The Giulia range was the work of a design team headed by one of the greatest of Italian automobile engineers, Dr. Orazio Satta Puliga, who had been responsible for all the post-war Alfa Romeos. A bonnet air scoop, necessary to clear the larger engine's taller block, readily identified the new model.

The capacity increase boosted maximum power of Alfa's classic twin-cam four from 80 to 92bhp and the car's top speed to 109mph. Reliability was enhanced and the larger engine was noticeably smoother and evidently less fussy. A five-speed gearbox was standard on the Giulia 1600 Spider, which remained in production until it was ultimately replaced by the "Duetto" in 1966.

Described by Cars Illustrated as 'probably one of the most delightful small sports cars ever to be produced', this Spider was one of the most attractive Alfas of its day and remains highly regarded.

First delivered new in the USA, this LHD Giulia Spider (AR372747) had already been fully restored when it was acquired by its 2019 French vendor from Bardini Automobiles in Paris in 1998. Since then, the car has been kept in a dry garage and driven only 1,000 kilometres or so annually - but never in the rain.

Bonhams advised that this car was in excellent condition at the time of its 2019 auction, always very well maintained by the same mechanics. More recent works included fitting a new exhaust, new ignition system, and new front disc brakes. When sold in 2019, the car was finished in red with black interior and matching soft-top. It came complete with a tonneau cover.



*Yet, another, LHD, 1963 Giulia 1600 spider.*

The Giulia 1600 Spider is an extremely fun car, both beautiful and usable.

At the Bonhams auction, the car was offered with a French Carte Grise, valid Contrôle Technique and an important file of invoices including details of parts bought from Alfa Romeo specialists VHB, based in France at Asnières-sur-Seine.



## INTERVIEW WITH AROCA WA MEMBER, KYLE ATTWOOD

*Kyle Attwood is interviewed by Greg Smith. Kyle recently joined AROCA WA with his 2003 Alfa Spider. You will also note below that he is an accomplished automotive photographer.*



Kyle grew up in Bunbury, but, while he was a child, his family did move around a bit – at one time, up to Dampier and then a year in Sydney. The family moved to Perth during Kyle’s early years of high school and has stayed in Perth since.

Kyle did an apprenticeship with the engineering company, Geographe Enterprises, where his grandfather and his dad had also worked. It was a natural step for Kyle to do his apprenticeship with the same company. Geographe is an engineering company which focusses on replacement parts for heavy industrial gearboxes, tooling and mining machinery.

After completing his apprenticeship as a Fitter and Machinist, Kyle moved on into a career in sales and marketing. He had long held an interest in selling cars, even since before obtaining his license. He now works selling commercial and 4WD vehicles, mostly to mining and engineering

companies where he has acquired specialist knowledge.

Initially, after deciding to work in car sales, Kyle found his way into a dealership which sold performance Commodores and Falcons. He worked in this sales role for 4 years, in a smaller independent family owned business. However, Kyle decided that he wanted to gain experience in a bigger franchise dealership. After working for a couple of franchise dealers, an opportunity arose at Kenwick Vehicle Wholesalers where he has now been for the past 6 years. “Kenwicks” has operated since 1987. This company resells ex government commercial vehicles on to end users. In this role, he has obtained a lot of experience across a number of areas (as it is a small dealership). He does need to be able to put his hand to everything at this company - which he does enjoy.

I wondered whether Kyle misses engineering versus his current more office-oriented lifestyle. He noted that while the Kenwick vehicle wholesaler business does outsource its mechanical needs to external mechanics, that, sometimes, he can still sort out small or minor issues himself; e.g., locking actuators and so on. In addition, if any of the contracting mechanics choose to spin him a story, he can certainly respond appropriately. Given his background, he also knows who the right people are to send different sorts of cars to or to resolve the various mechanical issues that may be encountered.

Kyle always wanted to be involved in selling cars. That desire does seem to run in his family, he says. His Grandfather was a salesperson for many years in the Bunbury area. In his younger days, Kyle



would help his Dad to service the family's cars. He and his Dad also enjoyed their time together attending the forest rally and Rally Australia.

Kyle has always been a fan of Lotus. He likes its light weight, small-engined approach to a fast and flexible ride. Once, Kyle did get to have a ride in a small-engined, Lotus track car, but that was on the road - and some years ago. That experience certainly brought him to his lasting focus on the Lotus marque. However, he couldn't find a Lotus that fitted that well with the requirements of his finances. As a result, he decided to buy a 1987 Toyota MR2. At the time, it seemed to be the closest thing he could find that fitted his budget but drove a bit like a Lotus.

Since this first purchase, Kyle has owned 17 different cars, as well as, in his first car sales role, having access to many industry drive cars.



Among the 17 cars that Kyle has owned, he has liked his Toyota Supra with its Targa top, the MR2, already mentioned above, a 1990 model MX5 and an early 1990s VW Golf VR6 with a 2.8 litre V6 motor.

In addition, he really loves his 4-cylinder, 2-litre 2003 Alfa Spider. This Spider has a very free revving motor and, while it is not super quick, it is very enjoyable to drive. Kyle says that he spends a lot of time working on keeping it highly polished and is very fussy about its maintenance. He often is working with a clay bar, polish and auto wax. He says that he does most of the things on this Spider that don't require the use of a car hoist.

For both work and pleasure, Kyle drives a lot. Last year, he did 40,000 kms. A good percentage of that is his commute to and from work which is an 80 km daily round trip between his home in Ellenbrook and his workplace at Kenwick (east of

Cannington), as well as a lot of personal drives and car cruises. There are family trips down to Bunbury at least a few times a year. However, during 2020, with the lockdown and the effects of the pandemic, his longest run so far has been the Sunday club drive out to York last month.

Kyle's first Alfa experience occurred while he was doing his apprenticeship. A work colleague owned a very smart looking GTV6, which he really admired. However, he admits that he has not driven that many Alfas – as yet. In addition to his Spider, he has spent time in a Mito and a 156.

Kyle is always looking at all types of cars because of his automotive photography hobby. His wife owns a Honda Jazz, while he has a 2006 VW Passat with AWD and a 3.2 litre V6. The Passat is the car



he uses for his daily commute. It was a trade-in at work that he thought looked to be too good an opportunity for him not to pick up quickly.

With regard to his photography interests, he wanted me to understand that it has become a side hobby, rather than a pre-occupation. Originally, after he completed high school, Kyle began to work nights at a pizza shop, before taking on more permanent career steps. He discovered that a local photographer in his neighbourhood was offering a free course in photography. After a few evening classes, he decided to buy a Minolta SLR camera and so the photography seed was planted.



This hobby developed slowly for a while. His initial focus was on landscape studies, not people or things. It has been only during the last 18 months that he really has moved to auto photography after a visit to a monthly “Classic Cars and Coffee” event (“CCC”) in mid 2019. Since then, he has been at CCC every month. His 2003 Alfa Spider is a good fit for CCC as it is a car that he can take to a classic auto show.

Over this last year and a half, the car photography hobby has gradually become something that he is quite passionate about. While it probably is not a career option in his view, he sees it as something that could become a promising side business.

I have seen a number of Kyle’s car photos over the last month or so. In my opinion, they certainly do stand out for their quality and their capture of light as it interplays with the car he is focussing on. Kyle admits that he is very fussy with his photography and that he can be a quite harsh critic of himself.

He does admit that he would like to do a shoot for a magazine one day. He knows of some people who do get paid for photo shoots on certain supercars. However, he agrees that it will always be a hard field to stand out in. Everyone who buys a nice camera does become a photographer, although not necessarily a good one. He has only recently had the opportunity to do a photo shoot on some Ford Mustangs, including taking a number of rolling shots as they progressed down a freeway. That was a good experience, he says.

Kyle has observed a number of other auto photographers and their work. For example, he cites Amy Shore, who initially had no interest in cars at all. However, she now does car photography, but views the cars perhaps from a “non-car lover’s” perspective. Amy has a documentary journalist style and her photos are about the visual aspects of design rather than performance.





He mentions that he spent the Saturday morning of 17<sup>th</sup> October at Barbagallo Raceway, working on a track shooting project as a media person involved in taking close up action shots, including of cars drifting around bends on the track. He then mentioned that he usually takes about 4 hours on photos in post-production after any 1-hour photo-shoot.

Kyle normally takes his sons with him to Classic Cars and Coffee, although his daughter doesn't like it too much, and he always needs to find an alternative special event for her after he returns from a Sunday morning at the UWA business school car park, viewing cars.

He prefers to get to CCC quite early. After a coffee, he then does about 6 laps of the car show, photographing and inspecting the cars. He especially likes the lighting in the underground car park at the business school for his car photos.

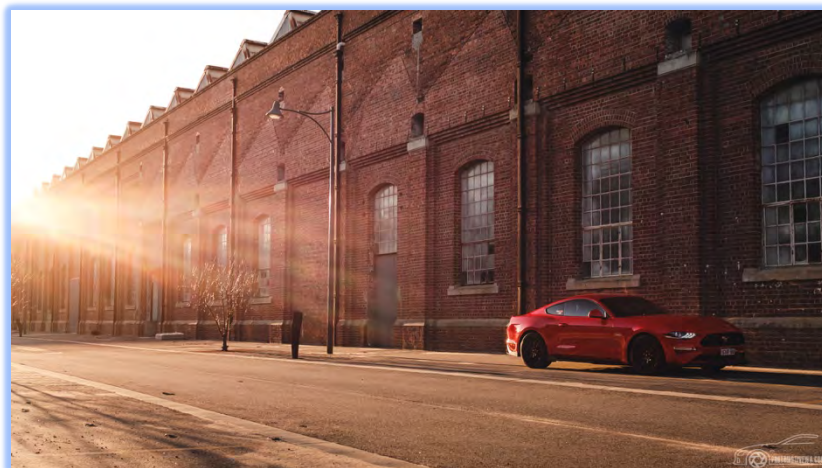


Though, perhaps this dark carpark may only be a good place for those who understand lighting and know how to build a final photographic image from multiple merged shots, taken at different exposure levels.

Kyle also likes to find special photoshoot backgrounds for the cars that he gets to work on - such as those at industrial sites, e.g., the Midland railway workshops,

or in the vineyards of the Swan Valley. He says that it is a matter of finding places where, on the one hand, you can get in and out of easily, but, on the other, where the background and lighting can create an extra dimension to the images of the cars.

One example is the lighting and atmosphere he is able to obtain at sunset at the railway workshops, where he has produced some great car shots with the sun behind the workshops providing nice shadows and lighting on the cars, sometimes including brief sun flares as the sun sets. Another example is a particular roof-top car park in the city where he can position the cars with the Perth city skyline as the background.



We talked about what Kyle is looking for from AROCA WA - or from any other car club for that matter. Alongside the ability to photograph interesting Alfas (and other special cars), what Kyle is always hoping for most, i.e., the main thing he has joined WA Alfa Club for, is the club's regular drives. He enjoys driving his Spider on regular events and driving in the presence of other like-

minded enthusiasts. As part of this, he is keen to get to know everyone in the club better and to talk with others about their cars too. But, as he points out, what he most likes are the club's drives to country destinations.

We talked briefly about Kyle's greatest auto highlights. He has ridden in the Lotus Exige which he found was a really great experience. He also fondly recalls seeing an F1 car at an event in Perth.

Kyle remembers an experience from earlier in his car career when, together with a friend, he bought a 1985 Nissan Bluebird with the intention of making it ready for a "Khana-cross" event. As a last test and bit of fun, they took it out into the bush, where they did some doughnuts, but they revved it too hard which bent the valves. Kyle had already registered the Bluebird for the Khana event, and so he urgently found a replacement in a \$1000 Nissan Exa with an aftermarket turbo. The Exa was a small, targa top FWD. They quickly entered it as their replacement car for the Khana cross. Kyle bought it at 9pm at night and, soon after, he had it running following a quick trip to Supercheap Auto for some parts before taking it to the track, complete with very newly sprayed black paint.

Kyle had dabbled in track days back when he first owned his MX 5. He has also done some driving at Barbagallo Raceway and some Khana. He found that his Supra automatic was too front heavy for Khana Cross. Over time, he has developed some understanding of what sort of motor sport works best for which cars (and vice versa). Sometimes, this has come as the result of close personal experience too. He mentioned that he once learnt all about the dangers of car understeer, but the hard way.

In closing, we talked about the future for car clubs and their enthusiast members. Kyle mentioned that he has driven a Toyota Corolla that had been converted to electric drive and found it to be a unique experience. While the car was not excessively quick, the instant torque of the electric motor and the strange sound of an electric hum were very unusual. Kyle speculates on the fun of Auto Gymkhana in an electric vehicle where there would be no need for gearing or worrying about high rev limits and its effects on the engine.



I wondered whether Kyle has any time left for any other hobbies and interests. He cites his kids, family, photography and cars as the main aspects of his non-work life, as well as a bit of PC gaming, but just as a player rather than a game designer. Then he surprises me: For years, he has had an interest in “everyday carry gear”. What is that, exactly? It includes knives, torches, etc. – and he has a large collection of over 50 knives and 25 torches, all tucked safely into a drawer. His father also owns a massive Swiss Army knife collection.

Kyle and his Dad have a close relationship. On Friday evenings, they meet to sample various Whiskies over a chat. Many weeks, they try out new Whiskies. A current favourite is a very peaty, 16 year-old Lagavulin. A Tallisker is a great choice too, he says. While Kyle admits it is a relatively expensive habit, it may not be so bad when compared to cars.

I asked Kyle what does he have an eye out for car-wise? One thought is an Abarth 595 – but with what role in mind exactly? He admits that he has time and space for only one automotive toy at a time, and so the Abarth would have to replace his much-loved Alfa Spider. (That seems a little unlikely to me.)  
///



These two photographs were shot by Bruce Thomas while he was at the 1975 Combined Car Clubs Concours. They show two rare cars that were once seen at car shows around Perth, but which have since left the state after their sale.

Bruce’s photos show, adjacent, a 1927 Bugatti Type 37. (It is not the later 37A which had a supercharger added).



The lower photo is of a 1913 Nazzaro which had come from the Percy Markham collection.

To read more about the Percy Markham Collection, see the web-link below. Much of this collection was sold off by the WA Government in the 1980s. While many of the most valuable cars left WA, some remnants are still viewable in the WA Motor Museum in Whiteman Park.

<http://heinkelscooter.blogspot.com/2011/06/percy-markham-collection.html>



## ALPHABETICAL LIST OF ALL THE ITALIAN CAR MARQUES

Our October quiz is rolled-over to allow you extra time to challenge Paul Blank's amazing entry.

This very nice Italian automotive-related challenge was first offered last month. We asked you how many Italian car makes can you identify for each letter of the Alphabet? Paul Blank has sent in an amazing entry listing 421 different Italian car makes over automotive history. Try to beat that!

Meanwhile, AROCA WA Club life member (and quiz master), Glen Phillips, has his own very big list of Italian Car makes. He says you should end up with very few blank letters across the alphabet running from A and Z once you have your full list. However, he cautions that, in the Italian language, letters like 'H' are rarely found as the initial letter of a word.

Each name must be the title of an actual Italian car marque, designed and marketed in Italy. Also note that, this time, no bonus points will be awarded for any fake name you might be able to conceive of as you try to complete your version of this (surprisingly huge) 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 have found them all, please email your answer to [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)  
The best answer to this very interesting challenge will be published in next month's edition.*



## NEW TRADE ACCOUNT AT BURSONS

Eddie Bernardi has established an AROCA WA 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.

## NUVOLARI'S ALFA ROMEO NAMED "BEST OF SHOW" AT BLENHEIM PALACE CONCOURS

Edited from an article in [www.classicandsportscar.com](http://www.classicandsportscar.com) that appeared on 25<sup>th</sup> Sept. 2020

The 1931 [Alfa Romeo 8C 2300](#) Monza Spider by Zagato in which Tazio Nuvolari won the '32 Coppa Principe di Piemonte for Scuderia [Ferrari](#) was awarded "Best of Show" at the recently held [Salon Privé](#) at Blenheim Palace in the UK.



Following this event, this Alfa joins the 1970 [Porsche 917K](#) that won Le Mans 24-hours which had already [claimed the top prize at the Concours of Elegance](#), held earlier in September 2020. Now both cars will vie for the prestigious Peninsula Classics 'Best of the Best' Award.



At the Salon Privé concours, the podium ended up with an all-Italian line-up: a 1949 [Ferrari 166MM](#) Touring Barchetta was the runner-up in the Best of Show competition, while a '64 [250GT](#) Lusso came in third. On their way to this Best of Show judging, all three had scooped class victories at the Blenheim Palace event. The classes had the Alfa winning the marque's "110th-anniversary division", while the 166MM and the 250GT Lusso were winners of the "Post-War Sports Racers" and "Passione Ferrari" categories respectively.

The concours at Blenheim had attracted a record number of entries. Other class winners included a 1919 [Rolls-Royce](#) Silver Ghost ("Veterans at the Palace"), a 1936 [SS Jaguar 100 2.5 Litre](#) ("Pre-War Touring"), a 1961 [Aston Martin](#) DB4 Series II ("Post-War Touring (Closed, Two-Seater)"), a 1960 [Citroën ID19](#) 'Le Paris' ("Post-War Touring (Closed, Four-Seater)") and a 1955 [Jaguar](#) D-type ("Preservation Award").

"It was an amazing honour to become the latest custodian of this amazing machine," said Best of Show winner, the owner of the Alfa 8C 2300, Ian Livingstone, "and now to win such an important prize is further testament to the history of a special and important car."

The Concours Chairman at Salon Privé, Andrew Bagley, added: "The car, which is still in full Monza configuration, scored several race wins with Nuvolari at the wheel. It is one of the most important racing Alfa Romeos.

"It is a true supercar of its era and we were thrilled that the ICJAG judges bestowed this hugely important racing car with the overall Best of Show."

## MONZA TEMPLE OF SPEED PILGRIMAGE IN GIULIA GTVS

From [www.Petrolicious.com](http://www.Petrolicious.com) appearing on 24<sup>th</sup> September, 2020

*Edited from a story written by Marco Betocchi and Luca Danilo Orsi.*

*With photography by [Luca Danilo Orsi](#)*



This summer, when I got together with friends who are truly passionate collectors and drivers to discuss the idea of creating some photoshoots and stories about iconic Alfa Romeo models, our immediate collective thought was to visit Monza, the home of one of the world's most famous racing circuits.

Both the historic banked track and its modern iteration are located just a few miles out of Milan, a city with a century of intertwined Alfa Romeo history:

therefore, the destination decision came very easily.



Our arrival at Monza was a hot and bright summer day, travelling with two examples of the much-loved Alfa Romeo Giulia Sprint GT Veloce. One GTV was built in 1967. It is incredibly preserved in its original red paint and in as perfect a condition as possible, complete with its original Italian plates. The second GTV is from 1966, though it is not in the same spec today, because its owner, Giuseppe Lambri, has prepared it for historic competitions.

Giuseppe is a very well-regarded specialist mechanic with cars like this. After seeing him on the track it is clear that he's not lacking any talent in the driver's seat, either.

The cars are just one part of car enthusiasm, though, and to spend this dream day with friends made it all the more memorable. Between the location and the cars, each of us fed the others excitement throughout the entire day, like joyful children arranging their toys on the proverbial carpet. But in this case, our carpet was at Monza, the original Temple of Speed.

The Monza circuit was built by the Automobile Club of Milan in just three months in 1922 and only a few years after the founding of the car company what would become known as Alfa Romeo. During a visit to the circuit today, you can't help but feel a sense that pieces of time are frozen in the cracks on the famously banked track.

Both triumph and tragedy are intertwined in the history of this more-than-fast track, and the "Temple" part of its nickname is a fitting one.

Over the nearly 100 years since this monolithic track was created as one of the first purpose-built car racing tracks, many changes and modifications have been made to keep it a viable venue given the evolving safety requirements of motorsport, including the modern version of the Monza road course that is the one primarily used today.



However, the old legend is still there, too, but heaped with increasing spirituality as nature continues to encroach. The north and south curves of the high-speed banked ring, rebuilt in the 1950s, are more breathtaking than ever, especially in their now forested park setting. The calf-achingly steep inclination of these curves makes standing upright feel almost impossible. Imagining what it must have been like taking these corners at full throttle in *monoposto* race cars with fuel tanks on either flank. .... It seems impossible to do that, unless, well, you've actually done it.

For our distinctly safer session at the Monza track, we began the photo-shoot on the *sopraelevata* curves and on the old flat track as, in the background, the conversations and time just flew by. However, before our allocated hours were up, we decided to visit the modern sections of Monza as well; the home of the Italian Formula One Grand Prix.

Pit lane was the first place visited, but then we proceeded to Variante Ascari, our portable radios allowing us to coordinate quickly in order to not lose the light. Other than a few squawks, we were silent for a while, no doubt as each of us allowed our imaginations to wash over as the sounds of the engines drowned our thoughts.

Lastly, we headed to another disused part of the circuit, where it again became difficult to believe that such an incredible piece of motorsport history could still be here, even if all but covered by the visual markings of abandonment.

As the late afternoon sunlight waned, we remained as reverent as we were on first arrival. Eventually, though, it came time to pack the cars and head home.



# ALFA OCCIDENTALE

Issue 42, November 2020



Unlike most other circuits, Monza has its own unique soulfulness. There is a grandeur that is only heightened by the track's cracks and stains and the encroaching plant life.

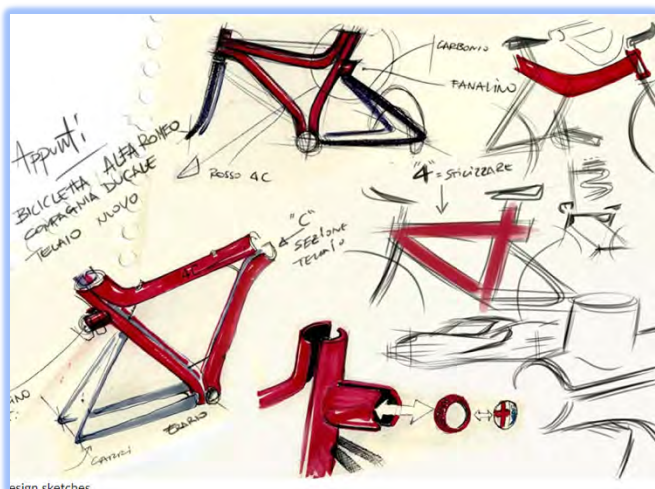
To be in the presence of such history is a gift. It's not one to be taken for granted either. But, for now, we will simply get to work planning the next pilgrimage. ////





## DIFFERENT WAY TO TRAVEL

*Edited from an article written by SA Alfa Club member, Mark Newton, it first appeared in the September 2020 edition of AROCA SA's "Le Automobili Alfa"*



So, it's a great day for a drive in the Adelaide Hills. You find yourself on a perfect twisting hill road, whereupon, suddenly, you are pressing hard on the brakes. Directly in front of you is a bunch of lycra wearing cyclists. What is your immediate reaction - anger, annoyance, or mere resignation? But, what would your reaction be if in front of you was a 4C, 8C Competizione, or even a Stradale - even if, on this occasion, they were equipped with only two wheels?

You may be surprised to know that this could easily be the case, given that Alfa Romeo has been selling bicycles with the same flare and style that we all appreciate from the Alfa stable. Of course, there is an offset to this in that the horsepower of these vehicles is seriously reduced to the power of one human.

The Alfa 4C IFD has been designed by Alfa Romeo Centro Stile with Compagnia Ducale. Its design complements the design principles of the 4C by being lightweight at only 6.9 kgs. It is constructed from carbon fibre composite, similar the fabulous car. "IFD" stands for Innovation Frame Design, referring to the frame shape (resembling an inverted number 4) and the carbon fibre semi-tubular section modelling the C-shaped carbon rails used in the 4C car. As the diagram above shows, refined design profiles of various elements include the junction of the handlebars, at the bottom bracket and of the saddle, creating structural strong points connected by steel tie rods.

The 4C is available in a range of specifications - Single speed, Veloce, Centaur, Hybrid and Corsa Record, with each of these models equipped with either Shimano or Campagnolo componentry. |



admit to being somewhat perturbed by the Single Speed, as its viability would very much depend on the rider's fitness (especially in the Adelaide hills.)

Now, if that hasn't enticed you to don a pair of cycling knicks, then perhaps the Competizione 8C should. The Competizione 8C is inspired by the legendary 8C sports car, produced in limited numbers between 2007 to 2010. Matching this car's construction, the 8C's frame is entirely manufactured from carbon fibre; in this instance the frame is made from Carbon Fibre HM40 CTC. Again, there are 6 styles to choose from - Veloce, Centaur, Athena, Chorus, Record and Super Record; all of these are equipped with Campagnolo componentry.



It might seem that the 4C and 8C models assume that we all have calf muscles the size of Olympic champions, so let's look at a few gentler options. The Stradale employs an alloy frame based on the shape of the Alfa Romeo shield, designed to truly emphasise the sportiness and elegance of the Alfa Romeo brand.

Let's face it, the best part of Alfa Romeo ownership is taking your car for a long drive (i.e.

touring), so of course we have to have an Alfa Romeo Touring model, suitable for both off-road and urban use, although (I'm not sure that many of us take our cars off-roading – at least not on purpose! However, in the cycling world, this model has become one of the most popular Alfas on the mud/road!



As stated at the beginning of this article, we are going to the mountains, so why not have a Cross? It is truly ultra-light weight handmade carbon fibre mountain bike. Its carbon frame makes this a sturdy, precision device with a combination of advanced componentry including specially designed Michelin tyres.

The future is coming and that means that electric vehicles will soon be more common on our roads; devoid of noise, gear changes, or the pleasure of discovering new oil leaks. So, towards the future we look at the Dolomiti Electric, a robust electric off-road bike with a

500-watt Bafang in-frame electric motor.

It has an in-frame lithium battery that provides constant and reliable power with a riding range up to 100 kms. The Dolomiti is equipped with front and rear hydraulic disk brakes, 10-speed gears and five power settings. More on the Dolomiti appears in the next article



Now all you need to consider is what type of bike frame you will fit to the back of your car? Alternatively, you could tell the grandkids that you will buy them an Alfa, hoping that they're not disappointed with the Junior.



This article has borrowed from information that can be found on the following websites:

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

[www.designboom.com](http://www.designboom.com)

[www.bikerumour.com](http://www.bikerumour.com)

*Thanks to Andrew Matusiewicz, the editor of "Le Automobile Alfa" for permission to re-use the article in this edited form.*

The Australian distributor, Zanco, has advised that the very first Alfa Romeo Dolomiti 110<sup>th</sup> Anniversary electric bike will arrive in Australia in early November. This 110<sup>th</sup> Anniversary

version is a truly limited edition. More on electric bikes built by Alfa Romeo, Fiat and Arbarth, plus availability in Australia, can be found in the next article, immediately below.





## ELECTRIC ALFA, ABARTH & FIAT 500 ARE RELEASED

*Who says that Alfa, Fiat or Abarth hasn't made or sold electric vehicles already?*



Zanco, the Australian distributor of Alfa Romeo, Abarth and Fiat marque bicycles has announced the 2020 release of a new range of electric-powered bikes. These are not just beautiful bikes, they are very durable, high performing electric bicycles.



The Alfa Romeo Dolomiti Touring Electric is a robust and beautifully designed electric off-road bike. With its 500 Watt Bafang in-frame electric motor, it has the needed power and torque to tackle rough terrains and steep inclines. The in-frame lithium battery provides constant and reliable power for a long ride up to 100 km. This removable battery also has a side port in the frame for recharging which is key locked. The Dolomiti has front and rear hydraulic disk brakes, front suspension, 10-speed gears and 5 power settings to cater for the off-road enthusiast. Cost is around \$5,650, delivered to Perth.



The beautifully designed Alfa Romeo Giulia e-bike delivers an amazing 100 km range too on a single charge via its 450 Watt electric drive system and its 10-speed gear system. While it is yet to arrive in Australia, the expected price is between \$5,000 and \$6,000.

The E-MTB Abarth delivers 500 watts of power in a fully integrated 'in-frame' drive system. Meanwhile, the Fiat 500 ebike is a compact, foldable runabout. In stock in Australia, it costs \$2,250, delivered to Perth.



I have been the proud owner of a (non-electric) Alfa Romeo Stradale touring bike for about 4 years; i.e., another Alfa Centro Style-designed bike. Perhaps it is time I moved on to an electric bicycle? Pricing for these electric bikes was provided by the Australian distributor, Zanco, which does arrange interstate shipping from Melbourne. Email: [admin@zanco.com.au](mailto:admin@zanco.com.au)

GRSmith. ////



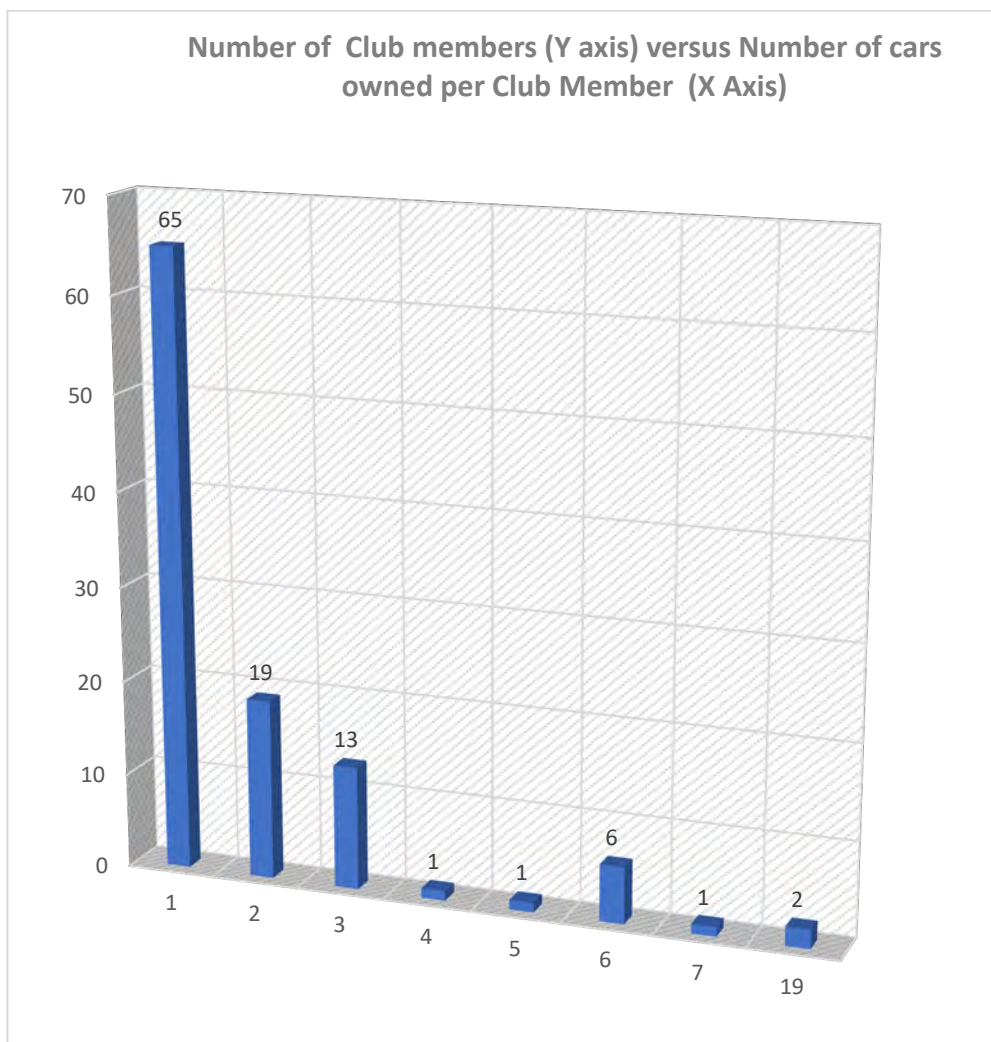
## EXACTLY HOW MANY ALFAS DO YOU OWN ?

David Hamlyn and Greg Smith recently tabulated and graphed the WA Alfa club's current data for the number of Alfas owned by each of the WA Alfa Club's members.

Since producing the graph, we think that there could be some errors in the club's data – perhaps not for those who own concessionally licensed vehicles (or at least we hope not) - but, we suspect that there could be a few of you who own more Alfas than some bars in the long-tail shown on this chart might suggest.

The data says that we have two members with 19 Alfas each. That seems quite a coincidence when the next highest number is 1 member with 7 Alfas. Additionally, about 2/3 of our members each own one Alfa. Perhaps you can identify where you sit on this chart.

If you think there could be an error related to your data, please let membership secretary, David Hamlyn, know the details of all cars in your "Alfa fleet". His email is [dhamlyn@resourserve.com.au](mailto:dhamlyn@resourserve.com.au)





## ALFA ROMEO RELATED NEWS

In the September newsletter of the AROCA NSW Canberra Chapter, Martin Leaver reported that it has been quiet again in regard to any new official announcements regarding Alfa Romeo or its new models.

However, on the Italian website “Motori Money”, Martin noted that there was a report that the Giulia and Stelvio will get a significant facelift in 2021 and that this will include revised exterior styling, through to new bumpers and lights - and possibly a hybrid powertrain option. Martin also noted that the Maserati Ghibli is now available in a hybrid version of the 2.0-litre petrol engine currently used in the Alfa Giulia and Stelvio. This hybrid produces 246 kW and 450 Nm. Compare that with the Giulia Veloce’s 206 kW and 400 Nm.

Additionally, Martin observed that Motori Money has advised that the Giulia and Stelvio will be available in PHEV form, i.e., as Plug-In Hybrid Electric Vehicles, allowing owners to charge up the battery while parked. In contrast, the hybrid Ghibli doesn’t support external charging, so its battery system is probably different to the one intended to be used in the Giulia PHEV model.

The Alfa electric motor design is likely to be shared between the Stelvio and Giulia, with a good chance it will be supplied by ZF, which makes the 8-speed automatic currently used in these cars. ZF does have a version that replaces the torque converter with an electric motor. These MY2020 designated cars, will not be released in Europe until the start of 2021. As yet, they have no known release date for Australia.



*Marketing images of the newly released Maserati MC20*

Earlier this month Maserati launched its MC20 with a carbon-fibre chassis and a 3-litre V6 engine. The timing of this release and the vehicle’s specification have suggested to some that the MC20 is a restyled version of the planned (but now withdrawn) Alfa Romeo 8C, which was going to be a V6 twin turbo, despite its 8C name. In fact, the MC20’s steering wheel does look like a Giulia Quadrifoglio wheel, but with an extra button and a Maserati badge. A few other switches also look like they could have been carried over from the Giulia.

If Maserati has taken on this car, which was to be an Alfa Romeo, then it does follow precedent. For example, the Ferrari Roma was originally intended to be the Maserati Alferi. Before that, the California was to be a Maserati as well. From a manufacturing perspective, Maserati’s MC20 will replace the now retired Alfa 4C on a Maserati production line, even though the MC20 is a much bigger car with 2.5 times the power of a 4C.

The MC20 has been described as having an all-new engine, built by Maserati, which would be the first such engine from Maserati since the 3200GT ended production in 2001. This engine is named “Nettuno”. In capacity, it is slightly larger than the Ferrari-made engine that is currently in both the Giulia and Stelvio



Quadrifoglios. The Nettuno does rev higher and also produces a lot more power. Road&Track magazine reported on a comparison of the Nettuno with the Alfa Giulia Quadrifoglio engine. R&T determined that the Maserati block is a derivative of the Ferrari F154 engine family, just like the Quadrifoglio, but that its bore and stroke do match the latest Ferrari SF90 engine, although with two cylinders of that Ferrari V8 missing.

What R&T described as unique was that the Nettuno's cylinder head design introduces some interesting technologies. For those interested, do note that Jason Fenske from "Engineering Explained" has discussed these innovations on YouTube. There are also new patent records which depict a mix of Maserati and Ferrari input in the cylinder head design. All of this suggests that this aspect of the MC20 may not have been first intended for any new version of the Alfa 8C.

## ALFA AUCTIONS OVERSEAS

*Data from reports in SCM's on-line November 2020 Issue*

*Interest in on-line auctions continues to grow in these virus infested times. The recent reports below have been extracted from summaries in Sports Car Market's (SCM) on-line November edition*

### Artcurial MonteCarlo, Monaco.



**1972 ALFA ROMEO MONTREAL coupe.** S/N AR1425375. Arancio Pastello/ black velour. Odometer: 10,044 km. 2,593-cc fuel-injected V8, 5-speed. Clean, straight and tidy. Refurbished & repainted 10 years ago by Franco Kappa to the tune of €40k—although, even then, that wouldn't have got you a full restoration. No ripples or rust in body sides, door gaps good, though they sit a little proud. Appears to have all its front-end brightwork (bits often are broken off). Seat velour only a little worn. Modern stereo. Leak-free motor with factory finishes. Stands a bit tippy-toe, but then a lot of them do. Car is Monaco

registered. Cond: 2. **SOLD AT \$US84,568.** Bought from an Artcurial sale in 2013 post-restoration with 9,800 km for \$95k—then, twice what was expected. Here, it sold at the upper end of the estimate range. It is the best colour and was restored by the best in the Montreal business. As such it still represents pretty much the top of the market.

### Gooding & Co. Online



**1958 ALFA ROMEO GIULIETTA Veloce Spider.** S/N AR149505063. Eng. # AR131531917. Red/black top/black leather. Odometer: 2,154 miles. 1.3-L I4, 4-speed. Numbers matching, according to Certificate of Origin. An older, show-quality restoration. Nice paint with excellent panel gaps. Fine attention to detail throughout. Tidy, but no longer a concours-quality engine bay and undercarriage. Cond: 2+. **SOLD AT US\$121,000.** Opening bid of \$60k. Vintage Alfas are a hot commodity. However, the pre-sale estimate on this lot was very aggressive, and at this price, it has to be considered well sold.





## Bonhams Los Angeles, CA



**1931 ALFA ROMEO 6C 1750 GTC Coupe Royale cabriolet.** S/N 101014832. Eng. # 101014832. Royal Blue & black/tan canvas/tan leather. RHD. Odometer: 25,341 km. 1,750-cc supercharged I6, 4-speed. Seldom-seen model, restored more than 20 years ago. Slanted 8C grille added at some time. Matching numbers; known history since 1949. Many years in Alfredo Celli Collection. Paint still presents well. Chrome is good save chips on front of car. Plated wheel rings pitted and rusty. Top rumpled from stowage and showing some grease stains. Leather quite nice. Wood dash, crackle-finished instrument panel. Underside shows oil from use. Driven approximately 130 miles to be displayed at Amelia Island

this year. Cond: 2. **SOLD AT US\$582,500.** *This car actually looks better with the top up, so it is not the most elegant of the 6Cs. As a late build, it displays some features to be seen on the 8Cs that followed. With this mixed personality, some of these cars have been sacrificed to make 8C replicas. None of that is to say it isn't a proper sporting Alfa; a Coupe Royale did win its class at the 1931 Mille Miglia! Sold just above the high estimate. Acquiring a pre-war 6C at this price must a good buy.*



**1934 ALFA ROMEO 8C 2300 Cabriolet Decapotable convertible.** S/N 2311239. Eng. # 2311239. Red & burgundy/tan canvas/caramel leather. RHD. Odometer: 9,507 km. 2,336-cc supercharged I8, 4-sp. Coachwork by Joseph Figoni. Known history from new, documented by well-known Alfa historians. Second of five remaining Figoni-bodied 8C 2300s offered by Bonhams in an eight-month stretch. Five owners from new; numerous black-and-white period photos showing dark, monochrome livery, as well as light/dark contrasting paint. Current two-tone red paint no longer is show-ready; some wear

and chipping in places. Brown leather with good patina, but it is mottled throughout. Tan canvas top is a bit loose, but unmarked and only slightly creasing. Cond: 3+. **NOT SOLD AT US\$4,600,000.** *Unlike the car in Scottsdale, this example was not hamstrung by questions of provenance and an unrealistic estimate, so this car deserved a good result. While not as dowdy as the car seen in January, this one's livery wasn't particularly striking and did not show off the coachwork. That said, as bidding wound down, the auctioneer remarked, "Give us a call, we're close," despite the high bid being nearly \$2m south of the low estimate. Presentation and livery may have held this back.*



**1951 ALFA ROMEO 6C 2500 SS cabriolet.** S/N 915922. Eng. # 928329. Burgundy/tan canvas/tan leather. RHD. Odometer: 604 km. 2.4-L I6, 4-speed. The last Pinin Farina-bodied 6C cabriolet. Comprehensive mechanical restoration prior to running in Mille Miglia within the past decade. Cosmetically redone after the race, but before leaving Italy. Returned to USA for interior redo. Matching numbers. Paint well sprayed over less-discerning prep; looks like it was done "trim on." Tan leather nicely broken in,

excellent carpets. Lovely orange Bakelite switchgear. Soft top unmarked; slightly shrunken. Engine bay clean and correct. Not over-restored. Cond: 2-. **NOT SOLD AT US\$370,000.** *Last seen at Bonhams' Amelia Island sale in March 2019, where it failed to sell for \$440,000. This is a truly international car, being first delivered to an RAF pilot stationed in Hamburg, Germany. In the USA by 1962. Later, back to Italy. Shown at Pebble Beach, Villa d'Este and Chantilly. It comes with all its books, tools, extensive history file and a FIVA Passport. Given these*



cars have seen a couple of dips in value since 2017, the low estimate of \$450k looked reasonable for this car's condition, so the high bid was under the money.



**1953 ALFA ROMEO 1900 CS coupe.** S/N AR1900C01534. Eng. # AR130618248. Red/black leather. Odometer: 3,240 km. 1.8-L I4, 5-speed. Coachwork by Pinin Farina. Participant in several California Mille rallies. Useful upgrades by SFO Bay-area guru Raffi Najarian including CSS-spec engine, Abarth intake, oil cooler, electric fuel pump, electric cooling fan and rear-mounted battery. Paint good, with some scratching on trunk and front fenders. Light chipping around hood edges. Chrome dull but

sound; some pieces lightly pitted. Trim appropriately dull. Engine bay tidy. Rides on painted Borrani's. Seats gently creased, Nardi wheel very good, gauges clear. Cond: 3+. **SOLD AT US\$285,500.** *Analysing this sale is tricky. Firstly, is there a price differential between the more abundant alloy Touring-bodied cars versus the rarer steel Pinin Farina cars such as this one? Secondly, there is the difference between SS models and our non-SS subject car. And how do those useful, yet unoriginal, SS upgrades affect value? And how does all this factor in an uncertain COVID-19 market? If this car continues to be used and toured, then this was a good result for both the buyer and the seller.*

## RM SOTHEBY'S ONLINE



**1930 ALFA ROMEO 6C 1750 Grand Sport Spider.** S/N 8513053. Eng. # 8513053. White/black fabric/black leather. RHD. Odometer: 3,756 miles. 1,752-cc super-charged I6, 4-speed. A premier pre-war sports car. Tazio Nuvolari drove one to victory in the 1930 Mille Miglia. The Grand Sport had a slightly shorter wheelbase and modified Roots-style supercharger. Equipped with additional centre-driving light. It has been used extensively in vintage racing, and as a result, its paint is cracked, with a bit of brightwork pitting noted. Coachwork in the style of Zagato.

Cond: 3+. **NOT SOLD AT US\$400,000.** *Condition here was a little iffy, which held back the activity. This car has very desirable styling and a proven track record at vintage events, but that was not enough to push it over the top. When the world returns to normal and we have an "eyes on" auction, I would bet it does better.*



**#235-1954 ALFA ROMEO 1900 C SS coupe.** S/N AR190001678. Verde Ortica/tan leather & fabric. Odometer: 1,608 km. 1,975-cc I4, 4-speed. A well-maintained example, restored a few years back. Only 1,608 km since completion. Green metallic livery has a newer look thanks to metal flake. Seating with mild creasing. Brightwork in good order. "Superleggera" coachwork by Touring. Powered by SS or "Super Sprint" Tipo 1308 inline 4. Cond: 1-

**SOLD AT \$225,500.** *This car was last seen at Gooding's 2019 Amelia Island sale, where it failed to sell when bid to \$270,000. The Amelia Island bid looks pretty good right now. The seller rolled the dice on that last appearance and lost. Who knows where it might have gone from here, so the seller took his lumps and has moved on.*



## 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 <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 <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 <b>EVENT HELD</b></i>	<i>Free event- new members most welcome. Book via TryBooking.</i>
<i>AROCA WA AGM</i>	<i>Tuesday 1<sup>st</sup> September 2020</i>	<i>Andrew Murray <b>EVENT HELD</b></i>	<i>To be held at WA Light car club, Bayswater</i>
<i>Sunday Run to York</i>	<i>Sunday 13<sup>th</sup> September</i>	<i>Greg Smith <b>EVENT HELD</b></i>	<i>Breakfast at Noble Falls Tavern - tickets via TryBooking.</i>
<i>Port Dennison Sprint</i>	<i>27<sup>th</sup> September 2020</i>	<i>TSOA</i>	<i>Change to 6-month cancellation of events still to be announced</i>
<i>Como Rotary Classic Car Show</i>	<i>Sunday 4<sup>th</sup> October 2020</i>	<i>Greg Smith <b>EVENT HELD</b></i>	<i>20 Alfa exhibit spaces - register for a space.</i>
<i>Brockwell Classic Car Run</i>	<i>Sunday 11<sup>th</sup> October 2020</i>	<i>Motor Museum <b>EVENT HELD</b></i>	<i>Starts from Whiteman Park</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 37.</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, Brochure/Trybooking link - page 39.</b>
<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. Let Greg Smith know if interested.
<b>Annual Pasta Run</b>	<b>Sunday 22nd November</b>	<b>Ivan Olsen / Greg Smith</b>	Book via Trybooking – see below on page 44 for details.
<b>Celebration of the Automobile</b>	<b>Sunday 29<sup>th</sup> November</b>	<b>Paul Blank</b>	Cottesloe Civic Centre, Napier Street, Cottesloe, 6011. <i>See page 47.</i>
<i>Vintage Stampede</i>	<i>6<sup>th</sup> Dec. 2020</i>	<i>VSCCWA</i>	
<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> <i>See page 43 for details.</i>



## 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 two meetings will be held on Sunday 15<sup>th</sup> November and Sunday 27<sup>th</sup> December.**

**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

Classic, Exotic  
& Prestige Cars  
Welcome

classiccarsandcoffee.com

Most months, the **AROCA WA club night** is held on the first Tuesday of the month. The next club night will be held on Tuesday 1<sup>st</sup> December at the WA Light Car Club on Moojebing Street, Bayswater. Pizza, wine & beer will be served. A representative from Bursons will discuss the new club discount.

## 3<sup>RD</sup> SUNDAY INFORMAL RUN MAY END

**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 may well end 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>
<b>23 May</b>	<b>Point to Point</b>	<b>WA sporting Car Club</b>	<del>CANCELLED</del>
<b>30 May</b>	<b>Mt Clarence Hill Climb</b>	<b>VSCCWA</b>	<del>CANCELLED</del>
<b>31 May</b>	<b>Albany Around the Houses</b>	<b>VSCCWA</b>	<del>CANCELLED</del>
27 September	Port Denison Sprint	TSOA	<a href="https://tsoa-wa.com/events/">https://tsoa-wa.com/events/</a>
6 December	Vintage Stampede	VSCCWA	<a href="http://www.vscwa.com.au/">http://www.vscwa.com.au/</a> <b>TBD</b>

## 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)

## ITALIAN WEEK - TRINITY COLLEGE

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



AROCA WA and the WA FLC 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. 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.

You can further 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 is not available, cold drinks will be sold. You are welcome to bring folding chairs with your own Italian picnic requirements, should you wish to do so.

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. ///



MJEA INVESTIGATIONS  
*presents*

# Bella ITALIA

THE ITALIAN CAR DAY

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

**Mulberry on Swan**

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

1ST 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 your Italian car at Bella Italia, then entry is free!  
But you do need to book to display your car. See next page for details.***



## BELLA ITALIA SUNDAY 1<sup>ST</sup> NOVEMBER 2020 AT MULBERRY ON SWAN



Please note that you do need to book your Italian car or motorbike in for the Bella Italia display on Sunday, 1<sup>st</sup> November, 2020.

For that purpose, please sign up using the TryBooking ticketing process shown below.

Trybooking will enable you to print out your free display ticketing for your car(s) before your arrival at Bella Italia.

<https://www.trybooking.com/BMANM>

Remember that booking to display your car is free.

Also note that both the car's driver and passenger will have free entry on the day when they arrive in a registered 'Italian Display Car'.

You should seek to park your display car at Mulberry on Swan by 08:30 that morning, before the club breakfast at 09:00.

To book to attend the WA Alfa Club's breakfast at Bella Italia at 09:00 on 1<sup>st</sup> November, please use:

<https://www.trybooking.com/BMBDS>

***You can help WA Alfa club achieve its 2020 goal:***

***To celebrate the 110<sup>th</sup> Anniversary of Alfa Romeo in 2020, we are hoping to see at least 110 Alfa Romeos on display at the Italian Car Day at Bella Italia.***





## NATIONAL PASTA RUN RALLY

SUNDAY 22<sup>nd</sup> NOVEMBER



**NOTE CHANGE OF VENUE**

**2020 Pasta Lunch is now at:**

**The Black Swan  
Restaurant &  
Vineyard**

**8600 West Swan Road,  
Henley Brook, WA 6055.**

***On Sunday 22<sup>nd</sup> November 2020, AROCA WA has organized a Sunday morning National Pasta Run Rally before WA Italian Car Clubs meet at the Black Swan Vineyard & Restaurant for the annual pasta lunch. Note this is a required change of venue. Also note that, any pre-existing lunch booking already, will be accepted at the Black Swan.***

**MENU:** (Seated lunch with \*alternate drop for main course)

Shared Antipasti starter	Garden Salad
Chicken pasta*	Lasagne*
Bread & Rolls	Alternative vegetarian dish also available.

Coffee & tea can be purchased separately

Children's meal: choice of nuggets & chips, lasagne & salad, hamburger & chips or fish & chips

**PRICE:** \$ 50.00 per person. (Pre-payment is necessary). \$20 for children Under 12.

### BOOKING DETAILS:

- Note that the current capacity for this year's Pasta Lunch is 90 people.
- Trybooking is the only means for you can secure your seats at the Pasta Lunch.
- ***Attendance is limited to the first 90 who book via TryBooking.*** So, be sure to book early!
- **Trybooking link:** <https://www.trybooking.com/BLUTT>

### DRIVE & LUNCH PLAN:

- Italian Cars & drivers meet at Midland Shopping Centre at 09:45. Run commences by 10:15.
- An interesting morning drive tour route is planned with cars arriving at the Black Swan Vineyard at approximately 12.00, with sit down for lunch timed for 12:45.

**QUERIES:** Ivan Olsen      Mobile: 0418.921.225      Email: [ivanolsen51@gmail.com](mailto:ivanolsen51@gmail.com)  
Greg Smith      Mobile: 0419.135.886      Email: [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)



## Celebration of the Motorcar

Western Australia's premier exhibition of classic, exotic and prestige cars

**Sunday, November 29, 2020**

**Cottesloe Civic Centre**



[www.celebration.org.au](http://www.celebration.org.au)



Charity beneficiary  
**wheels for hope**  
changing lives through mobility



**aem**  
AUTOMOTIVE EVENTS MANAGEMENT

**BOOK NOW:**

**Celebration of the Motorcar 2020 | TryBooking Australia**



## AROCA WA'S CHRISTMAS LUNCH 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 MID - OCT '20

### Treasurer's Report, dated Wednesday 14<sup>th</sup> October 2020

Opening Balance b/f 17/09/2020 \$4,033.60

#### INCOME

##### **Memberships**

29/09/2020	J. Hallam	\$80.00	
8/10/2020	A.Tatangelo	\$80.00	
			\$160.00

##### **Sundry Income**

12/10/2020	R.Zampatti Donation		\$9.35
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##### **Interest Received**

31/09/2020			0.35
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<b>Total Income</b>			<b>\$169.70</b>
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#### PAYMENTS

5/10/1980	BlackSwanWines	Deposit Pasta Run	\$400.00
5/10/2020	G.Smith	Reim.Postage 110 <sup>th</sup> Anniversary Logos	\$139.49


<b>TOTAL PAYMENTS</b>			<b>\$539.49</b>
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#### **Net Movement**

**-\$369.79**

Closing Cash Book Balance		\$3,663.81
---------------------------	--	------------

Closing Balance Westpac 14/10/2020		\$3,663.81
------------------------------------	--	------------

Reconciliation Variance \$0.00

#### INVESTMENT ACCOUNT

<b>Opening Balance b/f 17/09/2020</b>		<b>\$14,177.22</b>
---------------------------------------	--	--------------------

Interest Received 30/09/2020		\$0.58
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<b>Closing Balance c/f 14/10/2020</b>		<b>\$14,177.80</b>
---------------------------------------	--	--------------------

**TOTAL FUNDS AVAILABLE**

**\$17,841.61**

EDDIE BERNARDI,  
TREASURER  
14<sup>th</sup> October 2020



## 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 Concession Plate # <i>(if applicable)</i>

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, then 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 sometime 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 currently maintains that *AdHoc* trips can only be for a one-day duration. If you intend to be on a multi-day trip, then, at present, separate trip application forms are required for each day of the trip.

Additionally, *at least for some 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 ongoing easing of Covid 19 virus related conditions in WA. However, be sure to 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. @ 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.alfclubwa.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 a club hero of both the WA Alfa &amp; WA Fiat/Lancia clubs - both are surprised by how much Glen is 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 (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>
Kyle Atwood	42	14	<i>Kyle is a new AROCA WA member who drives a 2003 Alfa spider. His hobby is automotive photography. He has made numerous, impressive car photoshoots.</i>
Someone you know ?	When ?		<i>We are keen to interview other Club members for this series of member profiles.</i>