



Remi Dargegen.com

Photo by Remi Dargegen.



This is the 43rd 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 late November and for December 2020.

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DECEMBER 2020 UPDATE OF AROCA WA ACTIVITIES

- The latest revised calendar of WA Alfa Club events is provided in this edition. Also check the brochures provided below for details regarding how to book for lunches (etc.) at these events.
- The 2020 Rotary Italian Car day was held on Sunday 15th November at Mulberry on Swan. The original date of November 1st was rained out and the event facility had to be closed due to weather induced power failure. A photo story on this great event appears below in this issue.
- Photos appear below from the WA Fiat Lancia Club's "SouthWest Tour" held from 28 to 30 October. Four Alfas joined the tour which included two overnight stops, one at Karri Valley Resort and the other at Stay Margaret River.
- An Italian car display was held at Trinity College on 5th November. Five Alfas were displayed to help the college's Italian language program. Photos from the event appear below.
- AROCA WA is the manager of this year's **Pasta Run** to be held on **Sunday 22nd November**. A pasta lunch will be held at the Black Swan Restaurant in Henley Brook. Unfortunately, the Trybooking link for the event has now closed. Whether you missed out on the pasta lunch, or not, you can still join the morning run starting from the carpark at Midland Shopping Centre. But be there by 10AM, before everyone departs to drive through the hills.
- The "**Celebration of the Motorcar**" event will be held on **Sunday 29th November** at Cottesloe Civic Centre, corner Broome and Napier Streets, Cottesloe. Details appear below on page 41.
- The WA Alfa Club's **December Club Night** will be held at the WA Light Car Club in Moojebing Street, Bayswater on **Tuesday 1st December**. At this meeting, Club member, Ross Zampatti will describe his car racing experiences in Europe. Wine, beer and pizza will be served. Note that this evening starts at 7:00PM.
- The WA Alfa Club's Sunday morning **Christmas Club Run & Lunch** is scheduled for **Sunday 13th December**. The lunch will be held in the garden at the Vineyard Kitchen restaurant in Bickley Valley. A Trybooking link is provided on page 42. Note that only 9 places remain as of the date of this magazine's publication. Please book soon. The lunch has a limited number of dining spaces due to Covid-19 restrictions. Details regarding the December 13th Sunday morning run before the lunch will be provided in an email to event attendees soon.
- A notice appears on page 43 regarding **ALFESTA 2021** to be held at 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. ///



BELLA ITALIA, THE ITALIAN CAR DAY, WAS HELD ON 15TH NOV.



The Italian Car Day at Mulberry on Swan was originally scheduled for Sunday November 1st, but that Sunday was rained out. In fact, the Swan Valley suffered an electrical outage and so the Italian Car Day venue had to be closed on the day.

This event was rescheduled for Sunday 15th November and was held successfully at Mulberry Estate. The photographs below provide a great record of this wonderful Italian car and bike show and of the Italian Festival environment that surrounded it at “Bella Italia” on the riverside meadow at Mulberry Estate.

As 2020 is the 110th Anniversary of Alfa Romeo, Bella Italia had the additional important role of celebrating Alfa’s 110-year-long history. Many Alfas, their drivers and passengers arrived for this Italian Car Day in the vineyards.

The day was run for charity by the Northbridge Rotary club. It was a great Italian car display and social gathering for WA Italian car owners.

The magazine editor would like to thank all the photographers who provided photos for the 2020 Italian Car Day. First among these is AROCA WA club member, Kyle Attwood, whose great photos appear on the next four pages. Other photographers include WA Alfa club members, Steve Sugden, Andrew Murray, Richard Peirce, and Greg Smith, all of whom also have photos included below.

The Italian Festival atmosphere of the car day was greatly enhanced by the rural surroundings of the Mulberry Estate, the nearby tree-lined Swan River and the numerous Italian Food outlets that were situated around the edge of the car display area along the riverside.

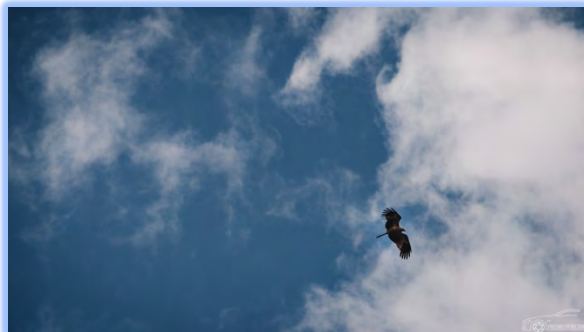
Northbridge Rotary reported that its 2020 Italian Car day proved to be a great success with excellent feedback from attendees. Despite Rotary’s need to pull the pin on the originally scheduled date of November 1st and then reschedule for just two Sundays later, after Bella Italia, Rotary club president, Andrew Murray, announced that, while the change of date and weather complications had led to increased event costs, there was an excellent outcome for charity with approximately \$22,500 raised, including sponsorship and donations.





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These great photos shown above from “Bella Italia” at Mulberry on Swan on Sunday 15th November were provided courtesy of AROCA WA club member, Kyle Attwood.

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Other photos shot on the day came from various photographers including Steve Sugden, Greg Smith, Andrew Murray and Richard Peirce. Thanks to all who provided photos for this article.

As well as the Ferrari F40, the Fiat Multipla owned by WA Fiat-Lancia and Alfa Clubs member, Reg Howard-Smith, was announced as co-winner of the "People's Choice" at Bella Italia. Both certainly fitted well with the Italian festive spirit of the day. (Photos of both cars appear in this article).

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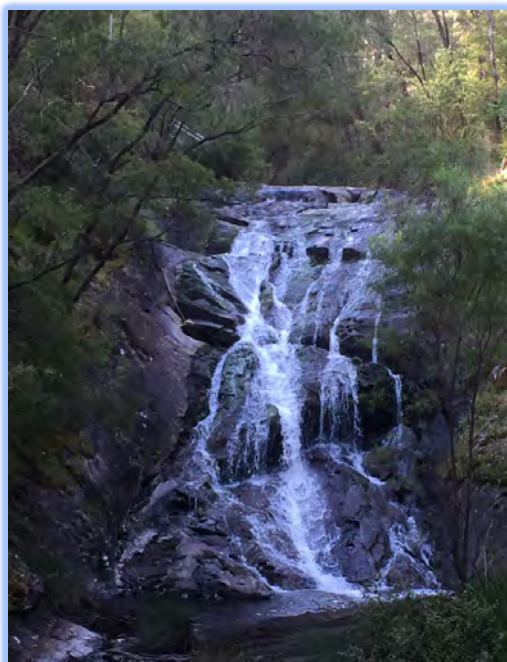
FCA'S SOUTH-WEST TOUR



Adjacent: The roadmap shows the route of the WA Fiat-Lancia Club's South-West Tour from 26–28 October 2020, which included overnight stops at the RAC Karri Valley Resort and at Stay, Margaret River.

Above: Hollow in a huge Karri tree in Beedelup National Park at Karri Valley. Below: Beedelup falls near Karri Valley resort. (left)

Calcination of the water mill race at Cape Leeuwin. (right)



Seventeen people joined this WA FCA tour. WA Alfa club members and partners on this trip included Aidan Daly, John & Rosemary Schoen, Enzo & Roseanna Simone, Greg Smith & Penelope Mogridge, plus dual AROCA/FLC member (and one of tour organizing committee members), Steve &

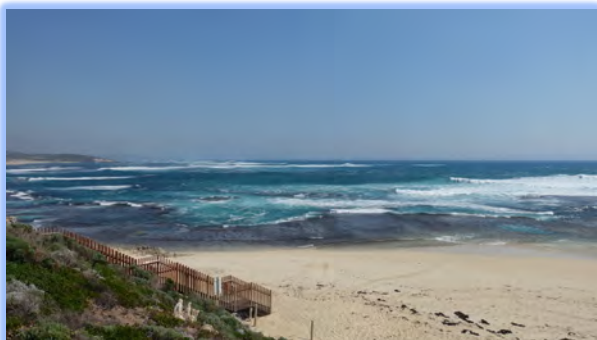
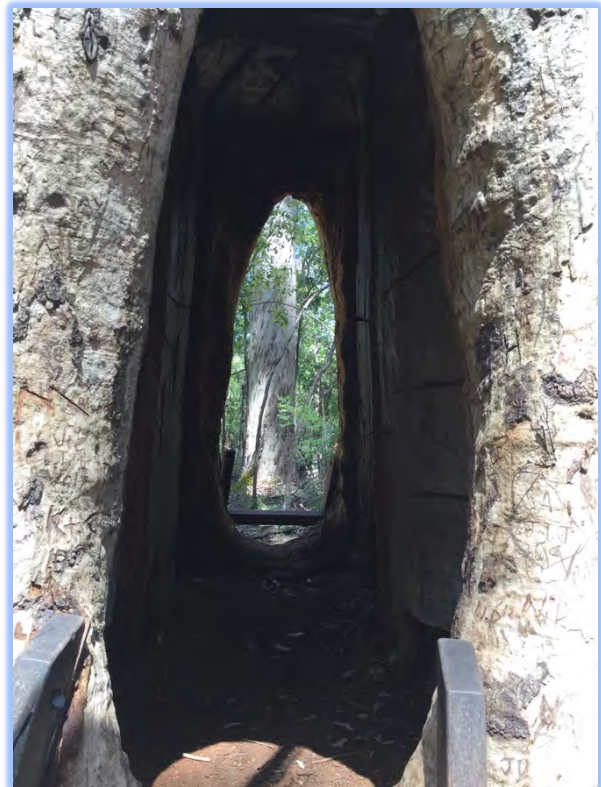
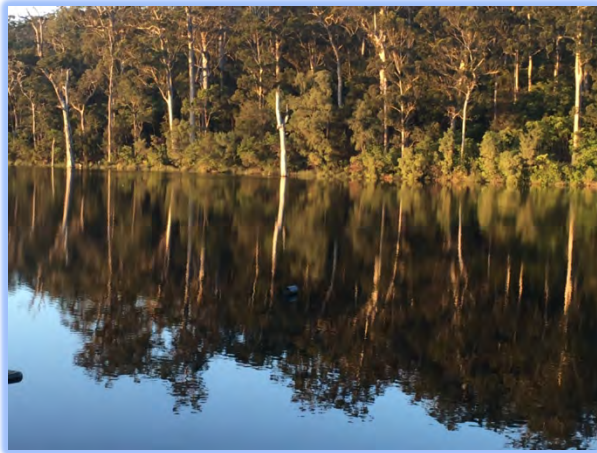


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& Yvonne Boyle. Thanks to the organizing committee: Reg Howard-Smith, Roy Hoarau, Rob Rowbottam and Steve Boyle. Photos courtesy of Rob Rowbottam, Tony Webb and Greg Smith.





ITALIAN CAR SHOW HELD AT TRINITY COLLEGE ON NOV 5TH



Members of WA Italian car and bike clubs were invited to display their members' cars at Trinity College again this year as part of Trinity's "ITALIAN WEEK" celebrations. Five cars from AROCA WA attended the event held on the college's grounds on Thursday 5th November.



This event is run annually by the Italian language teachers at Trinity College and has been supported by members of the Ferrari, Alfa and Fiat/Lancia clubs for several years now.

At the event, Anita Percudani finds some shade to enjoy a chat with long-time WA Fiat-Lancia Club members, Merv and Betty Concanen.

AROCA WA attendees:

Greg Smith	Alfa Romeo Duetto (1967)	Anita Percudani	Alfa Romeo Giulia GT (1969)
Richard Peirce	Alfa Romeo Spider (1974)	John Zanello	Alfa Romeo 75 (1987)
Ashley Niciforo	Alfa Romeo 156 GTA (2002)		

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

Account Type: CASH TRADE ACCOUNT



Account Name: Alfa Romeo Owners Club of Australia (Western Australian 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.



CLARKSON REVIEWS THE ALCOHOLICS GTA - R 290



Edited from an article written by Jeremy Clarkson. It was published in the London Sunday Times Magazine on 9th November 2020.

**There is a reason why the GTA-R costs £320,000:
it is the 3,000 hours of work that went into making it.**

I think we are going to have to face up to the fact that the supercar is dead. They are too big and they are too powerful. On a normal road you cannot keep your foot down in first, second or third gear for more than a second because it is like trying to fly a jet fighter through a shopping centre. And this means that you are putting up with all the discomfort and all the shortcomings of that racing-car layout and then not being able to enjoy – or even use - the supercar’s raison d’être, which is its power.

Plus, if you arrive at someone’s house in a bright orange two metre-wide, mid-engined, two-seater, your hosts may assume that they are being visited by an eight-year-old Saudi Arabian princeling who has spent all night driving around in Harrods.

Because supercars are now unusable and are usually being driven by ghastly people with no taste, wealthy petrolheads, who do have taste, have been driven into the arms of Eagle which will sell them a beautifully restored and modernised Jaguar E-type, or else to Jensen International Automotive, which can build them an Interceptor with the reliable engine and electronics they have dropped in from a modern Chevrolet Corvette.

Yet, these restored cars cost as much as a Ferrari or a McLaren, although you can use all of their performance all of the time - and when you drop around to see friends, they won’t draw the curtains and pretend to be out.



All of which brings me to the car that you see in the photographs accompanying this article today. It started out in life as an Alfa Romeo GTA, but it has been restored, redesigned and rebuilt by ‘Alcoholics’; the family-owned company based in Bristol. The result is called the ‘GTA-R 290’ and, if you want one, it will cost you £320,000.

Now, you would probably pay six figures for an E-type or for an Interceptor, because Jags and Jensens have that kind of Kudos. But an Alfa?

The trouble is Alfa Romeo spent most of the recent past making dismal hatchbacks with the word “Fiat” crossed out and “Alfa Romeo” written in its place using crayon. As a result, we have all



forgotten that, back in the days before the Alfa Arna, the 33 and the MiTo, Alfa was one of the most respected and loved car companies on earth. Even Enzo Ferrari worked there early in his career. And it dominated the Formula One Drivers' world championship in 1950 and 1951.

Back in the 1960s, a 1.6 litre GTA cost £2,898 in England. That was about £500 more than you would have paid for an E-type in those days. So, make no mistake, for older people the Alfa brand is very special.

There is another reason why the Alfaholics GTA-R costs £320,000. It is the 3,000 hours of work that has gone into making it.

The original engine has been removed and in its place is a Twin Spark four-cylinder unit from an Alfa 75 that has been bored out to 2.2 litres. This now produces 240 horsepower, 200 ft.lb of torque and a noise that even makes your eyebrows tingle.



On a visit to the workshop, I wondered out loud: "Why hasn't the company fitted the V6 from an Alfa GTV?" Those present looked at me as though I had just defecated on the office desk. The Twin Spark engine was chosen because – as anyone who knows anything will know – it can trace its roots and architecture back to the Aluminium 1.6 litre engine in the original GTA.

Alfaholics does not just add what it thinks will make the car more reliable, or more modern, or snazzier. It makes sure that whatever it changes or does, it allows the character of the original to shine through. It is like the company has taken Julie Christie and rebuilt her so that she is 25 again. And given her optional air conditioning. And Bluetooth. And new air vents with tiny Alfa badges in the middle. And I think I'm in love.¹

First things first though; the interior. The car I drove was racing-car basic, but the driving position was – and this is a first for any Alfa – perfect. The steering wheel was high up, close to your chest and even closer to the gear-knob. And the pedals were perfectly placed for double declutching and heel-and-toe changes. (I am aware that this might not make much sense to the under-40s!)

But, while it felt like a racing car in there, it certainly didn't feel like one when I took it for a drive. Because, unlike all modern cars, which are designed with one eye on the Nurburgring, it is as comfortable as a wingback armchair. And it is so easy to get in and out of, you know.

This is because modern suspension systems have to support the huge weight of current cars, which gives them very little spare capacity for doing anything else. If you are giving a fat man a piggyback ride, it would be unreasonable to suggest that you should be able to play the guitar at the same time.

¹ And ... Clarkson starts too many sentences with "And". Someone recently told me that starting sentences with "And" has become the preferred rhetorical flourish for auto journos. However, when a student, I recall my high school English teacher holding up a copy of "Fowler's English Usage", while exhorting us never to start a sentence with "And" – Ed.



However, the GTA-R, with its carbon-fibre components weighs in at 830 kgs. You can prop that up without thinking and then concentrate fully on what the car is supposed to be doing.

Like the original, it has a double wishbone suspension at the front and a live axle at the rear, but all of the pick-up points have been changed to give it a more modern feel. Sprinkle in telepathic steering and you end up with a car that doesn't feel as if it is from the 1960s at all. It feels like it is from that weird bit in your head where the concept of "perfect handling" lives. The brakes work too, principally because you get six pot discs at the front but also because all they have to slow down is something that weighs less than a cheese slice.

Here is the best bit, though. You can accelerate hard through the first and second and third gears. You can go from 0 to 62 mph in less than 5 seconds and then keep on accelerating up to 148 mph and not once will you soil yourself. This is not a frightening car and nor is it big. It is an Alfa and when you have driven it you will understand what that means. They are different. They feel alive.

There is more too! In a modern supercar you are constantly aware that you are not quite as good as the systems that are keeping you on the road. You are just meat in the room.

But, in the Alfa you feel like you are part of a man-and-machine team. The handling limits are not met by the car, but by you. That is an important factor if you are a petrolhead. And it is why racing used to be so much more fun to watch; because with a bit of red mist, you could make your car do things it should not be able to do.

Then, there is the noise. It doesn't come from electronic witchcraft in the exhaust. It is a joyful snorty-rorty cacophony of sound and it comes from the engine. It sounds real and it made me feel very special, very nostalgic and very happy. I adored the GTA-R more than is decent, or even healthy.

It also gave me an idea. There are teams of people my age who will have a 3-litre Ford Capri or a Lancia Fulvia, or a Triumph TR6. But they are put off by the promise of all that incontinence and unreliability. So, there must be a market for people to start upgrading them and then selling them to hedge-funded petrolheads who longingly lust after a Lamborghini.

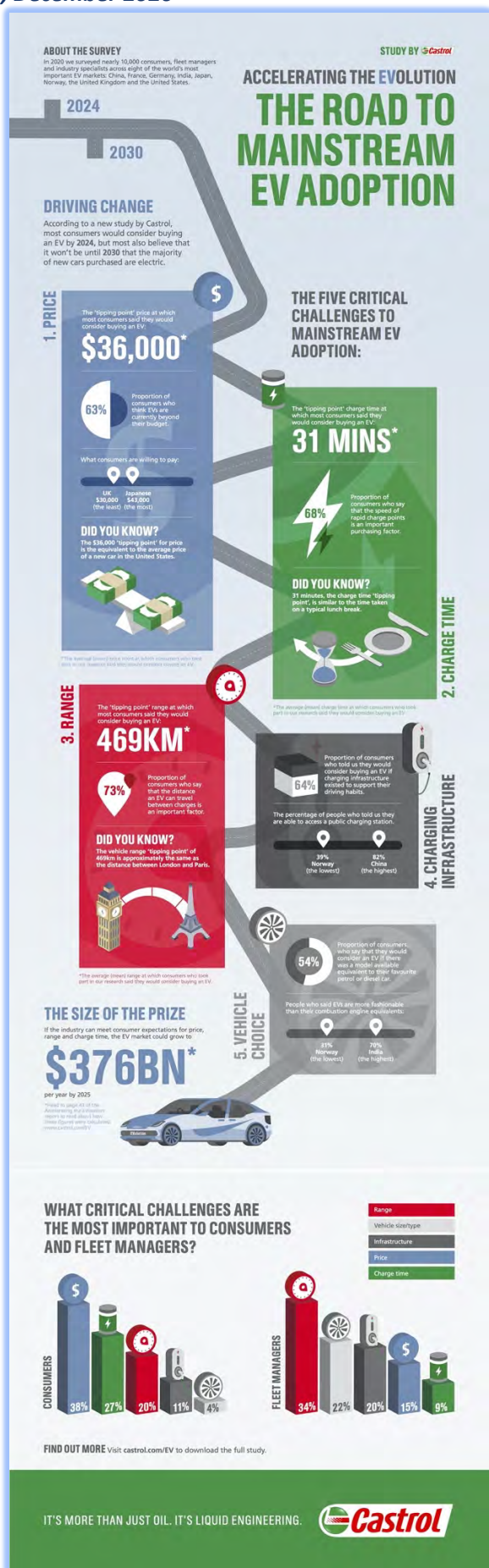
One such man recently asked Alfaholics to make him a totally rebuilt and modernised 101-series Giulia Spider.

He then took away 22 slightly different shades of light blue paint to see which would look best in the London sunlight.

Next, he took the best five down to his house in the south of France before finally deciding on colour.

Someday, I would like to do that.

The Clarksometer Alfaholics GTA-R 290	
Engine 2200cc, 4 cylinders, petrol	Fuel / CO₂ 23mpg / n/a
Power 240bhp @ 7000rpm	Weight 830kg
Torque 200 lb ft @ 5400rpm	Price £320,000
Acceleration 0-62mph: 4.9sec	Release date On sale now
Top speed 148mph	Jeremy's rating ★★★★★



ELECTRIC CAR TRENDS SURVEY

A study by Castrol claims majority of car buyers ready to buy an electric car by 2024

Electric vehicles (EVs) are expected to revolutionise mobility across the globe and play a pivotal role in the decarbonisation of the global economy. Although EV sales have been rising steadily, mainstream adoption still seems a long way off as, today, just one in 50 new cars sold is an EV.

Castrol explored the views of nearly 10,000 consumers, fleet managers and industry specialists across eight of the world's most important EV markets. They found that the achievement of a **US\$36,000 price point**, a **31 minute charge time** and a **469km range** would rapidly accelerate the global market for EVs.

The study revealed that, by 2025, meeting these 'tipping-points' could present a **\$376 billion opportunity** for annual EV sales across these eight markets.

Today, EVs exist on the market that meet at least one of the tipping points for price, charge time or range. With EV technology constantly improving, the challenge is to accelerate "EV-olution" as quickly as possible to contribute to one of the most important critical challenges of all: decarbonising the economy.

WHEN WILL BUYERS CHOOSE EVS?

Castrol's study spanned eight of the world's most important EV markets based on size, growth potential and maturity: China, France, Germany, India, Japan, Norway, the United Kingdom and the United States.

The majority of consumers said that they would **consider buying an EV by 2024**, but, on the other hand, consumers thought that the majority of new cars purchased wouldn't be electric until 2030.

The study also revealed that although global attitudes to EV adoption are positive, some markets appear to be more forward-thinking than others. For example, Indian consumers said that they would consider buying an EV as soon as 2022, closely followed by Chinese consumers just a year later.



TIPPING POINTS TO MAINSTREAM ELECTRIC VEHICLE ADOPTION:

The report examined five critical challenges that must be overcome to accelerate widespread electric vehicle adoption

1. PRICE - THE CHALLENGE IS US\$36,000

The Castrol study showed the purchase price of an EV is the most important 'critical challenge' for consumers. The claimed tipping point price tag when mainstream adoption could be achieved is **US\$36,000** - which is equivalent to the average price of a car today in the United States. Nearly two-thirds of consumers said that the current array of EVs on the market is beyond their price range.

2. CHARGE TIME - THE 31 MINUTE CHALLENGE

The length of time it takes to charge a battery was the second most important 'critical challenge' for consumers, according to the study. The charge time tipping point for mainstream adoption is **31 minutes**, equivalent to the length of a typical lunch break. Although this is far longer than the refuelling time for an average internal combustion engine, it is only nine minutes longer than the average break at a rest stop.

3. RANGE - THE 469KM CHALLENGE

Vehicle range was the third most important 'critical challenge' for consumers. The study showed that EVs need to reach a range of around **469km**; equivalent to the distance between London and Paris (but note, not enough to get an EV from Perth to Kalgoorlie) for mainstream adoption to be achieved. However, internal combustion engine equivalent vehicles today already achieve between 500 and 1,000km.

4. CHARGING INFRASTRUCTURE: THE GLOBAL CHARGE POINT CHALLENGE

Consumers interviewed in the study ranked charging infrastructure as their fourth most important critical challenge. 70% of consumers viewed that the majority of new cars will become electric once charging infrastructure becomes as easily available as present hydrocarbon fuel service stations.

5. VEHICLE CHOICE - THE MULTI-MODEL CHALLENGE

While vehicle choice was the least important critical challenge for consumers, it was the second most important buying factor for fleet managers. More than half of consumers and fleet managers said they would consider making the switch if there was an EV-equivalent to their favourite ICE car.



Based on the findings of the study, the ideal EV, likely to attract most car buyers globally, would require a sub-US\$30,000 price, a 300+ mile range, and sub-30 minute recharging time. While the technology for 30-minute charges and 300+ mile range is available, the price point remains an issue for most automakers. According to this survey, it is the price (not the range) that is the biggest hurdle for private car buyers.

However, when fleet owners are interviewed, an opposing priority set is found. They stated that range was their

biggest hurdle to EV adoption. The tipping point for fleet owners included a price of US\$49,500, a 341-mile range, and a charge time of 36 minutes. Interestingly, UK fleet owners required the most range, requiring at least 444 miles. Perhaps it may be a while before EVs become mainstream in fleets. ////



ALPHABETICAL LIST OF ALL THE ITALIAN CAR MARQUES

As reported last month, the October quiz was rolled-over for a month to allow others extra time to attempt making a reasonable challenge to Paul Blank's very comprehensive entry.

In this very nice Italian automotive-related challenge, Glen Phillips asks you how many Italian car makes you can identify for each letter of the Alphabet. Paul Blank responded with an entry that listed 421 different Italian cars made over automotive history. Paul was clearly the winner.

AROCA WA Club life member (and quiz master), Glen Phillips, had a very similar, very big list of Italian Car makes. The rules of this quiz were that each acceptable name had to be the title of an actual Italian car marque that had been designed and marketed in Italy.

Below, Paul Blank's scorecard of Italian car brands is reproduced:

A - 36

Abarth 1949 on, ACAM 1984-88, Adami 1901-06, ADEM 1912, AG 1925-27, Angoletto 1911-15, Aguzzoli 1964-65, Albanese 1968, Alberti 1906, All Cars 1978-85, ALFA 1907, **Alfa Romeo 1910 on**, Alma 1907-09, Amilcar Italiana 1925-28, Ansaldo 1919-36, Anzani 1923-25, Aquila Italiana 1906-17, Ardita 1918, ARS 1963, Art & Tech 1989-92, Araunda 1963-65, ASA 1962-67, ATL 1969-76, Aster 1906-08, ATL 1969-76, Atomo 1947-49, Autolux 1937, ATS 1962-64, Aurea 1920-33, Ausonia 1903-06, Autec 1989-91, Autobianchi 1957-87, Autolux 1937, Automirage 1974-87, Automobili Automeccanica 1960-75, Autotecnica Vico 1964-99, Autozodiaco 1971-78

B - 27

Balbo 1953, Baldelli 1972, Baldi 1973-76, Bandini 1947-63, Barison 1923-25, Barosso 1923-24, Beccaria 1911-16, Beretta 1949-52, Bernardi 1899-1901, **Bertone 1921 on**, Bertoni 1948, Biagini 1991-93, Bianchi 1899-1939, Bikini 1965, Bizzarini 1965-69, Blanc & Trezza 1923-24, Blowcar 2012-14, BMA 1971-94, BN 1924-25, Bonacini 1898, Bordinio 1852, Bordoni-Ferrero 1940, Boselli 1952, Bugatti 1991-95, Bugatti-Gulinelli 1901-02, Bulgari 1990-91, Burgert 1968-71

C - 26

Carletti 1998-2006, **Calafiore 2017 on**, Cantono 1900-11, Caprera 1969, CAR 1906, CAR 1927-29, Carcano 1998-1901, **Casalini 1969 on**, Ceirano 1901-04 & 1919-31, Cemsas 1946-50, Chiribiri 1913-27, Ciemme 1985-88, CIMEM 1951-55, Cingolani 1952, CIP 1922-24, Cisitalia 1946-65, CitiCat 2003-06, Cizeta 1988-95, CMC Carletti 1997-2006, CMN 1919-23, Colombo 1922-24, Composite Worx 2012-13, Conrero 1951-61, Cook 1900, Corat 1946, Covini 1978-90

D - 14

Diano 1923-24, Dianotti 1922-23, Della Ferrera 1924, De Luca 1906-10, De Sanctis 1963-67, Design System 1985-89, De Tomaso 1965-2015, De Vicchi 1905-17, Diatto 1905-27, Dobelli 1903-04, Dora 1905-06, DRB 1966, Dual e Turconi 1899-1901, Ducati 1946 & 1958

E - 13

Ecoinitiative 2000-09, Edit 1924, Edonis 2000-07, E-Eco-Rent 2000-01, EIA 1928, Elka 1912-14, Embo 1978-82, Ennezeta 1976-79, Eridano 1911-14, Ermini 1948-62, ESAP 1968, Esperia 1905-10, Extrema 2007-16



F - 49

Faccioli 1905-06, Fadin 1924-26, FALT 1909, FAM 1911-15, FAM 1952, FART 1965, FAST 1919-25, FATA 1920-33, FB 1935, FEAB 1998-2005, Fermi 1947-49, Feroldi 1912, **Ferrari 1940 on**, Ferro 1935, Fert 1905-06, Ferves 1966-71, FIAL 1906-08. FIAM 1924-27, FIAM 1978-82, **Fiat 1899 on**, Fiat-Ansaldi 1905-06, Fiat-Brevetti 1905-12, Fides 1905-11, Figari 1925-26, Figini 1900-07, Filandi 2008, FIM 1974-80, FIMER 1947-48, Fiocco 1992, Fiore 1974-75, Fioretti 1978-81, Fissore 1971-82, FIVES 1994-96, FLAG 1904-08, Flirt 1913-14, Florentia 1903-12, Florio 1912-16, FNM 1985, FOD 1925-49, Folgore 1900-02, Fongri, 1919-25, Fontauto 1971-72, Fornisari 1999-2005, Franco 1907-12, Franceschi 1950-59, **FrangiVento 2016 on**, Frera 1905-13, FTA 1901-03, Fusi Ferro 1948-49

G - 22

Gabry 1963, Giaci 1990-99, Galassi 1947-50, Galileo 1904, Gallia 1905-08, GAR 1924-26, Garanzini 1924-26, Geddes 1942, Gemini 1982, Ghia 1960-67, **Giannini 1963 on**, Giaur 1950-55, Gilco 1948-55, Ginko 2005-14, Giottiline 2005-11, Glisenti 1900, Gorgoni 1946, Gnesutta 1900, Gregis 2014, Greppi 1973-83, Grigniani 1950-53, Guaraldi 1911-15,

H - 1

Hermes 1906

I - 18

Iatto 1988-95, IENA 1922-25, IMP 1960-61, Indestor 1974-75, Innocenti 1961-96, Intercar 2006-09, Intermeccanica 1959-79, Invicta 1906, Isigo 1998-2000, Iso 1953-1997, Isotta-Fraschini 1900-48, Isotta-Fraschini 1996-1999, ISSI 1952-54, Itala 1904-35, Italcara 2005-09, Italia 1907-09, Italmeccanica 1950, Iveco 2007-11

J - 4

Jeep 2014 on, Jolly 1984, Juliani 2011-12, Junior 1905-06

K - 2

Kei Design 2003-10, K-Way 2006-10

L - 19

LAM 1996 on, Lamberti 1999-2015, **Lamborghini 1963 on**, Lambro 1952, **Lancia 1906 on**, Landini 1919-21, Lanza 1895-1903, Laros 1932, Laverda 1991, Lawil 1967-86, Lentz 1906-08, Leone 1949-50, LMX 1968-74, Lo Cascio 1905-13, Lomar 1985-88, Lombardi 1969-74, LSR 1954, Lucciola 1948-49, Lux 1905-07

M - 47

Macango 1909-13, Maggiora 1905, Majocchi 1898-1906, Mandelli 1999-2002, Manera 1959, Mantelli 1957, Mantovani 1903-06, Maranello 2003-10, Marca-Tre-Spade 1908, Marchand 1898-1909, Marengo 1907-09, Maritan 2010-11, Marino 1923-27, Marocchi 1900-01, Martin 2005-15, **Maserati 1926 on**, Matkus 1980, **MAT 2018 on**, **Mazzanti 2006 on**, Mazzieri 1993-2013, MB 1924, Meccanica Maniero 1967, Meldi 1927-33, Menon 1897-1902, Mentaschi 1924, Meta 2005-08, Metroquadro 1974, Miari e Giusti 1896-99, Milano 1906-07, Minima 1935, Minimach 1968, Minutoli-Millo 1902-03, Mirabilis 1906-07, Mi-Val 1954-56, Moby 2015-16, Modulo 1988-2000, Moke Automobili 1983-93, Monterosa 1959-61, Montu 1990, Morelli 1956, Moretti 1945-84,



Motocor 1921-30, Mottola 1990-95, MRR 1904-07, MSC 2002-15, MV Agusta 1965-66, MyCar 2004-11

N - 5

Nardi 1947-64, Nazzaro 1912-23, NB 1913, Nembo 1970, **New Stratos 2010 on**

O - 18

Odetti 1922-23, OL-GA 1972, Olivieri 1901-05, Ollearo 1934, OM 1918-34, OAMI 1988-91, OMS 1894-1918, OMT 1907-13, Opes 1946-49, Opessi 1936-36, ORSA 1973-75, OSA 1953, OSCA 1947-67, OSI 1963-68, OTAS 1969-71, OTAV 1905-08, Oto Melara 1984-91, Ottolino 1900-01

P - 22

Padus 1906-08, Paesanti 2001-03, **Pagani 1992 on**, Panther 1954-55, Pasquali 1998-2005, Pasquini 1976-80, Patriaca 1993, Passoni 1905, Pecori 1891, Perfecta 1899-1903, Perfetti 1922-23, Pettenella 1975-76, Peugeot-Croizat 1905-07, PGE 1976-82, Picchio 1991, **Pininfarina 1930 on**, Pipcar 2005, Prince 1922-23, Prinetti & Stucchi 1898-1902, Pulcino 1948, Puma 1979-96, **Puritalia 2012 on**

Q - 2

Quaglotti 1904, Qvale 2000-2002

R - 17

Racca 1900, Raimondi 1898, Rapid 1905-21, Ravasi 1947, Raymond Fissore 1984-92, Repetti & Montiglio 1987, Restelli 1920-23, Revelli 1941, Ricordi 1898, Ricordi & Molinari 1905-06, Rognini & Balbo 1927-28, Roma 1905-07, Romanazzi 1953, Rombo 1920-21, Rosselli 1901-04, Rubino 1920-23, Ruffino 1957-62

S - 37

SABA 1927-28, Salva 1906-07, SAM 1924-26, SAMCA 1947-49, San Giorgio 1906-09, San Giusto 1922-24, Savio 1965-83, Sacchi 1911-15, SCAT 1906-23, Scirea 1914-27, Scoiattolo 1968-82, SDW 1970-89, Serenissima 1965-70, Serpollet-Italiana 1906-08, Sertum 1935, SIAM 1921-23, Siata 1926-70, SIC 1924, Sila 1960, Silvani 1921-24, Sims 1908-09, Siva 1967-70, Sive 1899-1903, SLC 2000-04, SMB 1907-10, Solavo 1911-14, SPA 1906-26, Squire 1970-79, STAE 1907-13, Standard FAS 1906-12, Stanga 1949-52, Stanguellini 1946-66, Start Lab 1998-2014, STE 1905-09, Stigler 1921-25, Stola 1919-2004, Storero 1912-19, Strale 1966-67, SVA 1949

T - 18

Tarcini 1966, Tasso 1998-2005, Tau 1925-27, Taurinia 1902-08, Technolab 2000-08, Temporino 1919-24, Tercyclo 2011-12, Tomassima 1966-70, Tibicar 1978-88, Tirrito 2008-13, Titania 1966, Todeschini 1899, Tonello 1921-23, Totem 1974-77, Town Life 1999-2008, Turchetti 1999-2007, Turinelli & Pezza 1899, Tria 1990-92

U - 2

Universal Motor 1960-69, Urbanina 1965-73

V - 14



V200 1953, Vaghi 1920-24, Valentini 1998-2009, VALT 1911-14, Veltro 1920, Venturina 1962, Vespa 1913-16, Victrix 1911-13, Vincis 2013-17, Vittoria 1913-14, Volpe 1947, Volpe 2005-12, Volugrafo 1945-48, Vygor 2011-15

W - 1

Wolsit 1907-09

X - 0

Nil

Y - 1

Yeti 1968-75

Z - 8

Z 1914-15, **Zagato 1966 on**, Z Zambon 1914-15, Zanella 1966-70, Zena 1906-08, Zeta 1914-15, ZEV 1998-2009, Zust 1905-17

NOTES:

- Vespa cars (by the scooter maker) were only made in France, 1957-61.
- The Jeep Renegade is made in Italy (it shares Fiat 500X underpinnings).

How many did you recall?



At Bella Italia, a low-slung Lancia does an impression of how to mow the meadow.



KEEPING THE SEAT WARM

Edited from an article appearing in www.drivetowrite.com written by Eóin Doyle and published on-line on 21st October 2020. Interestingly, this article has attracted many on-line comments.

To all intents and purposes, the 1984 Alfa 90 was something of a placeholder, designed to “keep the seat warm”. But, Eóin Doyle asks, doesn’t it deserve a better epitaph?



Adjacent: Alfa 90. Image: Viaretro

The early 1980s were difficult years for Alfa Romeo. Having abandoned its patrician pre-war roots for a more populist reimagining throughout the 1950s and '60s, this once successful market realignment had started to unravel; partly due to Alfa's own failings as a business, both internally from a product, management and labour perspective, and also externally, owing to the close proximity of Alfa Romeo (in market terms) to Lancia.



Unlike its Borgo San Paolo rival, which, by then, was reliant upon the financial support of the Fiat car giant, Alfa Romeo still depended upon the largesse of the often-reluctant Italian IRI state body for funding, while battling a depressed home market, some ageing model lines and, in consequence, little by way of genuinely new product.

What there was fell very much into the “make-do and mend” category. The Alfa 33 model came to market in 1983 as essentially a rationalised, reskinned Alfasud, while a stillborn (earlier larger saloon type) 156-series

of 1983 was intended to replace the 116-series Alfetta and Giulietta models, not to mention the 119-series Alfa 6. However, this earlier 156 program became increasingly embattled and the IRI ultimately cancelled its funding. Therefore, it became clear that a stop-gap model would have to be contrived.

At this stage in proceedings, it may have been expedient to rationalise the mid-sized saloons around a single model offering, but, once again, Portello's product planners decided to propose two cars of near-identical dimensions, co-developed along broadly similar technical lines and with a shared, pre-existing platform. While the 161-series Alfa 75 would become a more overt sports saloon, à la Giulietta, the 162-series (soon christened the Alfa 90) was to be a softer-riding, more luxurious saloon, aimed towards the executive market. Furthermore, while the 75 would be engineered to meet US import regulations, the 90 was to be a European market offering.

Clearly, Alfa Romeo's management was somehow convinced that a market was there; the argument being that the 90 could mop up buyers who balked at the Alfa 6, (to say nothing of its fading rival,



the Lancia Gamma) but that they would favour a more subtle-looking grand tourer; which the 75, with its polarising wedge shape, certainly was not. On the other hand, perhaps the reason the late-to-market Alfa flagship didn't sell was that it too was a rather patrician and subtle-looking saloon. While the 75 would be built in-house, under the guidance of Ermanno Cressoni, the design of the 90 was outsourced to Stile Bertone.

The design of the Alfa 90 is widely attributed to Marcello Gandini, although the timelines suggest that were this to be so, it would need to have been completed before Gandini's departure from Gruppo Bertone in 1980 to pursue a freelance career.



Above: Alfa 90 (left), Alfa 75 (right)

More probable then, is that the car was either created (or completed) under the purview of Gandini's successor, Marc Deschamps. Regardless of attribution, it can be said that Bertone's designers did a fine job, especially given the decade-old hard points dictated upon them. That the 90 is based squarely upon the Alfetta's internal structure, floor-pan and technical layout is beyond dispute, yet Bertone managed to craft a well-proportioned bodysheet, which lent the car a quiet dignity, much at odds with the bracing modernism of Cressoni's 75. These styling themes would be reprised once more in 1985 with Volvo's elegant 780 Coupé, again from the Caprie studio; both cars clearly being designed around a similar timescale.

There is a pleasing sense of the well-cut suit to the 90's sharply defined lines, quiet surfaces and sober detailing. Some genuinely nice touches too – notably the treatment of the roof to C-pillar join, which in this case, neatly incorporates the air extractor into a pleasing feature, one sorely lacking in its immediate predecessor. Another neat touch was its deployable front air dam, which was lowered by air pressure at speed, retracting as the car slowed.



The defining bodyside swage line not only carried reflections of previous Bertone designs, but also the forthcoming Citroen XM from the same studio. Only the shallow pressings of the bodysides lent it a slightly insubstantial air; the 90 being a slightly longer, narrower and taller car than its more muscular 75 sibling.



Externally the 90 appeared to be all sobriety and rectitude, although the cabin style, especially in top of the range Gold Cloverleaf form, was a symphony of Italian modernism. Sharing a good deal of dashboard architecture with the 75, the top-of-the-line version of the 90 however employed a novel digital instrument display, where both speed and engine revs were displayed in graph form.



Another unique feature was the inset briefcase embedded in the passenger side fascia. Also shared with the 75 was the unusual U-shaped handbrake release and the highly logical overhead console housing for the electric window switches.

The engine range was suitably extensive: 1.8 and 2 litre versions of the 4 cylinder Alfa Nord twin-cam, a pair of *Busso* V6's (the 2.0 litre was for the Italian market only and was fitted with a non-modular version of Alfa's *Controllo Elettronico Motore* engine management), and a 2.4 litre VM

diesel. While the chassis design was identical in layout to that of the 75, the 90 would be criticised for its soft suspension settings and for underpowered brakes.

The 90 was introduced in 1984, directly replacing the Alfetta, and placing further pressure upon the already embattled Alfa 6. However, the 90's debut also coincided with the introduction of Lancia's rivalling Thema. The Lancia was a clean-sheet-based, contemporary front-wheel drive design, more commodious internally, and in better tune with the direction in which the market was moving. Unlike the Alfa Romeo, the well-rounded Lancia was a pan-European product. It immediately became a sales success.

Timing is everything, and sales of the 90 were not stellar, a matter exacerbated by the 75's announcement a year later. Here was a car which was similarly sized, available with a similar range of powertrains, but it was more incisive to drive, and cheaper to purchase. Assuming one could get past the 75's styling. It was quickly apparent which was going to be the more successful model line.

With Portello putting the bulk of its resources into the 164 programme, which eventually saw light of day in 1987, the 90, which was never intended to be a lasting product, was retired (along with the slow-selling Alfa 6) that year. Only 56,428 were ever produced. This compares rather unfavourably with the 386,767 Alfa 75's built, although they were produced over a longer model cycle.

Three years is not a long time for the 90's expensive reskin, but the logic was clearly to maintain a place in the market until the 164 was ready, and in that (if little else) the 90 succeeded. In retrospect, perhaps the 75's striking appearance was the more successful approach to that of the 90's quieter aesthetic. Yet, today, it is the 90's shape that has better stood the test of time. Certainly, the 75 maintains its striking visual appeal, but one that first requires an appreciation of Cressoni's stark modernism. Would the Alfa 90's Bertone-penned styling have also served the Alfa 6 platform better in product differentiation terms, one wonders? Perhaps now it is a bit late to play the amateur product planner, but one cannot rightly say that Alfa Romeo's boys did much better. After all, surely there are better ways of keeping a seat warm than simply sitting on one's hands?

See <https://driventowrite.com/author/woodruffkey/> to read a series of comments and discussions following publication of this article. Perhaps the Alfa 90 is not to everyone's taste, but attempts to rework design aspects of the 90, as presented here, certainly provide an intriguing conversation.



TWO ALFA GIULIAS MEET

While six decades separate these two Giulias, they are connected by the same spirit.

Edited from an article that first appeared in www.pistonheads.com on 30th Sept, 2020



With the finest modern cars, drama is only present when you want it to be. With their predecessors, it is there all the time.

This is a point made perfectly by a journey into the Quantock Hills in Somerset in the new Alfa Romeo Giulia Quadrifoglio - effortless on the motorway, snarly and exciting once the roads get quieter and its towering power output



can be let off the leash. It is also a cosy place to sit as we wait in the rain for our older star to turn up, having travelled from the specialist dealer, "Alfaholics".

You hear the approach of an Alfa Romeo Giulia TI Super long before you see it. A snarly exhaust note precedes it, one that is serious and angry, rorty and purposeful. Its soundtrack speaks of clear motorsport origins, which is why the sight of the tall, boxy Giulia delivering it is likely to surprise.



From a distance the TI Super looks pretty much like any other example of the long-lived and hugely popular 'Type 105' Giulia saloon. Only the sight of the famous green-on-white Quadrifoglio four-leaf clover badge on the front wing offers a clue as to how deceptive appearances might be.

Alfa first used the Quadrifoglio badge nearly a century ago. It had been the personal standard of Ugo Sivocci, who drove an Alfa

Romeo RL to a hard-fought victory in the 1923 Targa Florio. He died in a testing crash a few months later. Alfa Romeo then adopted his symbol in permanent tribute. It has been worn by every Alfa works race car since then. But the Giulia TI Super marked the first time the company regarded any of its road cars as being special enough to earn it. Only a select number have since then, with the



new Alfa Romeo Giulia Quadrifoglio also proudly wearing the same Cloverleaf to show its range-topping status.



Obviously, things have changed considerably during the 57 years that separates these two cars. The Giulia Quadrifoglio is packed with technology that would have been indistinguishable from witchcraft in the early 1960s, from the convenience of satellite navigation and power-operated seats to dynamic powertrain features including the ultra-fast eight-speed automatic transmission, plus adaptive dampers and even a torque-biasing rear differential that uses electronically controlled clutch packs to vary effort across the rear axle.



The term "homologation special" had only just been coined in 1963, with the Giulia TI Super a pioneering example of the new breed. The European Touring Car Challenge had just been founded and Alfa was keen to prove the Giulia's dynamic mettle by participating. The sportiest road-going Giulia TI was already packed with what was then cutting-edge technology for a family car, including a twin cam engine, five-speed gearbox and a coil

sprung rear axle. Its upright styling was remarkably aerodynamically efficient, too - with a 0.34 Coefficient of Drag. But Alfa Romeo needed something a little more special as the basis for its racing model.

So, while the Giulia TI Super looked very similar to the regular TI, changes below the surface were substantial. Alfa installed an all-alloy 1.6-litre engine with a 9.7:1 compression ratio, more aggressive camshaft profiles and dual twin-choke Weber carburettors. This made what was then a very healthy 112hp at 6500rpm in road-going trim, into a car that still had the capacity for the factory's Autodelta competition department to extract considerably more from it in racing tune. Apart from the very earliest examples, the TI Super also got four-wheel disc brakes, a world first for any car in this class.

Both cars are among the fastest saloons in the world for their era, but the Giulia Quadrifoglio is in a different league when it comes to performance. It has a charismatic 2.9-litre bi-turbo V6 that produces a dizzying 510hp which reaches the rear wheels through a quick-shifting eight speed gearbox. A blistering 3.9-second 0 to 62mph is less than half the time the older car would take to dispatch the benchmark; i.e., around 9 seconds, depending on which road tester you ask. The idea of a four-door car with a 192mph top speed would have seemed impossible in the 'sixties, although the TI Super's 115mph was considered equally outlandish when it was new.

Without the need for the mass, or the complications of safety systems; e.g., it didn't even get seatbelts, there is no surprise that the Giulia TI Super weighs far less. But, even compared to the already svelte 1000kg Giulia TI of the era, it was given a substantial diet. The TI Super replaced the



regular TI's grille with a lighter mesh one that lost the inner headlights, and with even thinner-gauge metalwork and plexiglass rear windows. In total it was 90kg lighter. But Alfa Romeo didn't want to punish buyers by just removing things; it needed to sell enough of the TI Super to homologate the racing version. Thus, the road car's stylish bucket seats replaced the regular Giulia's front bench, a floor-mounted gearshift replaced the usual steering column change, with instrument dials instead of the standard 'Type 105' Giulia's linear strip speedo and even a racy rev counter.



Parked together, the Giulia TI Super looks predictably dainty next to the Giulia Quadrifoglio. It is more than half a metre shorter, yet, when new, the older car was considered a full-sized family saloon, with room for five and a spacious boot. The combination of practicality and performance is one that the modern car has upheld, the Quadrifoglio's cabin seems impossibly luxurious compared to its Spartan predecessor

The new Giulia's Multitouch interface and central 8.8-inch touchscreen is quick and intuitive - thanks to touch-and-swipe control and a suite of apps, including Performance Pages that are capable of recording peak acceleration figures. The cabin's extensive use of carbon fibre provides a connection to modern motorsport; although not that from the era of the TI Super which predated the introduction of carbon fibre.

Alfa Romeo only built 501 Giulia TI Supers, and many of them went racing. As a result, only a

minority of Giulia TI Supers now survive.

Their rarity and motorsport provenance have made them both collectable and expensive; a straight, original example will cost considerably more than a new Giulia Quadrifoglio.

Much has changed in the 57 years, yet this Giulia Quadrifoglio pair is linked by more than just parentage and badging. Both cars stand out as perfect examples of Alfa's dedication to excellence and of the company's determination to take its best examples and make them better

This is feature was written by PistonHeads for Alfa Romeo UK. Pistonheads thanks [Alfaholics](#) for arranging use of the Giulia TI Super.

ON THE BENEFITS OF AROCA

AROCA VIC recently prepared a video featuring its patron, David Wright, discussing the Alfa Romeo Owners Club of Australia. While various aspects are more oriented to Victoria, it is well worth viewing by all AROCA members. Watch it at: <https://gearshifter.com.au/community/car-bike-clubs/>



ALFA (ETC) AUCTIONS OVERSEAS

Interest in on-line auctions certainly continues to grow. In USA, the \$14.2M sale of three B.A.T. cars at a Sotheby's art auction occurred last month. Additionally, sales outlined in Sports Car Market's (SCM) December edition describe auctions of two Alfas and three Lancias.

bonhams Brussels, Bel



#50-1962 ALFA ROMEO 2600 Sprint coupe. S/N AR820277. Red/black vinyl. Odometer: 91,543 km. 2,584-cc I6, 5-sp. Extensively restored in 2011, both mechanically and cosmetically. Body and wheels were repainted and bumpers replated. Retains many original features. Colour is the original shade. Window surrounds and door handles are slightly speckled. Interior is reupholstered: The catalogue says leather; to me it looked like vinyl. All dials are original and in good state. Two dashboard-mounted chronometers. Nicely detailed engine bay. The car has only covered 1,500 km since restoration. Steel rims with original unscathed hubcaps and good tires. A spare set of wheels comes with the car. Cond: 3+.

SOLD AT \$54,473. This was Alfa's flagship model in its day. Very attractive and elegant Bertone-bodied car. Nice exterior colour too. For sale because of the vendor's advancing years and too many cars in his collection. Median price of \$35k in the most recent price guide. This example was well above average, deserving a premium. It did \$1,000 better than the generous low estimate. Fair both ways.

Bring a trailer online



#36942-1988 ALFA ROMEO MILANO sedan. S/N ZARDA1247J1051758. Grigio Medio/grey fabric. Odometer: 4,185 miles. 3.0-L fuel-injected V6, 5-speed. Peppy 5-speed sedan previously treated to rust removal at jacking points and now sans tow hitch. A list of faults includes rust in rear door jambs and presently around jacking points, scrapes on bumper, dents on left, power antenna doesn't fully retract, curb rash on wheels, torn fabric on Recaros. Inoperative cruise control, ABS light illuminated, question of filler near badge and unknown mileage. And all this is after \$10,000-plus was spent on repairs and maintenance over

the past five years. Cond: 3-.

SOLD AT US\$11,618. Yes, they are fun to drive and even worthy of their Il Tricolore shield, but 75s/Milanos are considered a grade D collectible in the price guide, with a median value of \$4,000. Over the past four years, 20 others have changed hands on BaT. Prices hovered around \$5,000. Only four commanded five figures. This Michigan-based US car has much more rust and many more needs to be addressed. Well sold.

Gooding&Co. Hampton Court Palace, U.K.



#5-1924 LANCIA LAMBDA 3rd Series Torpedo tourer. S/N 11744. Eng. # 1547. Brown/brown leather. RHD. 2,119-cc V4, 3-speed. Shiny restoration by Arthur Archer, but with well-creased original leather. Very good dash and instruments. Good plating, with only a couple of minor dings to radiator shell. Swiss registered. Cond: 2-.

SOLD AT US\$518,357. Delivered new to Uruguay, with one-family ownership for 60 years, then in the Briggs Cunningham Automotive Museum. Restored while in the hands of Lukas Hüni. Hammered mid-estimate, so it looks as if everyone knew exactly where this would end up.



#3-1955 LANCIA AURELIA B24 S Spider America. S/N B24S1178. Eng. # B241240. Rosso Rubino/tan leather. Odometer: 1,695 km. 2,451-cc V6, 4-speed. One of 181 left-handers: 59 were RHD. Mechanically overhauled by B&F Touring Garage, while Dino Cognolato restored the body, during current ownership. New leather, Nardi carb, still with jack and tools, Swiss registered. Cond: 1-

SOLD AT US\$940,466. First supplied in Europe rather than to the U.S., to a Belgian owner who kept it until 1972. It is a long way from the \$1.8m

for which Gooding & Company sold a restored 1955 Aurelia Spider in 2014 (SCM# 232415), but it does compare well with the \$810,000 that Bonhams got for Spider America "1156" in January of this year (SCM# 6919232).



#8-1960 LANCIA FLAMINIA 2500 Sport coupe. S/N 824001369. Eng. # 823002467. Grigio Newmarket/black leather. Odometer: 6,547 km. 2,458-cc V6, 4-speed. Series 1 with coachwork by Zagato in nice, mostly original condition. Was repainted, however (originally white with red leather), but still straight and shiny with well-creased leather settling in nicely. Catalogue notes it is unknown as to whether it was delivered as a covered-headlight version or converted later from open lights. Swiss registered. Cond: 2.

SOLD AT US\$411,636. Strong money, even if it was behind the ambitious-looking £400-£500k (\$530k-\$663k) estimate. As it was on sale from £270k (\$358k), this must count as fair both ways.

US \$ 14.8 M SALE ACHIEVED FOR THE UNIQUE B.A.T. TRIO

Edited from an article that first appeared in Classic & Sports Car on 29th October 2020 written by Lizzie Pope, but with additional information obtained from Sotheby's website



The three spectacular Alfa Romeo BAT cars were recently sold as one lot for an appropriately eye-watering US\$ 14.84M, at Sotheby's Contemporary Art Evening Sale held in New York on 28th October 2020.

This price was well within the anticipated \$14-20m pre-sale estimate, although at the lower end of the sale price range. It was

undertaken by Sothebys in order that all three cars will remain together after they were sold as a single lot.

Sotheby's, in association with Sotheby's Fine Art division, in selling the renowned trio of Alfa Romeo Berlina Aerodinamica Tecnica concept cars as a single lot, achieved the record \$14.8M price during



Sotheby's \$142.8M Contemporary Art Evening Auction. The three most valuable examples of the marque offered at auction, the B.A.T. 5, 7 & 9d, achieved the auction's top sale slot and set a new world record for the most valuable post-war Alfa Romeos sold as a single lot at auction.

Sotheby's live-streamed the sales of its "Contemporary and Impressionist & Modern Art Auction" with nearly one million viewers tuned in to either www.sothebys.com, social media, or via broadcast television. Sotheby's found strong pre-sale interest in their 3 B.A.T.s lot, as well as a high level of bidding activity during the auction. They said that this came as no surprise given the rarity and desirability of these beautifully designed and sculptural examples of automotive art. It also made for a unique sale, as the Sotheby's auctioneer, Oliver Barker, took bids from a global audience including bidders from New York, London and Hong Kong.

The event marked the second time in which truly unique automobiles had been offered at a Sotheby's Contemporary Evening Auction. This completely digital initiative highlights how the premium collector market is developing away from its tradition of conventional in-person auctions using print promotion.

Regarded by many as the seminal vehicle designs of the entire 20th century, the B.A.T. 5, 7, & 9d were designed by Franco Scaglione and produced by Bertone. They were originally presented individually to the public at Turin Auto Salons over three consecutive years in 1953, 1954 and 1955. Despite their individual popularity and collective significance, the B.A.T.s were never displayed together when new. Ultimately, they were offered in the Sotheby's sale following a long period of private ownership and were presented for the first time as a united trio. The three cars showcased how the power of artistry and ingenuity is always attractive on the market, no matter the medium.

Ian Kelleher, Sotheby's Chief Marketing Officer, said: *"The sale of the B.A.T. concept cars during Sotheby's Contemporary Art Evening Sale represents the second time RM Sotheby's has offered a motor car as part of a Sotheby's art sale. The first time was when we sold the Michael Schumacher Ferrari F2001 Formula 1 race car in 2017."*

The Schumacher Monaco Grand Prix-winning 2001 Ferrari F2001, chassis 211, sold at that Sotheby's Contemporary Art Sale, represented that car's first presentation for public sale, as well as being the first automobile ever offered at a Sotheby's art auction. F2001 eventually sold to a private collector on the telephone for US\$7,504,000; more than doubling the previous record for a modern era Formula One car at auction.

Kelleher continued: *"Last evening's Contemporary Art Evening Auction was a perfect example of cross category collaboration by the market leaders in both cars and fine arts and served as further evidence of RM Sotheby's expertise and leadership in the market for bringing important automobiles to auction."*

Additionally, at the Sotheby's Contemporary Art Evening Sale a prime example of Alberto Giacometti's towering female sculptures, "Femme Leoni" dating from 1947, brought \$25.9 million after a 5-minute bidding battle between Hong Kong and New York.



As the photos shown with this article demonstrate, Franco Scaglione's incredible designs still look space-age today. So, way back in 1953, when the first of the Berlina Aerodinamica Tecnica (B.A.T.) trilogy was unveiled, the impression it left was surely out of this world.

All three were based on Alfa Romeo's 1900. The B.A.T. 5 is the earliest of these automotive jewels which made its debut at the Turin auto show of May 1953.



BAT 5's aerodynamic shape was revealed to the world in 1953

Scaglione's work in creating this car went through four full-size scale models before stage five, when the metalwork was crafted.

The BAT 5's Bertone-built coachwork sucks air into the radiator via the pair of vents at the front, while the car's tapered rear, slender spine and curved fins aid aerodynamic stability. That former point is crucial because this, like all the BAT cars, is a fully functioning car, not simply an aesthetic flight of fancy.

For the blue BAT 7 of 1954, Scaglione pushed his drag reduction ideas yet further. While the drag coefficient of the B.A.T. 5 was said to be around 0.23Cd, when BAT 7 arrived, it had the impressive lower drag of 0.19Cd. Additionally, it had lost about 100kgs, weighing in at around 1,000 kgs.



The second of these concepts was BAT 7.

ALFA OCCIDENTALE

Issue 43, December 2020



Everything about BAT 7 is more pronounced. The bonnet is more than two inches lower, and the car's rear fins are both longer and more angled.

BAT 7 was still powered by Alfa's four-cylinder engine. It turned out that it was just as well that this was no empty shell of a concept car, because work ran so close to its reveal date at Turin in April 1954, that Nuccio Bertone and Franco Scaglione had to drive it themselves to the convention centre, arriving there at the last minute.



Alfa Romeo dictated that the final Berlina Aerodinamica Tecnica design study (BAT 9d) should have more in common with the marque's production models and be more practical. As a result, the Giulietta grille, more conventional headlamps and the exposed rear wheels of 1955's BAT 9d are clear nods to real-world motoring. Other changes indicating greater influence of the real world

included the rear fins of the BAT 9d being scaled back to improve rearward visibility. (Reports elsewhere suggested that the earlier B.A.T.s were nearly undrivable on public roads).



The good news from the Sotheby's sale is that these three magical cars have been sold as a set and so will be kept together. However, if they were to now be put on public display, that would be even better.

BAT 9d has hints of contemporary production Alfa Romeos.



Images: Ron Kimball/Darin Schnabel/RM Sotheby's.



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 23rd May 2020</i>	<i>WA Sporting car club</i>	<i>6 month cancellation of events</i>
<i>Mount Clarence Hill Climb</i>	<i>Saturday 30th 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 14th June 2020</i>	<i>Ivan Olsen EVENT HELD</i>	<i>Road trip from Fremantle scheduled down to Waroona for a picnic lunch</i>
<i>110th Anniversary Dinner at Acqua Viva</i>	<i>Saturday 11th July 2020</i>	<i>Greg Smith EVENT HELD</i>	<i>Ticket bookings via TryBooking</i>
<i>Meet the new members night</i>	<i>Wednesday 5th August</i>	<i>Charles Hotel, North Perth EVENT HELD</i>	<i>Free event- new members most welcome. Book via TryBooking.</i>
<i>AROCA WA AGM</i>	<i>Tuesday 1st September 2020</i>	<i>Andrew Murray EVENT HELD</i>	<i>To be held at WA Light car club, Bayswater</i>
<i>Sunday Run to York</i>	<i>Sunday 13th September</i>	<i>Greg Smith EVENT HELD</i>	<i>Breakfast at Noble Falls Tavern - tickets via TryBooking.</i>
<i>Port Dennison Sprint</i>	<i>2nd 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 4th October 2020</i>	<i>Greg Smith EVENT HELD</i>	<i>20 Alfa exhibit spaces - register for a space.</i>
<i>Brockwell Classic Car Run</i>	<i>Sunday 11th October 2020</i>	<i>Motor Museum EVENT HELD</i>	<i>Starts from Whiteman Park</i>
<i>FLC's South West Tour</i>	<i>From 28 to 30 October 2020</i>	<i>Rob Rowbotham, FLC EVENT HELD</i>	<i>FLC holding shortened event, AROCA members invited.</i>
<i>Trinity College Italian Car Display</i>	<i>Thursday 5th November 2020</i>	<i>Greg Smith EVENT HELD</i>	<i>Alfas wanted for display at Trinity.</i>
<i>Rotary Italian Car Day "Bella Italia"</i>	<i>Sunday 15th November 2020</i>	<i>Andrew Murray EVENT HELD</i>	<i>2020 location at Mulberry on Swan.</i>
Annual Pasta Run	Sunday 22nd November	Ivan Olsen / Greg Smith	While the Trybooking link is now closed, you can still attend the run.
Celebration of the Automobile	Sunday 29th November	Paul Blank	Cottesloe Civic Centre, Napier Street, Cottesloe, 6011. See page 41.
December Club Night <i>Light car club, Moojebing St, Bayswater</i>	Tuesday 1st December	Andrew Murray	At the WA Light car club, starts 7pm with pizza, beer and wine. Plus Ross Zampetti will be speaking on his car racing experiences in Europe.
<i>Vintage Stampede</i>	<i>6th Dec. 2020</i>	<i>VSCCWA</i>	
Annual Christmas Sunday Run & Lunch	Sunday 13th December 2020	Greg Smith	At Vineyard Kitchen in Bickley Valley. Book via TryBooking. See page 42 for details.



AROCA WA REGULAR MONTHLY CLUB EVENTS

Classic Cars & Coffee is held at UWA's Business School Carpark on Hackett Drive, Crawley. **The next meeting will be held, immediately post-Christmas, on Sunday 27th December 2020.**



**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 1st December** at the WA Light Car Club on Moojebing Street, Bayswater. Pizza, wine & beer will be served. **Ross Zampatti will discuss his experiences in European auto racing.**

3^{R D} 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 3rd 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	http://www.porscheclubwa.org.au/
8 March	Midvale Speed Dome	TSOA	https://tsoa-wa.com/events/
4 April	Mt Ommanney	VSCCWA	CANCELLED
5 April	Flying 50	VSCCWA	CANCELLED
23 May	Point to Point	WA sporting Car Club	CANCELLED
30 May	Mt Clarence Hill Climb	VSCCWA	CANCELLED
31 May	Albany Around the Houses	VSCCWA	CANCELLED
27 September	Port Denison Sprint	TSOA	https://tsoa-wa.com/events/
6 December	Vintage Stampede	VSCCWA	http://www.vscwa.com.au/





NATIONAL PASTA RUN RALLY

SUNDAY 22nd NOVEMBER



2020 Pasta Lunch is at:

**The Black Swan
Restaurant &
Vineyard**

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

On Sunday 22nd 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.

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

Shared Antipasti starter
Chicken pasta*
Bread & Rolls

Garden Salad
Lasagne*
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

BOOKING DETAILS:

- **[The Trybooking link to book for the lunch is now closed, but you can still join the run.](#)**

DRIVE & LUNCH PLAN:

- All Italian Cars & their drivers and partners should meet at Midland Shopping Centre at 09:45. The run will commence by 10:15.
- An interesting morning drive tour route has been planned with cars arriving at the Black Swan Vineyard at approximately midday.
- After an opportunity for wine tasting, sit down for lunch is timed for 12:45.

QUERIES: Ivan Olsen Mobile: 0418.921.225 Email: ivanolsen51@gmail.com
Greg Smith Mobile: 0419.135.886 Email: 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



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 13TH DECEMBER 2020

The AROCA WA Christmas Lunch for 2020 will be held at The Vineyard Kitchen in the Bickley Valley on Sunday 13th 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 only a few places are left!

On Sunday December 13th, we will initially meet at the Gosnells Railway Markets for coffee and perhaps a markets visit, before the morning club run in convoy to the Vineyard Kitchen restaurant for lunch. Final details regarding the car run before the Christmas lunch will be advised very soon.



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

Only a few places remain for the WA Alfa Club's Christmas Lunch!



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
email: alfesta2021@alfaclubsa.org.au



SCAN ME

BE SURE TO BOOK SOON AS PLACES ARE LIMITED



FINANCIAL REPORT MID - NOV '20

Treasurer's Report, dated Wednesday 18th November 2020



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

Treasurer's Report as at 18th November 2020

Opening Balance b/f 15/10/2020 \$3,663.81

INCOME

Memberships

15/10/2020	C.Alexander		\$80.00	
16/10/2020	P.Reed		\$80.00	
	C.Reuben		\$80.00	
6/11/2020	S.Bartolo		\$80.00	
10/11/2020	B.Moran		\$80.00	
16/11/2020	K.Nakaseko		\$80.00	
	K.Cunningham		\$80.00	
	A.Stanbury		\$80.00	
	R.Faranda		\$80.00	\$720.00
17/11/2020	TryBooking	Pasta Run		\$3,670.00
Interest Received				
30/10/2020				0.31
Total Income				\$4,390.31

PAYMENTS

17/11/2020	TryBooking Fees	Pasta Run	\$91.75
17/11/2020	Black Swan	Balance of Pasta Run Due Inv ARCO22112020	\$2,978.00
TOTAL PAYMENTS			\$3,069.75

Net Movement

\$1,320.56

Closing Cash Book Balance	\$4,984.37
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Closing Balance Westpac 18/11/2020	\$4,984.37
Reconciliation Variance	\$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 15/10/2020	\$14,177.80
Interest Received 31/10/2020	\$0.58
Closing Balance c/f 18/11/2020	\$14,178.38

TOTAL FUNDS AVAILABLE

\$19,162.75

EDDIE BERNARDI
TREASURER
18th November 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 30th 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 (1st July 2020 –

30th June 2021)

Associate Mbr Fee: \$80 (1st July 2020 – 30th 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 # (if applicable)

Please complete the above form and email it to AROCA WA at 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 30th 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 concessionaly 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



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)

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	Glen is AROCA WA's life member #2. He is a club hero of both the WA Alfa & WA Fiat/Lancia clubs - both are surprised by how much Glen is involved in the other.
Bruce Thomas	6	20	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.
Norm Craven-Kelly	7	15	In this article, Bruce Thomas recalls the late "Il Presidente", a key founding member in both the Vic. & WA AROCA divisions and a larger-than-life character.
John Schoen	9	17	Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.
John Court	12	21	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.
Andrew Murray	13	24	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.
Michael Barrenger	15	8	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.
Leon Cottle	18	21	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.
Greg Smith	19	13	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!)
Ivan Olsen	19	15	AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa after he arrived in Perth in 2009.
Ugo Sivocci	25	13	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.
Keith Martin	28	8	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.
John Reed	33	7	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!
Paul Blank	34	10	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.
Keith Martin (update)	35	24	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.
Rachelle Domansky	36	10	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.
Piero Pagano	37	13	Piero is a new WA AROCA member, but his love of cars started very early. His career has always been in automotive electrics.
Scott McKivett	38	10	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.
Anita Percudani	40	10	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.
Kyle Atwood	42	14	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.
Someone you know ?	When ?		We are keen to interview other Club members for this series of member profiles.