



Yes, it is summer - but, clearly, this photo comes from the Amalfi coast in Italy, not somewhere in Western Australia.

The committee of AROCA WA hopes that you have had a great 2020 festive season.

Please find the latest information regarding our 2021 program in this issue.

Do note that this issue, the February 2021 edition of Alfa Occidentale, marks the start of the 50th year since the formation of AROCA WA, the WA Alfa Club. AROCA WA is the second oldest division of the Alfa Romeo Owners Club of Australia (AROCA). The WA Division held its very first meeting in February 1972.

Therefore, our celebratory 50th year will culminate in AROCA WA achieving its Golden Jubilee at an important club celebration night to be held in February 2022.



This is the **45th edition of ALFA OCCIDENTALE**, the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). It includes currently available program information for the WA Alfa Club's planned activities during 2021.

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FEBRUARY 2021 OUTLOOK FOR AROCA WA ACTIVITIES

- The latest version of the 2021 calendar for the Club is provided in this edition. Check the announcements below for details regarding bookings for lunches (etc.) at these events.
- The Club's first event for 2021 was a fish and chips riverside dinner on the Swan held on Thursday 14th January 2021. Over fifty members, guests and partners attended with most of those present enjoying a fish and chips picnic dinner while watching the sun set across the Swan River with the city in the background.
- AROCA WA is holding a **sunset run and buffet dinner on Thursday 4th February**, starting from the North Mole in Fremantle and ending at the Marmion Angling and Aquatic Club (MAAC). Do note that, if you can't make it to Fremantle in time for the start of the sunset run, then you could meet the club for the dinner at Marmion soon after 7pm, should you prefer. Bookings for dinner can be made via Trybooking at: <https://www.trybooking.com/BNQVY>
- **The March club night at AROCA WA** will be held at the Light Car Club of WA's facilities in Moojebing Street, Bayswater on **Tuesday 2nd March**. There will be a presentation and discussion on 105s restoration led by John Reed, while the club will provide Wine, Beer & Pizza.
- A **Dawn Raid run** will be held in the early morning of **Sunday 20th March**. This new style of event will be run by Aidan Daly and Greg Smith, ending with a group breakfast. Details TBD.
- The April club night will be held on **Tuesday 6th April**. It will be a **dyno night** at AROCA WA member, Steve Boyle's workshop. Look for more information in coming magazines and emails.
- **ALFESTA 2021** will be held at McLaren Vale on South Australia's Fleurieu Peninsula over **Easter 2021**. If you want to attend 2021's great national Alfa Club event, do book very soon as only very few spaces remain. Some WA members are planning to attend. Concerns about the running of this event have been expressed, given the current status of the pandemic. Should a cancellation become necessary, then AROCA SA plans to refund registration payments.
- On **Sunday 18th April**, the **Shannon's Classic Car Show** will again be held at Ascot Raccourse. Are you interested in exhibiting your Alfa at this huge classic car event? Let Club Secretary, Greg Smith, know if you plan to attend.
- As the month, February 2021, represents the beginning of the AROCA Western Australian Division's 50th year of existence, a full year of celebration is planned. This year, a season of events celebrating the club's 50th year will continue through to the club's golden jubilee 50th anniversary night a year from now in February 2022.
- As part of the club's 2021 lead up to its golden jubilee, Eddie Bernardi has organized an **extended club run, leaving Perth on April 29th, driving to Kalbarri for an overnight stop, then continuing to Denham and Shark Bay** for two nights, including a whale watch boat trip. Return includes an overnight stop in Dongarra. The trip runs for 5 days, **returning to Perth on 3rd May**. Register to secure your place via Trybooking. (Trip limit is 20 cars, with 13 already booked!) <https://www.trybooking.com/BNPTW> (Closes at COB on Monday 31st Jan 2021). ////



FISH & CHIP SUMMER PICNIC HELD BESIDE THE SWAN RIVER



On Thursday 14th January 2021, the AROCA WA held its first event for this calendar year. Over fifty WA Alfa Club members, partners and friends met on the Swan River foreshore in a picnic area at the end of Coode Street in South Perth. Initially, everyone had to struggle to find parking spaces for their Alfas, even though there is a large car park in the Sir James Mitchell Park and so easy parking had been anticipated.

The unexpected level of busy-ness in the area was due to a group of 'food trucks being present there on the night. That event had brought many non-Alfa loving local residents along to watch the sunset too while they enjoyed an informal meal beside the river.

After some searching in the carpark, all our Alfa club drivers, eventually managed to find spaces for their cars, but no two Alfas could be parked adjacent. Therefore, no photographic record was attempted of our group's highly spread-out Alfa car display. Those guilty of arriving in non-Alfas were able to park anonymously and (mostly) went un-noted by the evening's organizers.

Nonetheless, everyone found somewhere to sit relatively close together under the Paperbark trees that faced the river and enjoyed a great sunset view towards the city. Wonderful food organizers, Rita and Sam Calabro, soon arrived with a car load of 47 pre-ordered fish & chip packages for all the non-vegetarians and non-vegans who attended the picnic.

The set of photos below includes shots of most of those who attended this first club event for 2021. The level of discussion was animated. A fun evening was had by all. It did seem that the club managed to take away all items brought into the park, even though everyone finally packed up their picnics soon after the sun set while darkness rapidly descended.

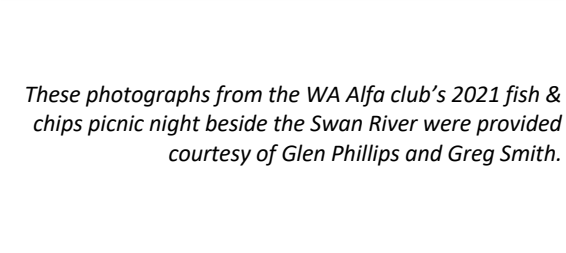
ALFA OCCIDENTALE

Issue 45, February 2021



ALFA OCCIDENTALE

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These photographs from the WA Alfa club's 2021 fish & chips picnic night beside the Swan River were provided courtesy of Glen Phillips and Greg Smith.



FIAT - PSA MERGER COMPLETED: STELLANTIS HAS ARRIVED

The information below came from sources including Bloomberg.com, Forbes.com, motor1.com and AutomotiveNews Europe, all appearing early- to mid-January 2021.

On Monday 4th January 2021, Fiat Chrysler Automobiles NV and Groupe PSA obtained sign off from their respective shareholders for the formation of a combination that has endured two years of extraordinary drama, marked by on-again off-again talks, the continuing transformation of the automotive industry, not to mention the impact of a global pandemic.



The Fiat-Chrysler and PSA merger has formally formed Stellantis.

At meetings held on Monday 4th, investors approved a merger to form Stellantis, which is now the world's fourth-largest automaker. PSA's former chief executive and the new CEO of Stellantis, Carlos Tavares, said shareholders' approval was nearly unanimous.

The \$52 billion tie up of FCA and Groupe PSA was formally completed on January 16th. Initial stock listing for Stellantis took place in Milan and Paris on Monday 18th January and in New York on Tuesday 17th where the Stellantis Chair, John Elkann, rang the bell in the New York Stock Exchange, signalling the event.



Carlos Tavares, chief executive officer of PSA Group,

The proposed combination was first announced in late 2019. The merger culminated a search that former FCA CEO, the late Sergio Marchionne, first launched in 2015 to find a partner which could help FCA shoulder the massive investments needed as the industry continued its conversion from internal combustion to electrical powertrains and also prepared itself for increasing levels of autonomation.



This newly merged company is now larger than General Motors, but smaller than Volkswagen, Toyota and the Renault-Nissan-Mitsubishi alliance. Stellantis holds a broad portfolio of more than a dozen brands, ranging from FCA's highly profitable Jeep and Ram to Peugeot, Citroen, Dodge, Chrysler, Fiat, Alfa Romeo, Maserati and the former General Motors European brands, Opel and Vauxhall, that were acquired by PSA in 2017.

"Stellantis will be a sort of conglomerate of brands, some great and some not so good and most very regional," Jefferies analyst Philippe Houchois told Bloomberg. "The merger will be a good opportunity for a reset."

The increased scale is designed to enable the combined enterprise to save money on parts, raw materials and technology. PSA has estimated those savings could be as much as \$6 billion over several years. However, these cost reductions could take longer to achieve than was once expected, given that global auto sales, already hit hard by the pandemic, have begun a slow recovery that could last well into this decade. Some under-utilized factories may have to close, even though Stellantis executives did pledge not to shutter any plant. LMC Automotive, an industry consultant, has estimated that PSA's and FCA's current manufacturing footprint is capable of producing 7 million more vehicles per year than they could sell today.

"No global car company can afford not to be in the largest car market in the world (China)", Tavares said in November at the Reuters Automotive Summit teleconference, though neither PSA nor FCA are major players in the Asia-Pacific or China, where VW and GM do have substantial footholds.

The Stellantis management team now has John Elkann, heir to Fiat's founding Agnelli family, as its chair, with Tavares as the chief executive. The FCA CEO, Mike Manley, has become head of Stellantis operations in the Americas, where he will be leading reintroduction of Peugeot into North America.

Fiat Chrysler shareholders collectively have received a pre-merger dividend of 2.9 billion euros. Initially, the deal called for a 5.5 billion Euro dividend, but the Agnelli family agreed to cut that by 2.6 billion Euros to give Stellantis more cash for operations.

Stellantis aims to boost returns at a new scale that more closely resembles GM and Toyota. Additionally, the greater shared resources that became available for Stellantis should enhance its ability to compete with electric-car upstarts and other tech-industry interlopers. However, plenty of challenges await the company now that the deal is finally closed. An amalgam of model lines with enviable positions exist in certain segments and areas of the world, but, on the other hand, neither of the existing auto companies has that much foothold in luxury-cars, or in China.

The combined company has an impressive presence across North America's lucrative truck and SUV segments with FCA's Ram and Jeep divisions. Meanwhile, PSA's revitalized Peugeot and Citroen brands have excelled in Europe; they are the envy of its turnaround-minded French foe, Renault. But the two companies also have their weaknesses. The merger of Fiat with Chrysler did little to improve the fortunes of the Alfa Romeo and Maserati luxury lines, while PSA's purchase of Opel only made the company more reliant on Europe's crowded and shrinking market.

Governance Issues

Tavares "has a strong track record in M&A and operational restructuring," Institutional Shareholder Services (ISS) analysts reported. However, while this proxy adviser recommended to investors that they vote in favour of the merger, based on its strong strategic and financial rationale, it also raised some concerns about the governance of Stellantis.



In particular, ISS took issue with a loyalty voting structure giving greater sway to investors who have held shares for at least three years and also with a binding-nomination process in which only the board is able to nominate new additions, plus a move away from annual director re-elections.

Stellantis Chairman, John Elkann.

Those qualms may be set aside with Fiat-Chrysler shareholders being paid a pre-merger dividend

of 2.9 billion Euros.

Last September, the Agnelli family, which controls Fiat Chrysler and is led by Chairman, John Elkann, agreed to shave 2.6 billion Euros from the initial dividend that FCA's shareholders were to receive in order to give Tavares more cash to work with once he takes charge at Stellantis.

Extracting Savings

Fiat-Chrysler and PSA have raised their estimate for annual synergies that Stellantis should achieve up to 5 billion Euros, so putting yet more pressure on Tavares to create efficiencies. The two companies had previously said they could extract 3.7 billion Euros in yearly savings, without closing any plants. The pandemic may have changed those calculations though and Tavares will need to navigate political cross currents in France, Italy and USA, where the automaker has deep national roots. Tavares has a great past track record in auto turnarounds though. He has tackled tough jobs such as leading Peugeot back from the brink in 2014 and later, in reviving Opel after acquiring it from GM in 2017.

In Stellantis, Tavares and Elkann are going to have to respond to the pressure to pool resources currently plugged into product development, manufacturing and purchasing to free up money that can be used to make big bets on electric cars and in self-driving systems.

But being bigger doesn't always reap guaranteed rewards. Clearly, Tesla Inc. is now far more richly valued than VW, which has staged the biggest effort to date among the incumbents to electrify its vast fleet. Meanwhile, GM has retrenched from many markets as it limits its focus to North America and China, while Renault and its alliance partner Nissan have restructured after huge losses.

Jefferies analyst Philippe Houchois commented that, while the auto industry has been chasing size and consolidation for years, this synergy been slower in coming than many expected. He further added: "The question now is whether GM, Toyota and Renault-Nissan may already have provided evidence that there are limits to this strategy."

Future Italian government stake in Stellantis?

Italy could take a stake in Stellantis but any such investment would be made in a consensual way, Italy's deputy economy minister, Antonio Misiani, has told an Italian newspaper. "A possible presence of the Italian State in the capital of the new group, similar to that of the French government,



cannot and must not be a taboo," Misiani told *La Repubblica* on 6th January. Misiani also said that because Stellantis involves the Italian national interest from an employment and industrial viewpoint, a possible investment could take place under certain conditions "which do not exist at the moment."

The French government was one of PSA's largest shareholders and now, it holds a 6.2% stake in the newly-merged Stellantis. The Agnelli family's holding company, Exor, which had been FCA's main shareholder, is now Stellantis's largest single investor with its 14.4% holding.

Misiani also pointed to the need to go beyond incentive mechanisms already in place and to adopt a new medium to long-term perspective that includes environmental goals. "Technological challenges intersect with the ecological transition," he said. "This is precisely why important resources can come from the EU recovery fund, which pays a lot of attention to decarbonization." ///

I N O T H E R A L F A R O M E O N E W S

By Martin Leaver

This mildly re-edited article covers a series of Alfa topics. First written by Martin Leaver for his AROCA NSW ACT chapter's Jan. 2021 newsletter, it is also included here with his permission.

One last hurrah for the 4C comes in a very limited "33 Stradale Tributo" edition

On 14th December 2020, Alfa Romeo announced the 4C Spider "33 Stradale Tributo" at the FCA facility located at Auburn, Michigan. Only 33 4Cs are proposed for this model run, which is described as being the final 4C model for the USA market. At www.alfaromeousa.com you are still allowed to



configure your own 4C, which can take the price up from the US\$67,150 base to US\$89,325, once you tick all options.

The "33 Stradale Tributo" uniquely offers a red transparent finish to the carbon fibre tub, Rosso Ville d'Este paint colour. It also adds gold wheels and specific badging for the model. Each car comes with a special book on the design of the 4C.

Alfa has also ticked every option available for the USA market, while charging US\$79,995, plus US dealer delivery charges. The Australian option list for normal 4Cs is shorter, with many features already included as standard, but which are optional in USA.

Tracie Stoltenburg, the current Alfa Romeo communications director, has said that a couple of cars will be available for the Australian market, with further details to be made available in coming months. That the 4C is still being made is a bit surprising, given that it disappeared from European Alfa Romeo websites a while ago. Perhaps the Maserati MC20, which I had presumed would use the same production line at the Maserati factory, might have production delays, allowing these final 4C models to be produced.



Your new Polish-built Alfa Romeo?

Although the former FCA CEO, Sergio Marchionne, had said that all Alfa Romeos should be made in Italy (ignoring the Swiss Formula 1 cars), which led to the Abarth 124 being a Fiat not an Alfa Romeo, FCA has announced that it is investing €165 million in its Tychy plant to make hybrid and electric Fiat, Alfa Romeo and Jeep models, starting in the second half of 2022. That timing suggests that this Alfa Romeo model will be smaller than the Tonale, as the reported plan for the Tonale is to build it at the Pomigliano d'Arco plant near Naples; a plant that was first constructed to make the Alfasud.

The clubalfa.it website is leading the pack with Alfa Romeo rumours, including suggesting that the new small SUV will be named the Alfa Romeo "Brennero", using Groupe PSA's CMP platform, and that it will arrive on the market (presumably in Italy) early in 2023. Therefore, we might also see it in Australia within three years.

The Tychy plant sits in Poland's industrial southern region of Silesia and is one of FCA's largest. The plant currently employs around 2,500 people. This investment, should it be completed, would boost Poland's switch to EVs and help its auto sector catch up with the local competition from the Czech Republic and Slovakia.

In its recent 4 year plan, FCA said it will spend 9 billion euros on electrification as part of investment plans totalling 45 billion euros. However, with FCA having just completed the merger with PSA to create the world's No.4 carmaker, many yet-to-be-announced changes may well be made to this plan.

The ClubAlfa.it website also reported that Giulietta production would stop on 22nd December 2020, with the Cassino production line then to be used for the Maserati Grecale, which is based on the Stelvio and Giulia's Giorgio platform. A Giulietta replacement was also flagged for a 2023 debut, so Australia could get a new hatchback to go with all the SUVs in 2024.

Is this the \$105 million dollar question?

Restomods have been in the motoring media quite a bit recently, especially with the Alfaholics GTA-R being driven by Jeremy Clarkson (see Alfa Occidentale #43) and by Chris Harris.

The list of options you can get with an Eagle E-Type or Singer 911 is particularly extensive, and Alfaholics is not far behind, albeit with more of a bias towards lightweight components than luxury finishes. Additionally, just as Eagle and Singer have competition, there are many other options for sourcing your own special 105. For example, there is a Totem Automobili Giulia GT electric 105, which seems to be the most extensive and expensive option. This particular Giulia is a real "back to the future" modified version, so it seems appropriate that Totem uses McFly technology for its electric powertrain. (But I digress.)

During a back-and-forth discussion with James Barlow from the Fiat club (who is working on an AC series Fiat 124), I got to thinking about 105 coupes. As a result, I looked at what was for sale online, more out of curiosity than in an endeavor to buy anything.

There were two cars that really caught my attention, both of which had been restored and also enhanced beyond their original specifications: Doug's 1750 GTV and Nathan's 1300 Junior. Doug's car was listed at \$150,000. It looked like a brand-new car, but with an interesting selection of modifications. As I was to discover after meeting Doug, the story of this car differed from my expectations.



Rather than being a kid in a candy store, picking everything except the liquorice all-sorts, Doug's original plan was to build a race car, but that reconstruction eventually took a different turn. Meanwhile, Nathan's build, on which he did quite a bit of work with his dad, was completed closer to his ideal specification.

Doug has raced a 105 previously, coming up with various carbon fibre panels, well before Alfaholics looked towards any prospective GTA-R buyer agreeing to re-mortgage the house. Doug then moved to racing Formula Fords before being taken out on turn 1 at Eastern Creek and rolling five times. That experience encouraged him to move back into tin tops.

Doug sourced a Silver 1750 GTV from Victoria, with it having a restored interior with burgundy leather and an upgraded 2000 engine, in addition to the original 1750 motor.

After getting the car to NSW, the body was given a more thorough inspection in which rust showed up in the floors and sills - so this car wasn't going to go racing any time soon.

In the NSW southern highlands, Doug lives in Exeter, while Tim Doyle's business is located the nearby town of Bowral. See: <http://www.zooautocraft.com.au/>. Therefore, Tim was the obvious person to do the bodywork repairs for Doug, which turned out to be extensive.

Tim rebuilt Doug's car using the engine bay of a GTV 2000 and a frame that was reinforced with Alfaholics chassis stiffening

braces. Tim included mounting points for a six-point harness and a roll cage, both of which are hidden under the carpets and parcel shelf. What is still missing from the fully kitted race car are any light-weighted panels or windows.

The body was painted in the Vesuvio Grey which is available on the 952 Giulia. I had wondered why Doug had chosen this colour, especially for a small car, as it can blend in with the road. However, the grey does go well with the burgundy interior and, once I learned that the interior colour had come with the car, for Doug it became a case of finding a paint colour that suited the interior. Doug favoured Momo Vega wheels, but he preferred them without the usual black contrast, as seen on



Nathan's car. Certainly, these are a change from the replica GTA wheels often seen, while they still fit in with the period look.

The engine has been refreshed with new valves, new timing chains, new oil and water pumps and a ported head - and so it should be as reliable as can be expected.

The engine had been installed by the previous owner and it had come from an Alfetta. The new camshafts are listed as 105.48, which is a factory 'high lift' camshaft

for a 1750 Series 2 engine. The compression ratio is 10.4:1, due to Borgo high comp pistons, the carburettors are 45 mm Webers with aluminium extensions and the exhaust is an Alfaholics stainless steel system with ceramic coated headers.

Doug was generous enough to let me drive his car. During my drive, I found it was quite happy at high rpm (to the point of wondering if the tachometer was reading high), but it wasn't so happy at low rpm. I know very little about tuning the Busso Bialbero engine, or about carburettors in general, so I don't know if different carby-jetting would make a significant difference. For my taste, too much low-end civility had been traded off for the high rpm running.

The driveline also features a Tilton steel flywheel and clutch, which should provide sufficient strength for the occasional track day or tarmac rally event, but Doug said they weren't up to a full racing specification. From outside the car, these additions did make the car sound a bit broken, but inside, the engine noise in the car hides this.

The braking system has been completely upgraded, with dual master cylinders allowing brake bias adjustment. The brakes do not have any vacuum boost. The absence of brake boosters reduces the clutter under the bonnet and makes a small contribution to lowering the centre of gravity. However, the brake discs look a little odd to younger eyes as they aren't ventilated, but the main thing is to be wary of the brakes, when cold, as the car has had high temperature pads fitted.

Possibly the most interesting modification to this Giulia was to the differential. Beside adding additional plates to change the limited slip lock up, David Bosnjak had modified the housing so that the drive shafts are angled to give the car negative camber and toe-in on the rear wheels. Normally the static camber and toe are zero, with suspension loads causing the axle to steer slightly, and the cornering forces leading the outside tyre to compress while the outside wheel gains positive camber. It is common for 105s to have stiffer bushes fitted to reduce the rear axle movement, but Doug's car takes this to another level.

Tim Doyle said it was the best 105 he'd ever driven for rear grip and stability and he was happy to be quoted as saying it was the best handling road-going 105 that he had ever driven. (Doug was very complimentary about Tim's racing skills too). While I don't have Tim's experience with the cars, it did feel more secure than other 105s that I have driven.

When I look at one of the photos above, I can see that the rear wheel is slightly forward in the wheel arch compared to a standard 105. Doug did mention that depending on the intended usage, a Watt's



linkage would be another enhancement, but that modification isn't allowed in the racing class that Doug was intending to compete in.



The suspension and brakes were upgraded to support racing, with additions such as reinforcement plates for the front anti-roll bars and larger rear wheel bearings, new steering arms for faster steering, an Alfabolics aluminium reaction trunnion with a rose joint for holding the differential in place, plus all the usual spring and damper changes. Doug went with Classic Alfa's 'fast road' springs on a recommendation of what would work well.

On my drive I did wonder if the steering was quite right, with the weighting/resistance seeming a bit uneven as the steering is wound on, but it being a slightly wet day - and with me in an unfamiliar car, I won't second guess Tim's opinion.



By comparison, Nathan's 105 is a GT Junior 1300 that has been fitted with a 1750 engine. It is a car that he has restored with his dad. Nathan's father had owned and worked on several Alfa Romeos and this was Nathan's third 105 coupe, following a previous 1750 and a 1600. He had briefly owned a fourth before deciding that car wasn't right.

The Junior is potentially a cheaper way to get the step-nose look than buying an earlier 1600 Giulia, but with prices being all over the place, it is hard

for the non-expert to be too sure about that.

In Nathan's case, he has pretty much built the 105 that he wanted, but he is now selling it as, these days, he is driving in MGBs and he doesn't have the time for two toy cars.

The Junior had been upgraded with fairly common upgrades: alloy wheels, a more powerful engine and an upgraded suspension. What is a little unusual is how sparse the interior is, with the original two spoke steering wheel and lack of a centre console around the gear lever, neither of which have been upgraded from specifications of the GT Junior.

The paint has been refreshed in its original ochre yellow, but Nathan admitted to two small rust spots. He said that the sills and floor are rust free, but this will raise doubts. It is a major difference



compared to Doug's car where an acknowledged expert has done the necessary work, and all the panel gaps are as good as you can make them.



One of Nathan's desires was for individual velocity stacks, so the engine has four red foam air filters; something Doug told me he's not a fan of. Doug had shown me a carbon fibre air box that he had made for his earlier 105, allowing air to be ducted from outside to the carburettors, rather than taking hot air from the engine bay.



Nathan also used some Alfaholics parts in his car, particularly one of the fast road suspension kits to give a more secure feeling to the handling. While this probably is effective, it wouldn't be anything like Doug's car. Overall, there is nothing particularly unusual about the modifications that Nathan has made. I asked him whether a major change, such as installing an Alfaholics air conditioning system had any appeal – if not for the \$10,000+ cost – to which he said No, as he believed he could rely on the Victorian weather giving him enough opportunities to go for a morning drive most weekends.

Nathan had made the car he wanted, but the car passion he had inherited from his dad was now taking him towards a British roadster.

With the prices for 105 coupes following the classic Ferrari and Porsche values upwards over the last few years, these two cars are interesting examples for consideration. If the market keeps on rising, then Doug may find a buyer who allows him to recoup more than half the money that he has spent on completing his car.



For many people, a good 105 is becoming too valuable a proposition to consider taking racing, but depending on the choices made, Doug's car could be tweaked to become an effective car for timed rallies, or it could further refined to achieve better on-road manners, such as replacement with a different clutch and via some carburettor adjustments. Both could be done without spending a huge amount more.

I would be surprised if a buyer kept Doug's car exactly as it is now. But with major bodywork to remove rust and further work to perfectly align the doors, or, perhaps, spending \$40,000 on an engine, there are plenty of ways to over-capitalise a nice 105.

Nathan's car seems to be "fully priced". A few years ago, \$82,500 would seem an extraordinary amount for a GT Junior, but, as Nathan was telling me, "I'm not asking more than \$100,000, unlike



some restored cars". There is great value in a straight body, but it is concerning that there are known rust spots on the car already. As the base for someone else's dream 105, this car seemed too expensive to me.

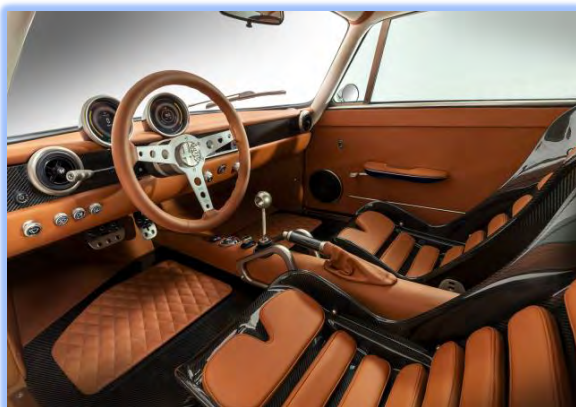
However, there is another argument as to whether any regular production run 105 coupe, especially a modified car, could be worth 4C money. The sentimental value of having an older car, such as a Giulia 105, is hard to quantify. You can find clips on YouTube where the driver is experiencing a well sorted 105 for the first time and is in love with how it drives. The small size of the car, which is made possible by the lack of crash safety, the light weight, and the sound of the engine, all create such a different driving experience when compared with what most of us are now accustomed to. Over five decades, a lot of knowledge was built up regarding how to make 105s drive well, making the most of what was some fairly simple chassis engineering.

Alfa Romeo's heritage and the styling bring additional elements to the package. After all, similar levels of small size and weight are also available in a Mazda MX-5, and you can achieve a similar sound by fitting individual throttle bodies. But you probably won't get that petrol smell, and you will be reminded of the present with such luxuries as intermittent wipers that clear most of the screen.

The Totem Giulia GT Electric



The Totem Giulia GT Electric, which is advertised for €430,000, is effectively a new car that has exploited being a modified old car to let it get round modern design rules. The styling, which refines the wide-arched look of the 105 GTAm, won't appeal to everyone, but it is likely to be the only thing that really resembles the original car.



The increased weight, completely revised suspension, stiffened frame and the much wider tyres mean that it is unlikely to ride and handle like a normal 105, even before you begin to consider the matter of the electric motor's instant torque and different sound.

Whether the Totem retains the standard wind noise leaking in, will be unlikely to be reported on by any of the Instagram influencers who may be allowed to drive it.



Totem's Giulia appears to be one young guy's dream of the perfect 105 coupe, but cleverly attached to a business plan that hopes to get other people to pay for it by allowing him to make another 20 copies of the same car. This may be very smart thinking if those other buyers can be found. Whether those new Totem Giulia buyers will completely enjoy what they've bought remains to be seen.

To Summarise:

These subjective opinions are by nature individual, but getting true expert advice is difficult to achieve these days with an internet full of opinions from people with limited experience. For example, the 15" replica GTA wheels are available in different weights. The lighter wheels are theoretically better for ride, handling, acceleration and braking; but would you feel the difference? Without trying both variants, you wouldn't know. You could also spend £21,875, plus shipping, taxes, fitting costs, etc., on a titanium suspension system from Alfaholics, all for a marginal lap time gain. Would you be better off saving your money, and spending a little on some driver coaching and also buying yourself some softer tyres that you may have to replace more often? Or, maybe, even buying yourself a Lotus Elise, or perhaps taking a big overseas trip? What would you enjoy more and what would give you the better memories?

However, if you want the complete 105 experience in a car without rust in it, then your preferred Giulia 105 is likely to cost you a lot of money. While some cars aren't too expensive to fix, should major work be needed, and then it is done to a high standard, it can exceed \$100,000. While offering you peace of mind, any rust repair probably will not noticeably change how your car drives. Having spent that amount of money on your car, do you keep it stock, or do you look to make it more to your individual taste? Some people argue that factory original is usually best - and it is almost always the cheaper option.

However, should you decide to start down the modification path, then you can spend a lot of money getting exactly what you want; potentially trialling and then discarding some disappointing components along the way. Beyond minor engine and suspension modifications, it will most likely become quite expensive to reach the point where it appears that the car is truly finished, at least when viewed by other people. At that point you are likely to have spent much more than the car is worth to anyone else, particularly as they may well have certain different preferences.

For me, the modified cars are more interesting options; seeing what changes have been made and, in some cases, finding out why the particular modifications were chosen. I think that the successful marketing coming from Alfaholics will keep that company (and other similar businesses) with a good flow of work for some time to come. In addition, at some point in the future, we may start seeing modifications to support synthetic fuels, which may help keep these cars on the road a lot longer.

This Tipo 184 is an Alfetta 158 replica

Ant Anstead, best known to some as the guy who replaced Edd China for the interesting bits on the Wheeler Dealers TV show, has come up with a styling replica of the 1930s Alfa Romeo Alfetta 158 that went on to win the 1950 World Championship.

Pitched at the British kit car market, the Tipo 184 was originally developed to use MGB parts before Ant decided to switch to an MX-5.



Technical details are still to come, but the name probably comes from an NB MX-5 chassis (1998-2004), using its 1.8 litre four-cylinder engine, rather than the original Alfetta's 1.5 litre straight 8. You could use a 1.6, but the Tipo 164 is already taken.

It is not clear what it would cost to complete this kit-car, but including a cheap MX-5, it is probably less than the equivalent of AU\$50,000. For details: www.tipo184.com.

105 GT JUNIOR BREAKS RECORD IN BUOYANT CLASSIC CAR MARKET

Edited from an article by Tom Pitt published in www.cityam.com on 7th Jan 2021.



An Alfa Romeo GT Junior has recently sold for £50,000, smashing the auction world record for this 105 series model. This particular stylish classic coupe was originally exported into Australia in 1971. It attracted 261 bids during a seven-day online sale.

The record price offers further evidence of a currently robust collector car market, which, to date, has resisted the impact of the Covid-19

virus. Furthermore, online auctions are continuing to boom these days as face-to-face gatherings are still hard to set up and control in both the USA and Europe.

Ironically, a GT Junior was originally conceived as a cheaper route into Alfa Romeo ownership. The Giulia GT Junior was launched in 1965, when it traded-in the 109hp 1.6-litre engine of the Giulia Sprint Veloce for a 90hp 1.3 litre version with twin carbs and twin cams. In the late 1960s, the GT Junior was particularly popular in Italy, where the then current tax regime penalised larger engines (with a similar effect to that seen in other 'downsized' classics, such as the [Ferrari 208 GTB](#)).

While the GT Junior's performance was steady (0-60mph in 12.6 seconds), it did have a gutsy willingness to rev, coupled with a sweet gearshift and a balanced, rear-driven chassis – all of which made it wonderfully engaging to drive. While you might be outgunned by someone in a family-spec [Ford Focus](#), who cares? You are in an Alfa. Then there's how the GT Junior looks: pert, pretty and brimming with Italian *brio*.

The most distinctive feature of early 105-series coupes was the *scalino*, or 'step front', where the leading edge of the bonnet sits 10mm proud of the bodywork. However, later cars in the series, such as this one, have a flush front end.



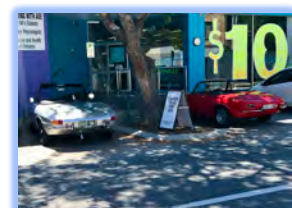
Flared wheel arches, a flowing roofline and a chopped Kamm-tail also hint at subtle sportiness, while the period-look 15-inch Alfaholics alloys fitted on this car are just gorgeous.

Other modifications for this auction-price-record-holding GT Junior include the fitment of a 1,750cc engine (i.e., similar to one used in the standard GT Veloce from 1967), together with new Weber carburetors, Piper-cross filters and electronic ignition.

There is also uprated suspension with Koni dampers and 40mm lowering springs. In addition, the brakes have been bolstered with a dual-circuit balance box.

The car otherwise is standard, but it has been restored to near-concours condition. Following a bare-shell respray with Glasurit paint, every chrome part was re-plated or replaced, with every rubber seal also re-installed new. It seems safe to say that this Alfa Romeo is smarter than it would have been on the day it first rolled off the factory floor – and it is certainly less likely to rust.

This GT Junior caused a stir among fanatical *Alfisti* with an auction price far in excess of the Hagerty's market estimate of £30,900 for a similar model in perfect condition. The car and its auction result also greatly impressed Chris Pollitt, of [Car & Classic](#) who commented that "I have never seen a restoration that had been carried out with such care and incredible attention to detail." ///



2 Duettos outside a gym in Claremont. Your first 2 weeks of Gym costs \$10, but note Ross Waring's car is not in the package.



RECENT OVERSEAS ALFA SALES

In the latest on-line edition of Sports Car Market (SCM), its February 2021 edition, only one auction result for an Alfa Romeo was noted.

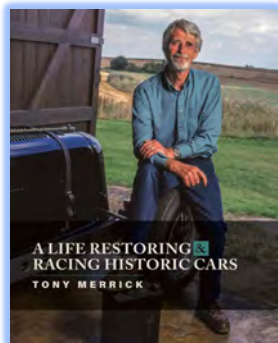
RM SOTHEBYS, ELKHART, INDIANA



#2212-1971 ALFA ROMEO MONTREAL coupe. S/N AR1425491. Red/black cloth. Odometer: 71,146 km. 2.6-L fuel-injected V8, 5-speed. Mostly original example with excellent body and paint, but some cracks and touch-ups are evident. Window felt is original and worn. Cloth interior also excellent apart from some aging to the rear shelf, fading to the dash buttons and a crack in the horn button. Engine compartment is well sorted and detailed. Cond: 2.

SOLD AT US\$106,400. *US federal safety regulations adopted in the early 1970s all but sealed the Montreal's fate in the USA. Only about 100 of the 3,925 that were produced ever snuck their way across the border, and as a result, today, Montreals are rarely seen in the USA. Too bad, as its 4-cam V8 and ZF 5-speed transmission make a sweet combination. This example has led a charmed life and it was the one to buy. A solid, but not over-the-top, price given the car's outstanding condition. ////*

VALE TONY MERRICK



Rod Quinn has advised the club that Tony Merrick, whose new book was reviewed in the last edition of Alfa Occidentale (#44), passed away on the day after that book review was published in this magazine.

Tony's excellent book, "A Life Restoring & Racing Historic Cars" continues for sale. The book is 416 pages, sized: 240mm x 300mm, in full colour, hardbound, with over 500 photographs. Prices, inclusive of post and packing to your destination: UK £90 | EU £100 | USA £120 ISBN 978-1-5272-6069-6 Enquiries to info@merrickbook.co.uk

CHECK THIS EXTERNAL LINK

In the January 12th edition of ClassicDriver.com, readers were invited along on a private tour of the Shikoku Automobile Museum in Japan. Built around one of Japan's finest car collections, it is a hall of fame for sports and racing cars. Among its highlights are an Alfa Romeo TZ2 and a Ferrari 206S.

https://www.classicdriver.com/en/article/cars/join-our-private-tour-shikoku-automobile-museum-japan?utm_campaign=0042021%20Shikoku%20Museum%20EN&utm_content=0042021%20Shikoku%20Museum%20EN%20CID_a3eb0767a1caeeac5182193b234a481a&utm_medium=email&utm_source=newsletter



BOOK REVIEW

Alfa Romeo Berlina

By Barry Edmunds



Late in 1967, Alfa Romeo released the Berlina on to the market, as the replacement for the much-loved Giulia Super range. While the Berlina never achieved the cult-like status of its predecessor, it was, to the fans who liked the new larger replacement, a worthy addition to Alfa Romeo's offerings in four-door guise. The Berlina also proved to be a very capable and roomy alternative to the two-door coupes that rolled off the production lines at the company's Arese plant.

Like many of Alfa Romeo's sedan offerings over the years, the Berlina was both understated

and all too often not really appreciated by those who didn't get or understand the message that the Berlina and other sedan variations sent out. To fans of the Berlina, it was acknowledged as a very capable around-town family car as well as a superb highway tourer. Initially it was released in 1967 with that same brilliant twin overhead cam 1750cc motor that had been so successful in Alfa's 105 Series coupes. During its life, the Berlina went through several upgrades with each of the major upgrades having a separate chapter devoted to explaining the changes. The most significant upgrade was, of course, the replacement of the venerable 1750cc twin cam motor with the more powerful 2000cc twin cam big brother powerplant. Both Berlina models were also available with automatic transmissions, something that had possibly turned some potential buyers away from the 105 Series Giulia sedans.

Patrick Dasse, the man responsible for that extraordinary series of books on Alfa Romeo - Arese, Giulia, Montreal, Giulia GT and Tipo 33 models, has come up with new book - Alfa Romeo Berlina - that will surely be acknowledged as the definitive publication on this particular model.

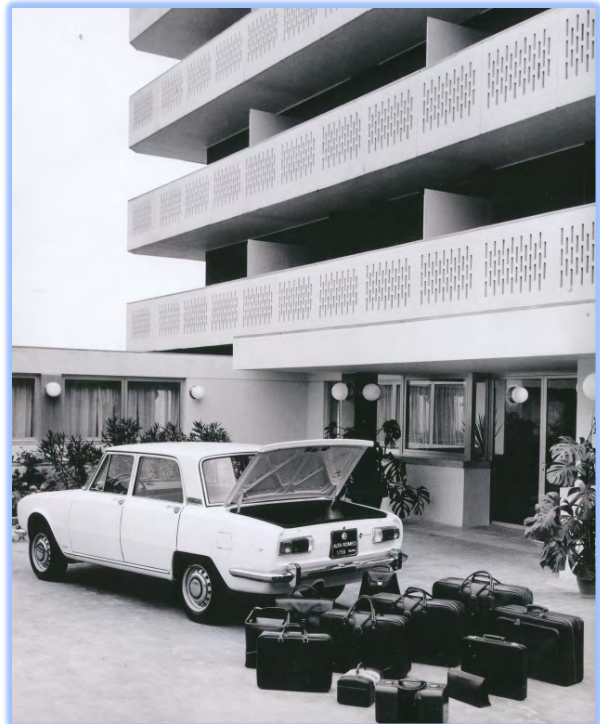
Like the other Alfa Romeo books produced by Patrick Dasse, this latest offering, with text in English and German, is a superb effort not just for its quality of presentation but the inclusion of so many magnificent historical photographs from Alfa's archives. This book also documents the story and the history of Giulia's "big sister" the Berlina so well. In his by now familiar style and paying his usual attention to detail, Patrick Dasse explains the differences in the various versions of the Berlina; some minor and some major, depending on which country the cars were shipped to. How many readers of this book are aware that Alfa Romeo produced a Giardinetta version of the Berlina?

Patrick Dasse even devoted one entire chapter of the book to the Berlina model that Alfa Romeo created just for the American market.



America had long been a lucrative market for Alfa Romeo but as the Tipo 105-48 1750 Berlina did not comply with the US emission standards of the day, Alfa Romeo's engineers had to come up with a solution that would enable them to continue to sell cars in America. The solution saw the Weber 40DCOE 32 carburettors replaced by Spica fuel injection, the front engine cover modified to accommodate the mounting of the fuel injection system and new camshafts. With new camshafts and an unchanged bore and stroke, the upgraded 1750cc motor delivered the same power output, 132 hp at 5500rpm and met the US emission standards. The 10.43 differential ratio was swapped for a 9.43 ratio. In keeping with Alfa Romeo's usual practice, major changes to any model resulted in the revised model being given a new model number - so the 'created for America Berlina' model was designated Tipo 105.71.

Within the book's 216 pages there are five chapters; each one covering the major changes and upgrades during the life of the Berlina. There are 131 black and white and 47 colour photographs. Many of the black and white photos are from the Berlina's pre-production era, some of which never previously published, indicating that Patrick Dasse continues to enjoy an unprecedented level of access to Alfa Romeo's archives.



Above left: Is it just an optical illusion, or does the styling of the front of the Berlina bear more than a striking similarity to the later model Alfetta sedan of the 1980's?

Above Right: The capacity of the Berlina's boot was a major selling point.

Left: The Berlina's interior was considered quite plush when compared to many alternatives then on the market.

Left: The Berlina production line at Arese.

Above: Race prepping Berlinas at Autodelta.



Left: The Berlina production line at Arese.

Above: Race prepping Berlinas at Autodelta.



Above left: In 1968 a very stylish estate version was added to the Berlina range with the 1750 Giardinetta Veloce created by coachbuilder Pavesi.

Above Right: All manner of locations were used for the many 'press' shots of the Berlina.

Even for readers who may not be big fans of the Berlina, this latest book from Patrick Dasse is certainly deserving of a place on any Alfisti's bookshelves among their other Alfa Romeo publications

The book, "Alfa Romeo Berlina", written by Patrick Dasse, ISBN 978-3-87166-067-2, retails in Europe for 69 Euros. There it is available from <https://dingwort-verlag.de/en/> In Australia, it can be found for AU\$220 from <https://www.automotobookshop.com.au/alfa-romeo-berlina-patrick-dasse/> You can also find Dasse's book at other specialised bookshops, or from your usual sources.

The reviewer of this book by Patrick Dasse, Barry Edmunds, is a Life Member of AROCA VIC and the former editor of that division's hardcopy "Cross & Serpent" magazine.

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CMC NOTE RE CODES 404 & C4C



Dear Club Member

Please find detailed below a copy of an email received from the Department of Transport regarding vehicle licencing concessions.

As you can see there will be no changes to Code 404, the "vintage / veteran scheme" at the moment with the matter to be reviewed over the next twelve months. Please let your members know of this step and thank them for their involvement which has resulted in the positive step.

It should not be taken that this will be permanent as the advice from the Department clearly indicates further consultation with industry. It does however, give us time to continue to make sure that politicians are aware of our stance and our insistence that there are no alterations to the existing Code 404 concessional licencing arrangements.

On behalf of the Council of Motoring Clubs of WA (Inc) may I express gratitude and appreciation to all involved in reaching this point, in particular to David Reid, Murray Lizatovich and Paul Blank who formed the CMC's front line in meeting with the Department and Minister's representatives for the past couple of years.

Yours sincerely

Geoff Moor
President,
Council of Motoring Clubs of Western Australia (Inc).

Department of Transport Email

Over the past few months, the Department of Transport has been working with industry representatives refining the policy settings for the Concessions for Classics (C4C) scheme. The changes to the policy settings will provide clubs and participants with a more accessible scheme.

As you have expressed an interest in C4C or are a DoT approved motoring club, we want to keep you informed of the progress.

For those on the Vintage/Veteran Scheme, no changes will be made to your concession for 12 months, to allow for further consultation with industry.

PO BOX 742, SUBIACO, WESTERN AUSTRALIA, 6904

Please note that the further details re the C4C scheme, referred to in the letter above, are provided as an attachment to this magazine issue.



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.



A U S T R A L I A N G R A N D S P R I X H E L D I N W E S T E R N A U S T R A L I A

This article was assembled by Glen Phillips and Greg Smith from various sources, but primarily from Wikipedia. It outlines the post-war Australian Grands Prix held in WA.

1951 Australian Grand Prix

The **Australian Grand Prix** held in 1951 was a [Formula Libre](#) motor race run on a street circuit in the wheat-belt town of [Narrogin](#) in [Western Australia](#) on 5th March 1951. This race was held over 24 laps on a 7.1 km street circuit. The total race distance was 170 kms.

It was the sixteenth [Australian Grand Prix](#), but the last that featured a handicap start. This starting format saw the slower cars starting well ahead of faster cars, according to their handicap allowance.

The first car over the starting line was the MG TC special of South Australian, Steve Tillett. However, the Australian Grand Prix title was awarded to the driver setting the fastest outright time, regardless of handicap.

The scratch race was won by [Warwick Pratley](#) who drove a George Reed-built [Flathead Ford V8](#) racing car. This race in Narrogin would be the last Australian Grand Prix victory by an Australian built car until [Frank Matich](#) won the [1971 race](#) at the wheel of a [Matich A50](#).


Pratley started the race ten minutes and thirty seconds behind the first car to start, which was the Morgan of Colin Uphill. Ultimately, Pratley won the race by 96 seconds over a [Delahaye](#) driven by Dick Bland. Both Tillett and Pratley were awarded Commonwealth Jubilee Trophies for their victories in what was effectively two races in one.

1951 Australian Grand Prix

[Formula Libre](#) race

Race details



Date	5 th March 1951	
Location	Narrogin, Western Australia	
Course	Temporary street circuit	
Course length	7.08 km (4.4 mi)	
Distance	24 laps, 169.9 km (105.6 mi)	
Weather	Sunny	
<u>Fastest lap</u>		
Driver	 John Crouch	Cooper-JAP
Time	3'51	
<u>Podium</u>		
First	 Warwick Pratley	Reed- Ford
Second	 Dick Bland	Delahaye
Third	 Steve Tillett	MG









The 1951 Australian Grand Prix race winner, Warwick Pratley, is shown in his Ford V8 powered, G. Reed Special.



Dick Bland recorded the second fastest race time in his Delahaye Type 135.



Some Other Results:

Pos	No.	Driver	Car	Laps	Time	H'cap Pos
3	34	 Steve Tillett	MG TC / MG 1.3L	24	1h 43m 30s	1
5	37	 Bill Hayes	MG TC / MG 1.3L	24	1h 47m 36s	2
7	41	 Ron Kennedy	MG TC / MG 1.3L	24	1h 50m 21s	4
9	44	 Colin Uphill	Morgan 4/4 / Coventry Climax 1.2L	24	1h 55m 48s	6
Ret	1	 Colin Murray	Maserati6C / Maserati 1.5L	19		
Ret	25	 Bob Brown	Alfa Romeo 6C 1750 ¹⁶¹ / Ford 4.0L	3		

Notes:

- [Fastest lap](#): John Crouch (Cooper Mk.IV JAP 1100), 3:51s, at 68.57 mph or 110.33 km/h.

Further reading:

- *Narrogin Observer* 9 March 1951, p. 1
- Holland, Keren. (2001) History repeats. Original participants revisit Narrogin and celebrate the 50th anniversary of the 1951 Grand Prix. *Narrogin Observer*, 28 Nov. 2001, p. 1, 14–16

1957 Australian Grand Prix







The **1957 Australian Grand Prix** was another [Formula Libre](#) motor race, this time held at the [Caversham Circuit](#) on 4th March 1957, with 24 starters. The Caversham Circuit was set up on a former [United States Navy](#) air base, in what was then, a still quite remote [Western Australia](#).

It was the twenty-second [Australian Grand Prix](#) and [Lex Davison](#) won his second AGP in a victory he shared after using Bill Patterson as his relief driver. The extreme heat of the Western Australian summer saw several teams use two drivers over the 245 km race distance.

The race was also the first ever round of the [Australian Drivers' Championship](#), held for the first time in [1957](#).

1957 Australian Grand Prix	
Race 1 of 8 in 1957 Australian Drivers' Championship	
Race details	
Date	4 th March 1957
Location	Caversham, Western Australia
Course	Permanent airfield circuit
Course length	3.621 km (2.25 mi)
Distance	70 laps, 253.47 km (157.5 mi)
Weather	Sunny








<u>Pole position</u>		
Driver	 Stan Jones	Maserati
<u>Fastest lap</u>		
Driver	 Lex Davison	Ferrari
Time	1'34.8	
<u>Podium</u>		
First	<ul style="list-style-type: none">  Lex Davison  Bill Patterson 	Ferrari
Second	<ul style="list-style-type: none">  Stan Jones 	Maserati
Third	<ul style="list-style-type: none">  Jack Brabham 	Cooper-Climax



[Lex Davison](#) won the race driving a [Ferrari 625](#) similar to the example pictured above.

Some Other Results:

Pos	No.	Driver	Car	Laps	Time	Points
4	9	 Len Lukey	Cooper T23 / Bristol 2.0L	67		2
5	6	 Alec Mildren	Cooper T20 / Bristol 2.0L	66		1
Ret	22	 David Van Dal  John Cummins	Bugatti Type 57 / Bugatti 3.3L			
Ret	24	 Eric Kinnear	Austin-Healey 100/4 / Austin-Healey 2.7L			

1962 Australian Grand Prix

The **1962 Australian Grand Prix** also was a motor race for [Formula Libre](#) cars. It was again held at the [Caversham circuit](#) in Swan Valley, on 18th November 1962. This was the twenty seventh running of the [Australian Grand Prix](#) and the sixth and final race in the [1962 Australian Drivers' Championship](#).



However, the 1962 event, held in WA, only had ten starters; seven of whom had made a long journey across the [Nullarbor Plain](#) from the eastern states, while the other three were local entries. It was the third of only four Australian Grands Prix to be held in Western Australia, but the next one would not be held in the state until [1979](#).

In the Caversham race of 1962, [Bruce McLaren](#) won his first [Australian Grand Prix](#), beginning a new era for the race in which the results would be dominated by professional drivers and teams, rather than by the gentleman amateurs who had won most of the previous post-war AGP races.




This race also began an AGP rivalry between the two senior drivers from the region, Bruce McLaren of NZ and Jack Brabham of Australia. They were already long-time rivals in [Formula One](#) racing. This rivalry, with the growing influence of the two in F1, assisted creation of the [Tasman Series](#) in 1964.

1962 Australian Grand Prix		
Race 6 of 6 in 1962 Australian Drivers' Championship		
Race details		
Date	18 th November 1962	
Location	Caversham, Western Australia	
Course	Airfield circuit	
Course length	3.621 km (2.25 mi)	
Distance	45 laps, 162.945 km (101.25 mi)	
Weather	Sunny	
Pole position		
Driver	 Bruce McLaren	Cooper-Climax
Time	1'19.6	
Fastest lap		
Driver	 Jack Brabham	RepcO Brabham-Climax
Time	1'20.0	
Podium		
First	 Bruce McLaren	Cooper-Climax
Second	 John Youl	Cooper-Climax
Third	 Bib Stillwell	Cooper-Climax



The 9th placed [Lotus Super 7](#), but pictured in 2012.

Some Other Results:

Pos	No.	Driver	Entrant ^[3]	Car	Laps	Time
6	14	 Syd Negus	Syd Negus	Cooper T20 / Repc - Holden 2.3L ^[3]	47	
8	4 ^[1]	 Lex Davison	Ecurie Australie	Cooper T53 / Coventry Climax FPF 2.7L	46	
Ret	1	 Jack Brabham	Ecurie Vitesse	Repc Brabham BT4 ^[4] / Coventry Climax FPF 2.5L	50	Accident

Notes:

- Pole Position: [Bruce McLaren](#) - 1:19.6
- Winner's average speed: 145.49 km/h
- Fastest Lap: [Jack Brabham](#) - 1:20.0

1979 Australian Grand Prix

The **1979 Australian Grand Prix** was held as an open-wheel racing car event, this time held in Western Australia at the [Wanneroo Raceway](#) on 11th March 1979. This race, which was the first round of the [1979 Australian Drivers' Championship](#) was open to racing cars complying with [Australian Formula 1](#) (incorporating [Formula 5000](#) and [Formula Pacific](#)). It was recognized by the [Confederation of Australian Motor Sport](#) as the 44th [Australian Grand Prix](#) and was the only Australian Grand Prix ever held at Wanneroo Raceway.

1979 Australian Grand Prix


Round 1 of 3 of the [1979 Australian Drivers' Championship](#)





Race details

Date	11 th March 1979
Official name	XLIV Australian Grand Prix
Location	Wanneroo Raceway , Wanneroo , Western Australia
Course	Permanent racing facility
Course length	2.411 km (1.498 mi)
Distance	63 laps, 151.893 km (93.374 mi)
Weather	Sunny




Pole position

Driver	•  Alfredo Costanzo	Lola-Chevrolet
Time	0'52.11	

Fastest lap

Driver	 John Wright	Lola-Chevrolet
	 Johnnie Walker	Lola-Chevrolet
Time	0'54.92	

Podium

First	•  Johnnie Walker	Lola-Chevrolet
Second	•  John Bowe	Elfin-Chevrolet
Third	•  Rob Butcher	Lola-Chevrolet



[John Walker](#) won the race driving a [Lola T332](#), similar to that pictured above.

Some Other Results:

Pos	No ^[1]	Driver	Car	Entrant ^[1]	Laps	Time
5	15	 Terry Hook	Lola T332 / Chevrolet 5.0L V8	Terry Hook	59	
8	40	 Geoff Nicol	Elfin 622 / Ford 1.6L I4	Geoff Nicol	45	
Ret	76	 John Wright	Lola T400 / Chevrolet 5.0L V8	John Wright	62	Engine
Ret	17	 Bob Kingsbury	El Toro / Alfa Romeo 1.6L I4	Bob Kingsbury	39	Battery
Ret	84	 Alfredo Costanzo	Lola T430 / Chevrolet 5.0L V8	Alfredo Costanzo	0	Accident

Notes:

- Pole Position: [Alfredo Costanzo](#) - 52.11
- Fastest lap: [John Wright](#) / [John Walker](#) - 54.92, 158.20 km/h (98.30 mph)
- Winner's average speed: 154.20 km/h (95.30 mph) ///



Photos of current Australian Formula One driver, Daniel Ricciardo, and the past Australian F1 world champions, Alan Jones and Jack Brabham.



PREFERRED PARTNER PROGRAM FOR MEMBERS OF AROCA WA CONTINUES



Preferred Partner Program

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Company Name: Alfa Romeo Owners Club of WA

Preferred Partner Login: APP6753

How to Redeem

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

VIEW NEW GIULIA GTA VIDEO

<https://www.motor1.com/features/464765/alfa-romeo-giulia-gta-video/>



L A T E S T C A L E N D A R U P D A T E

EVENT	EVENT DATE	COORDINATOR	COMMENTS
Fish & Chip night – Swan River, Sth Perth	Thursday 14th January 2021	Sam Calabro MEETING HELD	Beside the Swan River at the end of Coode Street in South Perth.
AROCA club night - sunset run and dinner	Thursday 4 th February 2021	Greg Smith & Richard Peirce	Marmion Anglers Club. Book via TryBooking. (See below).
March AROCA club night at WA Light Car Club, Bayswater	Tuesday 2 nd March 2021.	Sam Calabro	Presentation and discussion on 105s restoration led by John Reed. (Wine, Beer & Pizza provided by the club.)
Dawn Raid Run. (NEW)	Sunday 20 th March – early run & breakfast	Greg Smith & Aidan Daly	Early morning dawn run to end with a breakfast. Details to follow.
Cuore Sportivo and Alpine Alfisti runs to McLaren Vale	Vic, NSW and SA, Late March, 2021	Peter Atkinson, AROCA NSW, ACT chapter.	Run by Alpine Alfisti – see brochure later in this issue.
Alfesta McLaren Vale	Easter 2021	Some WA members attending.	See brochure later in this edition.
April Dyno Test Night	Tuesday 6 th April	Steve Boyle / Andrew Murray	Opportunity to test your Alfa on Steve's dyno. The club will provide Paella and refreshments.
Mount Ommanney hill climb	Saturday 10 th April 2021	VSCCWA	See: www.vscwa.com.au
Club run to Northam Motor Sport Festival, via Noble Falls Tavern.	Sunday 11 th April, 2020	Steve Sugden	Sunday Club Run breakfast at Noble Falls Tavern at 10:00, en route?
Northam Flying Fifty	Sunday 11 th April, 2021	VSCCWA	See: www.vscwa.com.au
Shannons Classic Car Show, Ascot.... about 1000 cars, inc. 20 Alfas	Sunday 18 th April 2021	Andrew Murray / Greg Smith	Are you interested in displaying your Alfa? See announcement below.
Auto Italia Canberra, Exhibition Park, ACT.	Sunday 18 th April 2021	Book tickets directly through Auto Italia	Check with Canberra chapter of AROCA NSW for more information.
Alfesta McLaren Vale	Easter 2021	Some WA members attending.	See brochure later in this edition.
Kalbarri & Shark Bay Run - extended week-end away. (NEW)	29th April until 3rd May, 2021	Eddie Bernardi	See brochure below. You need to pay a deposit by Trybooking to reserve accommodation places.
British car day raid to GinGin	Sunday 16 th May 2020	TBD	TBD
New Members BBQ and Motor Museum Tour	Sunday in May – date TBD.	Who	Club BBQ & tour of Wightman Park Motor Museum. New Members' Alfas display.
Albany motor sport long weekend	5 th & 6 th June 2021	Andrew Murray	Sunday night dinner in Albany for event attendees.
Young members event (NEW)	TBD	TBD	TBD



Alfa's 111th birthday dinner , at the Acqua Viva on Swan.	Saturday 17 th July, 2021	Greg Smith	Again booked at Acqua Viva on the Swan. Trybooking will be set up for this event.
Wildflower run, inc. rustic pizza lunch at Gargagnos, Bullsbrook.	Late August or early Sept.	Eddie Bernardi, Greg Smith	Timing is important for this event for the best wildflowers showing. Trybooking link to be set up.
AROCA WA AGM	Tuesday 7 th Sept. 2021	Andrew Murray	AGM at WA Light car club, Bayswater - food & refreshments provided.
Rotary Italian Car Day , Mulberry Estate	Sunday 7 th November	Andrew Murray	Date now scheduled, other details to come
Annual Pasta Run	Sunday mid-Nov.	TBD	Date and details to come
Annual Christmas lunch	Sunday 5 th or 12 th December	TBD	Date and details to come
TO BE ANNOUNCED			
1st Tuesday events each month in 2021	TBD, after May 2021	Club night events in development	Let the committee know of new ideas for club nights that you may have.
Other runs/EMRs	TBD	TBD	Always seeking new volunteers to help organize these events.
New Events	TBD	TBD	Please offer your ideas for new events & other meeting concepts.

AROCA WA'S 3^RD SUNDAY INFORMAL RUNS WILL CONTINUE IN 2021

DATE: Every third Sunday of the month

TIME: 09:30am for coffee with a 10:00am tour departure

STARTS FROM: 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.



Photo by Remi Dargagnan

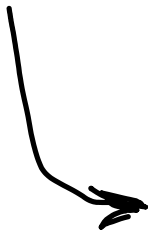
Recently, the WA government decided that their proposed changes to Code 404 will not be put into effect.

Therefore, this informal monthly event will continue as per normal.



THURS 4 FEB 2020 - CLUB NIGHT SUNSET COASTAL DRIVE & ITALIAN DINNER

Meet in car park on the North Mole Breakwater towards the ocean end of Rouse Head

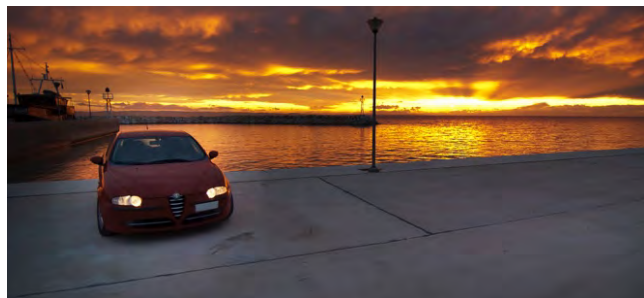


DATE: Thursday 4th February, 2020.

STARTS: 18:00 (i.e., 6:00PM) sharp.

MEET: Car Park on North Mole at the end of Rouse Head, Fremantle.

Map shows meeting point near the end of North Mole breakwater for Fremantle harbour views. Instructions re how to get to North Mole appear immediately below.



START POINT: North Mole Car Park, Fremantle See map above.

From Stirling Highway in North Fremantle, turn onto Tydeman Road, heading west towards the Ocean. At T-junction, Tydeman Road ends. Turn left at the T onto Port Beach Road. After 1.0 km, heading south on Port Beach Road, turn right, just before the Caltex service station on the right, at the T-intersection onto North Mole Drive (note there is no direction sign there). After another 1.0 km, pass Carnegie Wave Energy. Proceed adjacent to ocean rock wall as the

ALFA OCCIDENTALE

Issue 45, February 2021



road narrows for the next 1.0 km. Arrive at North Mole carpark. Park your Alfa facing in, to form a row of cars for club photos before our sunset drive departure.

DRIVE TO: Our sunset drive will be mostly along the coast, from Fremantle via Cottesloe, on to Swanbourne, then inland to Perry Lakes and Raebold Hill, back out to City Beach, along the coast again to Scarborough and Trigg, watching the sunset as we near Marmion Angling and Aquatic Club (MAAC); the location for our February 2021 club-night and buffet dinner.

DINNER: **At MAAC, Marmion.** Two course buffet dinner: Antipasta appetizer, then your choice of buffet meals in a private Alfa club dining room at Marmion Anglers Club while we watch the sunset. The dinner price is \$42.00 per head. All drinks are available at Anglers Club bar prices.

BOOKING: Via TryBooking at: <https://www.trybooking.com/BNQVY>

Note that Trybooking for this event closes at COB on Friday 29th January.



If you can't get to Fremantle in time for the start of the sunset run drive, you could still go directly to Marmion and meet the tour group there for dinner soon after 7pm. Book using the above TryBooking link, but please also advise the club secretary of your plans.



ALPINE ALFISTI ASSOCIATION'S AUTUMN TOUR 2021



“Cuore Sportivo” & “Forays in
the Snowy Mountains”

Wednesday 17th March to Monday 21st March, 2021.

In collaboration with **AROCA Victoria**, the [Alpine Alfisti Association of Australia](#), presents its joint **2021 Alfisti Autumn Tour**.

This Alpine Autumn Tour starts in Lilydale Victoria, north-east of Melbourne. It travels through Victoria's High Country, before looping through the Snowy Mountains to eventually return back into Victoria, while travelling along some of the **best roads in the world***!

March 2021	Proposed Tour Itinerary
Wednesday 17 th	<ul style="list-style-type: none">• Lilydale to Beechworth• Via Mansfield and the King Valley• Lunch in Whitfield with dinner and overnight in Beechworth
Thursday 18 th	<ul style="list-style-type: none">• Beechworth to Wodonga• Via Mt Buffalo, Bright & Tawonga Gap• Lunch in Bright with the Tour's Gala Dinner in Wodonga
Friday 19 th	<ul style="list-style-type: none">• Wodonga to Tumut• travelling via the most interesting and scenic roads• Lunch in Tumbarumba: classy country fare with a sensational view!• Dinner and overnight in Tumut
Saturday 20 th	<ul style="list-style-type: none">• Tumut to Jindabyne• driving the Snowy Mountains' most iconic roads• From Jindabyne, there will be an optional afternoon run to Charlotte Pass - Fabulous roads and stunning scenery!• Dinner and overnight in Jindabyne
Sunday 21 st	<ul style="list-style-type: none">• Jindabyne to Beechworth• Lunch in Corryong and the Finale Dinner in Beechworth

Expressions of Interest are invited:



RSVP to: Alpine.Alfisti@gmail.com

Please include the names of your proposed crew members, your contact details and your location (City, Town and State only)

* On roads that are billiard table smooth with broad sweeping curves and stunning mountain vistas.



AROCA WA'S GRAND TOUR TO KALBARRI & SHARK BAY 29th April until 3rd May 2021.



Club Treasurer, Eddie Bernardi, has organized a driving tour for AROCA WA Members and their Partners. Our 2021 Shark Bay expedition will travel via a stopover at Kalbarri, on to Denham and Shark Bay. On the return route, the overnight stopover will be at Dongarra.

This multiday tour will provide an anchor event for the coming year's 50th anniversary year celebrations of the WA Alfa Club. We hope you can join this extended club trip northwards.

PROVISIONAL ITINERARY:

29 th April, 2021.	Depart Perth; drive north via the coast to overnight in Kalbarri.
30 th April, 2021	Tour Kalbarri, then drive to Shark Bay, overnight Palm Resort, Denham.
1 st May, 2021	Stay on at Palm Resort, Denham. 2-hour Boat Trip to view whales etc.
2 nd May, 2021	Drive from Shark Bay back south to Dongarra, overnight at Dongarra.
3 rd May, 2021.	Continue from Dongarra, returning to Perth.

ACCOMMODATION & BOAT TOUR:

Accommodation costs will be about \$110 per couple at both Kalbarri and Dongarra, but \$190 per night at the Shark Bay resort in Denham. The ocean whale watching cruise costs about \$200 per couple; i.e., a package total about \$800 per couple (before fuel costs, food, etc.)

RESERVE YOUR PLACE ON THIS GRAND TOUR FOR WA ALFAS:

By paying your \$100.00 deposit per couple before Friday 15th January 2021, you will make a priority reservation on this late April/early May tour. Meanwhile, your club can also determine the interest level existing among members for this extended tour. **Tour limited to 20 cars - 13 already booked!**

RESERVE NOW:

Use this Trybooking link: <https://www.trybooking.com/BNPTW>

Note this Trybooking link now will close at COB on Monday 31st January 2021.



OTHER MONTHLY EVENTS

Classic Cars & Coffee is held at UWA's Business School Carpark on Hackett Drive, Crawley. **The next meeting is on Sunday 24th January 2021.**

**CLASSIC
CARS &
COFFEE**



classiccarsandcoffee.com

8.30 - 10.30am

Sunday, January 24

Next: February 21, March 28, April 25 (afternoon)

May 23, June 20, July 25, August 22, Sept 26, Oct 17, Nov 21, Dec 26

AROCA WA COMPETITION EVENTS CALENDAR 2021

Date	Time	Organisation/ website	Event	Entry Closing Date
5 th Dec. 2020		Vintage Sports Car Club WA. http://www.vscwa.com.au/	Hill Climb and Vintage Stampede	Completed December 2020
21 st Feb. 2021	08:00 am	Triumph Sports Owners Assoc of WA Inc. https://tsoa-wa.com/events/	Autokhana, Cycle Dome, Midland	15 th February 2021
16 th Mar. 2021	07:00	Jaguar Car Club of Western Australia. https://www.jaguarclubofwa.com.au	Regularity, Barbagallo	
20 th Mar. 2021	TBA	Triumph Sports Owners Assoc of WA Inc. https://tsoa-wa.com/events/	Point-to-Point, Barbagallo	
5 th Apr. 2021	TBA	Vintage Sports Car Club WA. http://www.vscwa.com.au/	Northam Flying 50/Regularity	
29 th May 2021		Vintage Sports Car Club WA. http://www.vscwa.com.au/	Albany, Mt Clarence/Hill Climb	
30 th May 2021	TBA	Vintage Sports Car Club WA. http://www.vscwa.com.au/	Albany Classic/Regularity	

Later events this year will be notified in future editions of the magazine.



The poster features a central image of a classic car, possibly a Ferrari, with a checkered flag and the Shannons logo in the upper left. The background is a collage of blue and green geometric patterns and car parts like wheels and headlights.

2021 CLASSIC CAR SHOW

ASCOT RACECOURSE

SUNDAY 18 APRIL

**ADULTS \$10, AGES 16 & UNDER FREE!
10AM - 3PM • FREE PARKING**

PROUDLY POLISHED, FUELED AND ROLLED OUT BY:

 **SHANNONS INSURANCE**
SHARE THE PASSION

 **COUNCIL OF MOTORING CLUBS**
OF WA INC

 **EVENTS AT ASCOT**

Richards  Tyrepower



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 #LEONIE**®.



For more information, go to:

www.alfesta2021.net
email: alfesta2021@alfaclubsa.org.au



IT IS GETTING TO BE VERY LATE IF YOU STILL WANT TO BOOK !



FINANCIAL REPORT MID - JAN ' 2 1

Treasurer's Report, dated Thursday 10th December 2020



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

Treasurer's Report as at 20th January 2021

Opening Balance b/f 10/12/2020 \$4,576.60

INCOME

Memberships

9/12/2020	M.Drexel		\$80.00	
12/01/2021	C. Ainsworth		\$80.00	\$160.00
11/01/2021	TryBooking Fish & Chip Night			\$840.00
Interest Received				
				0
Total Income				\$1,000.00

PAYMENTS

21/12/2020	G. Smith	Reimb Deposit MAAC Run	\$300.00
21/12/2020	Motorsport Aust	Annual Subscription	\$715.00
18/01/2021	S.Calabro	Reimb Fish & Chip Night	\$840.00
11/01/2021	TryBooking Fees	Fish & Chip Night	\$21.00
TOTAL PAYMENTS			\$1,876.00

Net Movement

-\$876.00

Closing Cash Book Balance \$3,700.60

Closing Balance Westpac 20/01/2021 \$3,700.60

Reconciliation Variance \$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 10/12/2020	\$14,178.98
Interest Received 31/12/2020	\$0.60
Closing Balance c/f 20/01/2021	\$14,179.58

TOTAL FUNDS AVAILABLE \$17,880.18

EDDIE BERNARDI
TREASURER
20th January 2021





NEED A CHEAP PROJECT CAR?

An automatic 105 series Alfa Saloon is for Sale in Balingup.



AROCA WA member, Scott McKivett, has advised that a person he works with has recently acquired a very rusty Alfa 105 series, 2000 automatic saloon. However, that car's new owner is now wondering whether someone else might be interested in acquiring this old 105.

While Scott doesn't need another Alfa project right now, perhaps someone in the club might be interested in this car at the right price?



Currently, the car is in storage in rural Balingup - and, as the pictures clearly show - the car does have body issues.

Scott believes that his work colleague really does want to get rid of it.

Perhaps on arrival in Balingup, with (say) \$1,000 in hand, this badly injured 105 might quickly change ownership?



If you have any interest in acquiring this car, please contact:

Scott McKivett

E: smckivett@outlook.com

M.: 0417.976



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 you are paying electronically, then you should include your surname in the payment reference and also advise the club of your payment via a separate 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.



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,

The WA Alfa Club reminds 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.

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 maintains that *AdHoc* trips can only be for a one-day duration. If you intend to be on a multi-day trip, then, separate trip application forms will be required for each day of your trip.

Additionally, you can continue to use your concessionally registered car for all of the following activities, and 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 purpose 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 eased Covid 19 virus related conditions in WA, but be sure to continue practicing "social distancing", if you leave your car during the trip.

Regards,

Greg Smith
AROCA WA Secretary



At a tour stop during the Alpine Alfisti's 2018 "Grampians Gallivant" weekend in Western Victoria.

ONE LAST EXTERNAL LINK

Watch this excellent video about the 1957 Alfa Romeo Giulietta Sprint Veloce "Alleggerita".

<https://www.youtube.com/watch?v=mrqukE9Wqq8>



“ 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.

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.

**P R O F I L E S O F A R O C A M E M B E R S
P U B L I S H E D I N P A S T I S S U E S**



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 & 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. & 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 convener 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>
Peter Mathews	44	22	<i>Peter became the national coordinator of AROCA in early 2020. He has been the owner of some very well-prepared Alfa Romeos over a long period.</i>
Someone you know ?	When ?		<i>We are keen to interview other Club members for this series of member profiles.</i>