

# ALFA OCCIDENTALE

Issue 47, April 2021



Alfa Spider1600 at Classic Cars & Coffee held at UWA on 14 March 2021. (Photo, Kyle Attwood, PhotomotiveWA.com)

**Alfa Occidentale is the electronic magazine of the  
Alfa Romeo Owners Club of Australia (Western Australian Division)**



This is the 47<sup>th</sup> 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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## FY20/21 AROCA WA COMMITTEE

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## APRIL 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.
- AROCA WA's postponed **sunset run and buffet dinner** originally to be held on Thursday 4<sup>th</sup> February was rescheduled and finally run on Thursday 11<sup>th</sup> March. A nice group of Alfas met at the North Mole in Fremantle for a coastal run ending at the Marmion Angling and Aquatic Club (MAAC). Unfortunately, it was a dark evening with little to no evidence of the sun actually setting; nightfall just took over under the stormy clouds. However, attendees enjoyed the gathering at MAAC, regardless of whether they had done the club run beforehand, or had found their way to Marmion right after work.
- The **April Club Night** will be held on **Tuesday 6<sup>th</sup> April**. It will be a **dyno night** at AROCA WA member, Steve Boyle's workshop. The address is: **United Fuel Injection, 479 Great Eastern Highway, Redcliffe 6104**. Note that complementary paella, wine and beer will be served. For the club's catering purposes, we really do need to know who is planning to attend. About 6 cars can be dyno tested on the night and so six of the most interesting Alfas attending will be tested. These cars must be Alfas and, given the nature of Steve Boyle's dyno, they also must be manual transmission vehicles.  
So that the club knows how many to cater for, please complete this Trybooking link. Note that the ticketing process is open now, but it must close at 5PM on Tuesday 30<sup>th</sup> March, a week prior to the event. <https://www.trybooking.com/BPXKW> Book Early!
- **ALFESTA 2021** this year is being held at **McLaren Vale on South Australia's Fleurieu Peninsula** over **Easter 2021**. Some WA members are attending. While accommodation is now booked out, passes are available for day visitors. Apparently, a couple of WA members will attend on a daily attendance basis.
- There is a **run to Northam** that has been planned for **Sunday 11<sup>th</sup> April**. It will include a breakfast stop en route before attending the competition weekend in the town. Steve Sugden is organizing the drive. It will start in Guildford, with a stop for **breakfast at the Chidlow Tavern** before the group continues on to Northam. Details appear below in this edition.
- **Sunday 18<sup>th</sup> April** is the date for **Shannon's Classic Car Show at Ascot Racecourse**. Are you interested in exhibiting your Alfa at this huge classic car event? **If so, please let Club Secretary, Greg Smith know ASAP**. The club would like to understand your plans re attendance and know which cars you intend to bring along to the show. There are 20 reserved car spaces available for our club's Alfa Romeos. We hope to see you there!
- As part of the club's 2021 lead up to its golden jubilee, an extended multi-day club run has been organized. This road tour will depart from Perth early on **April 29<sup>th</sup>**, driving up to Kalbarri for an overnight stop, then continuing on to **Denham and Shark Bay** for two nights, including a whale watch boat trip. On the return route there is an overnight stop in Dongara. Please note that the club-organized trip bookings process have now closed. However, should you be interested in making your own arrangements in order to be part of this trip, please advise the club. Later in this magazine, an itinerary for the event is published, together with details for



booked members and partners to be able to complete required accommodation and whale watching boat trip payments.

- Designed primarily for those who aren't going to be attending either the run to Shark Bay, or the drive down to the Albany competition weekend, the club has organized another club night for the start of May. For our **May Club Night**, we will meet at the **Mt Henry Tavern on Manning Road, Como at 7pm on Tuesday 4<sup>th</sup> May** for a casual pub meal and general discussion between members concerning all things Alfa.
- On **Sunday 16<sup>th</sup> May**, the club is planning to run its annual "raid" on the **British Car Day at GinGin**. We will meet in the Swan Valley and, after coffee, follow an interesting route out to GinGin where we can tour this annual, very large display of all types of British cars and other vehicles. More details to follow in the next edition.
- On **Sunday May 30<sup>th</sup>** the club will hold a complementary **new members' barbeque picnic at the Whiteman Park Motor Museum**. Tours of the motor museum will be available. A new members Alfa car display outside the museum is also planned. We will meet in Guildford at 10AM and drive as a group to Whiteman Park for the BBQ, the Alfa display and the WA Automotive Museum tour.
- The **111<sup>th</sup> birthday of Alfa Romeo** will occur on 24<sup>th</sup> June 2021. However, we will delay the celebration of this birthday, at least from an AROCA WA point of view, until **Saturday night 17<sup>th</sup> July**. Our current plan is to hold another **birthday dinner at Acqua Viva on Swan**. Further details will be advised in the next issue of Alfa Occidentale.
- You will note below that our currently published competition program finishes at the end of this Financial year. Ivan Olsen will soon publish an extended program for the next year, starting after the Albany round-the-houses and hill-climb weekend. ♦





## SUNSET - LESS RUN TO MARMION



*This set of images from the WA Alfa Club's 2021 Sunset Run is provided courtesy of the evening's photographers, Richard Peirce and Greg Smith.*

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This year's sunset run group initially met at the North Mole carpark in Fremantle. Gradually, a nice collection of Alfas arrived, although some just made it in time for 17:45 departure. In fact, two cars even intercepted the convoy as it drove out down the narrow laneway beside the sea-wall's boulders.



The tour route travelled along the coast from Fremantle to Swanbourne and then inland for a brief visit to the lookout on Raebold Hill before returning to the coast again at City Beach. After that, drivers proceeded, via the West Coast Highway and West Coast Drive, to the Marmion Angling Club, which is situated above the beach and near Hillarys, the site of two previous sunset run dinners.

A nice representation of 105 spiders was present, including 105 series 1, 2 and 4 spiders. The well renovated series 4 spider, shown above, is a recent arrival in WA after its owners, Teresa and Simon Bartolo (who are also new WA Alfa club members) moved to the West from the UK last year, bringing this much-loved, restored Spider along with them.

It was a great night, but not just for older Alfas; two very new Alfas were also presented. Enzo Simeone proudly showed everyone all over his brand-new Giulia Quadrifoglio, while, not to be outdone in any way, Aidan Daly produced another very new Alfa, this one a Stelvio Quadrifoglio. (See other photos of Aidan's Stelvio later in this edition.) Both of these Giorgio platform cars are painted in the darker Alfa Competition Red. Both are very impressive and not just for their looks, but for the engine roar as well.

While waiting at the North Mole of Fremantle Harbour for the last of our tour driving group, we watched a couple of Rottnest Island ferries arrive and depart.

Unfortunately, the evening turned out to be very grey and cloudy, to the point that the promised sunset actually didn't appear during the run; the evening just gradually became darker as heavy clouds grew more threatening; although it didn't rain, at least not before our arrival in Marmion.

Unfortunately, one of the Alfa tour group's cars broke down (apparently due to a fuel issue) just as it entered the West Coast Highway near Mt. Claremont. Peter De Leo, the driver, quickly hailed a passing tilt-bed truck and very soon his car had arrived back at his house. How lucky was that?



Meanwhile, the rest of the driving group enjoyed a short stopover at Raebold hill in Bold Park where some walked up to the scenic outlook and took in the view eastwards towards the city - and to the west, out over what was becoming a heavily storm cloud shrouded ocean.

On arrival at Marmion, the group met other Alfa club members who had arrived directly from work. All enjoyed a buffet dinner in the private room overlooking the beach. Meanwhile, outside, night drew in and it became very dark. No-one proved determined enough to venture out onto the balcony to check out the weather or the ocean.

Afterwards, we returned to find some wet Alfas in the MAAC carpark. When the tour group first arrived at MAAC, parking spaces were very scarce indeed, but as the last of the Alfa club's attendees departed, the only cars remaining in the carpark were a few damp Alfas. ◆

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Series 1  
(1966-1970)



Series 2  
(1971-1983)



Series 3  
(1983-1989)



Series 4  
(1990-1994)







## LATEST NEWS FROM STELLANTIS

*The commentary below was edited from a number of articles including [www.fortune.com](http://www.fortune.com), 4<sup>th</sup> March, 2021 and 'Inside EVs', 5<sup>th</sup> March 2021.*

### **In his First-Ever Stock Market Earnings Call for Stellantis, CEO Carlos Tavares Focused on EVs and the Potential of Stellantis in the Chinese Market.**



CEO Carlos Tavares reported on Stellantis's first-ever earnings call on Wednesday 3<sup>rd</sup> March, at which he vowed he would not allow the company to be defined by critics so soon into its new era.

"We will not be cornered as a legacy company," Tavares said to the assembled market advisors and analysts, late in the call; echoing a point that he had made a number of times already. "We will not be a dinosaur." The words "disrupter" and "innovator" were often repeated too.

Tavares appeared defensive on these points. The merger of Groupe Peugeot and Fiat Chrysler in mid-January, forming Stellantis, had ended the existence of the last two major family-owned carmakers left in Europe. Neither of them was too well known as a technological pacesetter. Both companies had been second-tier players, especially when it came to electric vehicle technologies and self-driving cars. Additionally, after the merger, the newly formed company remains still barely a blip in the world's largest and fastest-growing car market, China.

This earnings call came only a few weeks after Stellantis's 'STLA' ticker symbol appeared on the stock exchanges of Paris, Milan, and New York, where both Tavares and the Stellantis chairman, John Elkann, were on hand for each's home-market opening before flying to New York for the NYSE opening the next day.

"If you could reduce Tavares's remarks to a single idea, he was telling investors, suppliers, and other stakeholders, 'We too can innovate,'" said Paolo Bricco, a long-time auto sector analyst with the Italian financial daily *Il Sole/24 Ore* (and author of several books about Fiat), in an interview with Fortune magazine.

Carlos Tavares had said that electric cars were the company's new main focus, with plans to sink billions into the development of lighter, higher-capacity, and faster-charging batteries. Company officials had already mentioned that several new electric car models are expected to hit Stellantis's showroom floors in 2022 and 2023, adding that the merger was allowing the use of common frames and technologies between many of Stellantis's 14 brands, thereby driving down costs and speeding development cycles.





Tavares also cited an investment in Archer Aviation, a leader in “vertical flying vehicles,” as another example of the company’s dedication to being in the technological vanguard.

## **Regarding China, Tesla and Environmental Permits**

CEO Tavares made mention of Stellantis’s “China problem,” but he immediately quashed any speculation that the company might ever elect to abandon the complex Chinese market. “We aren’t going anywhere,” he said, although he wouldn’t elaborate on the company’s plans in the world’s second-largest economy except to say that brands there needed to carve out their niche in the Chinese psyche. Tavares continued by saying “We need to avoid commoditization” of our brands in China.

The world’s most valuable carmaker, Tesla, came up as a topic several times as a model for organization and for innovation. When it came to the emissions credits that Peugeot and Fiat Chrysler had negotiated from Tesla in 2020, an official said they would spend around €300 million this year, which, roughly, is in line with the amount that was spent within the separate companies during 2020. The Fortune writer noted that this amount ought to be good news for Tesla’s financials as these permits have been a huge part of its recent profits.

The financial results released to the market on Wednesday, the first under the Stellantis banner, arrived simultaneously in French, Italian, and English. However, Fortune sees them, technically, as the final report cards for Stellantis’s predecessor companies. A 7.1% adjusted operating margin worth €3.4 billion was indicated for Groupe Peugeot, while a 4.3% margin and an adjusted net profit of €1.9 billion was noted for Fiat Chrysler Automobiles.

It is worth noting that if Stellantis had been combined in 2020, then the joint operating income margin for the past year would have amounted to 5.9%, which is near to the middle of the indicated range of 5.5% to 7.5% outlined late in 2020 for the duo’s forward guidance for 2021. These numbers suggest that the new era of innovation won’t appear on the balance sheet, at least not immediately. Nonetheless, Stellantis is sticking to its promise to show improved profitability in the quarters ahead.

The Fortune writer closed his article by commenting that, despite Tavares’s defiant presentation last Wednesday, it was Stellantis’s toughest critics who had the last word when investors on both sides of the Atlantic quickly sent shares in the automaker downward once the earnings call ended.

## **Full-Steam-Ahead for Stellantis’s Battery Powered Cars**

In the second article, published in “Inside EVs, also on 5<sup>th</sup> March, Carlos Tavares said “We aren’t thinking we’ll still have mild hybrids or plug-in hybrids.”

Various sources have reported that Stellantis has now joined the global club of automakers which are officially announcing an all-electric future. The on-line journal, ‘Inside EVs’, commented that it has already heard those words before – for years, in fact – and from many legacy automakers. However, it did note that the Stellantis CEO spelt it all out for the industry, and that ‘Inside EVs’ was impressed by his plans. According to another source, Automotive News, Stellantis is to go “full throttle” on battery-electric vehicles (BEVs).



Meanwhile, Tavares has noted that hybrid powertrains will "eventually disappear."

Stellantis's CEO pointed out that the areas it serves all are working toward an eventual ban on gas-powered cars. He shared: "We are going full throttle on battery-electric vehicles, as we believe the mix of sales within electrified vehicles will move very fast towards pure BEVs. We aren't

thinking we'll still have mild hybrids or plug-in hybrids."

In a step further, Tavares asserted that Stellantis will be "emissions-compliant from Day 1," with the goal of meeting all targets by 2025. This goal does rely on the deal made with Tesla late last year, as mentioned above. In addition, Tavares stated that Stellantis will launch 10 new "high voltage" vehicles this year, including a mix of BEVs and plug-in hybrid electric vehicles (PHEVs).

Stellantis already has two dedicated EV platforms - that can't be said about many of the competing legacy automakers. According to Tavares, range is a main current focus. He concluded: "I am really challenging my engineers. We are working very hard on energy storage capabilities, but also on the energy efficiency ratio of the electric motors, on transmissions, on aerodynamics."

## At Alfa Romeo, New Model Rumours Continue

In other news, the new President of the Alfa Romeo division of Stellantis, Jean-Phillippe Imperato, reportedly is prioritising Alfa's Tonale and Brennero SUVs. Both cars fit in segments of the profitable SUV market. September 2021 is thought to be the likely launch timing for the Tonale.



These introductions could be followed by a vehicle that is roughly the same size as the Mercedes Benz CLS class, one report has said. It would be based on the Giulia Giorgio platform. This large saloon may be released around 2025.

Speculation also continues about new Lancia models that will share development with an Alfa Romeo and a DS, as does the development of a new Giulietta, and, again, revisiting a new model of the up-market Alfa 8C. Plans for other Alfa Romeo models may also be announced around

September. Meanwhile, beyond that new large sedan impression shown above, perhaps many more artists' impressions of future Alfa Romeos are going to arrive shortly.

Lastly, in the USA, cars under Alfa Romeo's Certified Pre-Owned Scheme can now be bought on-line. This reflects some general changes arriving in the auto market, e.g., Volvo has announced on-line car marketing of an all-electric line-up for the near future and the advent of 'Volvo stores', which seem akin to the Apple store phenomenon. In his first stock market update, Carlos Tavares showed that he too was very aware of these growing auto market world-wide trends.



## Peugeot's planned return to USA canned in favour of Alfa Romeo reemphasis.

In the 8<sup>th</sup> March edition of Autoblog.com it was noted that Stellantis has confirmed that the return of Peugeot to the USA market is off the table. This announcement coincides with the reassignment of Larry Dominique to become senior vice president of the Alfa brand in North America. Dominique had been heading PSA efforts to revive Peugeot in the USA. His new assignment does signal Stellantis' intent to focus on growing Alfa's presence in the USA, said AutoBlog.

Although this is the first official confirmation of Peugeot's American return being off the table, Autoblog claimed that this announcement was almost universally anticipated. The move was confirmed early on Monday 8<sup>th</sup> March by [Automotive News](#), which also announced Dominique's new role. A statement regarding how he will reorient Alfa Romeo in the USA is still to appear.

The announcement should buoy up Alfa Romeo's US prospects. Although Alfas were reintroduced to the US market in 2008, Alfa's then owner, FCA didn't put much weight behind a volume effort until 2017, when new Giulia models were launched. While this new Alfa family was well-received by the critics, sales didn't impress. Subsequently, after the launch of the Stelvio, America's remaining appetite for Italian SUV crossovers began to appear insufficient for Alfa to stay afloat in the US market.

Domenique's move, together with the stated defocussing on Peugeot's US future, is a great sign for USA-based Alfisti. His new appointment eases an imagined uncertain future for Alfa. It does appear that Stellantis has committed to support the Alfa marque in North America, at least for a while.

## Fiat's Italian Plants are Higher Cost, Tavares Says.

A report from Reuters, published in the February 28<sup>th</sup> edition of European Auto News, states that Carlos Tavares has told Italian unions that average production costs for cars in Italy are higher than in other countries where the automaker operates, such as in France and Spain.

Tavares told workers that Stellantis was paying more to produce cars in Italy, compared to similar vehicles built in the former PSA factories in France and Spain. While Tavares did not discuss the underlying causes of these higher costs, he did mention that they were not attributable to wages.

Since the first announcement of the FCA - PSA merger, Stellantis has targeted over 5 billion euros a year in savings, but without deciding to close any plants. In addition, Tavares has committed to not cutting jobs, at least during a period while all Stellantis brands and plants are given a chance to be profitable.

From a turnaround perspective, Tavares has driven some very significant past successes, including the transformation of Opel's plants after he noted that PSA factories were more productive. The Tavares-led cost-cutting drive then returned Opel to profitability. Similarly, in recent times, FCA has struggled with overcapacity at its European factories, now operating with utilization rates of only 55%. This is in comparison with PSA factories which run at around 68% utilization. ♦



## PROFILE OF A ROCA WA MEMBER AIDAN DALY

*In this issue, Aidan Daly is interviewed by Greg Smith. He has owned a number of Alfas – some in Ireland, some in Australia - but he really loves his brand new, red Stelvio Quadrifoglio.*

Aidan says: “The major reason that, nine years ago, my move to Australia ended up with me living here in Perth today is that, although I had originally booked to fly into Sydney, before leaving Ireland I went for a lunch at my local. The barman, who had been to Perth, told me to change my flights and head for the west instead. Although I haven’t been back to Ireland yet, when I do, I certainly will need to thank him for his great advice.”

For more than a decade now, Aidan’s career has been in the IT sector. Currently he is working as a “Threat Intelligence Analyst” in an international company headquartered in West Perth. In basic terms, his role is to look out for anything that could harm a business from an IT perspective; e.g., anything that could lead to a loss of data. These types of threats could range from being external and deliberate, such as ones caused by foreign hackers, or they could be unintended and just internal and/or accidental. An example of this unintended threat might include when someone wrongly emails customer details to incorrect email addresses.



*Left: Aidan has worked on the security of some of the 14,000 computers across BHP’s sites in WA and is seen at the Yandi iron ore mine. Right: Aidan’s black GTV was at the Alfa club’s Christmas lunch at the Vineyard Kitchen at Brookside.*

These days, there is a lot of legalisation, rules and regulations which companies must follow in order to protect data. Huge fines can be applied in the event that any company mismanages and gets it wrong. As an example, in 2019, British Airways was fined £183 million when it lost personal data and credit card numbers of about 400,000 of its customers.

While that example may be something of a worst-case scenario and, additionally, the schedule of fines in Australia is currently not as severe as in Europe, things sometimes can and do go horribly wrong in this part of the world too. Aidan’s work role is to prevent that from happening, although should something bad actually happen, then he needs to be able to respond and help the impacted business recover from disaster as soon as possible after the event.

Aidan’s automotive interests began early in life. In Ireland, his grandfather was a car dealer who worked in the industry from the 1950s right up until his death in the late 1980s. He sold cars made by the Rootes Group, and also from Chrysler, Rover, Triumph, Mercedes, Audi and BMW.

Aidan’s grandfather also maintained a keen interest in rallying, as well as in all things that were technology related. In his later years his granddad was elected to be a member of the Irish Senate by the Society of the Irish Motor Industry to represent the motor industry in the Irish government.



During Aidan's childhood, his family were main dealers for Ford and BMW. Therefore, cars were never far from his thoughts.

Aidan spent some of his childhood years building model radio-controlled cars with very small 3cc engines that could rev up to 30,000 RPM. While they were "super finicky", these little cars could reach speeds up to 80MPH. The problem with these radio-controlled model cars that Aidan sadly discovered was that he could only get their engines to start about 20% of the time.

The first Alfa that Aidan owned was a beautiful 1.4 litre blue 146. This was a car that someone had traded-in to buy a 3 Series BMW. While he was at college in Dublin, Aidan had to leave it outside his parents' house. Unfortunately, after a wet January month one year, on his return, he found that all the seals in the car had failed and the entire interior had become covered in a green mould. Notably, he says that, even though this car suffered a very sad end, he was already hooked on the thrill of driving an Alfa Romeo.

While he lived in Ireland, Aidan owned the 146 mentioned above, (note that the Alfa 146 was not sold in Australia), but once he arrived in Perth, he bought himself a GTV (V6), followed by a red Brera V6 and, later, a black GTV V6.

For a time, Aidan lived in Brisbane due to a work requirement. Around that time, he had his red Brera which he occasionally needed to take to an Alfa workshop for routine maintenance. At this workshop, he saw a magnificent Alfa Montreal. Immediately, he decided that it was his favourite type of Alfa Romeo. This same Montreal is sometimes seen on the cover of the Queensland Alfa Club's magazine. Aidan thinks it is astonishing beautiful and the Montreal does have that outstanding 2.5 litre V8 engine, he notes.



Most recently in mid-February, perhaps as an early Valentines Day present, he became the very proud owner of a brand new Stelvio Quadrifoglio. (*Shown adjacent*). Expect to see Aidan near or at the front of any Alfa convoy at all future club events.

While Aidan also acknowledges envy as one of the Seven Deadly Sins, he is also aware that his friend Enzo Simeone has just bought a new Alfa Giulia Quadrifoglio. He says that this car would certainly be up there near the top of his list. As Aidan told me this, I imagined that Enzo, who I already know deeply loves the beauty and capabilities of his new Giulia QV, might also have just a tiny tinge of envy about Aidan's brand new Stelvio Quadrifoglio too.

Aidan grew up in the midst of Fords, Sierras, Granadas, Escorts, Mondeos, etc., all at the family car business. Reflecting back, he says that this experience normally seemed to him as being in the presence of nothing too exciting. However, there were odd times, when he came across some points of special interest. For example, a customer might trade in something that Aidan thought was a bit more special in order to buy a new BMW. He recalls that a priest once traded in an RX7. It was pretty mind blowing to learn about the huge power output produced by that tiny but very unique Wankel rotary engine.



Adjacent: Barbagallo Motors in Perth likes to invite the purchasers of its top-of-the-line cars to a special training day at its racetrack in Wannaroo. Both Aidan's new Stelvio and Enzo's new Giulia QV are seen trackside surrounding a new Maserati.

I asked Aidan what he was looking for from AROCA WA, or from any other car club. His light-hearted response sounded a little like something that Groucho Marx might have once said, "I would be happy to be a part of any club that would let me in, to be honest." (Although I think Groucho actually had said in a movie that he wouldn't want to be in any club that would have him as a member).

Anyway, Aidan then embellished this thought with the comment that he believed the only other club where he had been a member before was a Lego Club.



We discussed Aidan's greatest auto highlights. Getting to have a spin in an 850 BMW and in some rally cars were great childhood memories. But, what about that first new Stelvio QV tryout on his recent long weekend down to Albany, I wondered?

On the Karri Valley-Margaret River run with FLC late last year, Aidan was right at home during lunch at St. Aidan's wines.

He recalled another memorable experience when watching some historic Group B rally cars taking part in the "Rally of the Lakes" event in Ireland. He particularly recalled seeing the Lancia Stratos or "037" touring in Air Italia and Martini Racing colours as quite a phenomenon. Nonetheless, he commented that just seeing these cars is nothing compared to also hearing them. While the cars had been de-tuned for that particular historic rally, they were still amazing.

Once, while on a family holiday to Venice, then 12-year-old Aidan dragged his Dad 200 kms across the country on trains, buses and taxis to make a visit to Maranello. Given that Google Maps was still a decade away around that time and that neither of them spoke any Italian, it proved to be quite an outing! At one point, the Dalys' train pulled into a station where 2 rival football teams appeared to be having a derby. Hundreds of police, dressed out in full riot gear, were trying to keep the two teams' supporters separated.

Arriving in Maranello, Aidan and his dad viewed the history of the town, went through the museum, caught a glimpse of Ferrari's Fiorano Circuit and sat among the artifacts while at Ristorante Cavallino. Then, on leaving Maranello, they headed back towards Bologna on a bus filled with mechanics from the factory who had all just finished work for the day. This small Ferrari army was dressed head-to-toe in Ferrari red/Shell oil outfits. That experience was the stuff of dreams for young Aidan. It still is today actually, he says! However, Aidan does add that he is now aware that he needs to add a visit to the Museo Storico Alfa Romeo onto the list for his next visit to that part of the world.



*Left above: On a side-trip during his move from Ireland to Australia in 2012, Aidan deviated to Tibet where he climbed to the Everest base camp at 5,364 metres. However, on the way back down, he was overcome by altitude sickness and a very ill Aidan had to be helicoptered out. Right: While in Adelaide, Aidan inspected the Ayrton Senna plaque that sits alongside the old Senna Chicane, which was once a part of the Australian F1 track in Adelaide.*

Aidan says that he is super excited to continue exploring WA in the near future and to travel further afield in the Stelvio. He is keenly looking forward to starting that experience with the club's late April run up to Kalbarri and Shark Bay. However, many of us may not see too much of Aidan's Stelvio until we finally catch up with both car and driver at the overnight stopovers.

We discussed the future of the automotive industry. Aidan commented that when he bought a Ford Kuga (Escape) in 2016, at the time he was convinced that it would be his last ICE car. He freely admits he did look at a Tesla Model C recently while he was deciding on the Stelvio, but then decided that there really was no competition from his point-of-view.

In Aidan's work role, he has to spend far too much of his time sitting in front of computer screens. Given that, he has formed the view that a Tesla is like another giant computer, but sitting on 4 wheels. While the Tesla is very efficient, it isn't what he really is looking for in a car. Aidan loves the thrill of the engine revving, together with his feeling of freedom when behind the wheel of his Alfa.

He described the similar feelings that he has experienced when wearing a mechanical watch; hearing the ticking mechanism and experiencing its mechanical vibration. All of that is very reassuring to him. In addition, there is just something preferable about it compared to a super-efficient whiz-bang electronic watch.

Ace computer guy, Aidan, understands that some of his interest in analogue versus digital technology is linked to the history and heritage of the product; imagining that the initial silhouette might have been sketched on the back of a napkin before the instrument was crafted by skilled craftsmen. Clearly, he believes that this is especially so with the Alfa Romeo marque and the illustrious history of both automotive design and craftsmanship from that part of Italy. Aidan concludes, saying that he has felt none of this from a computer-designed modern electric car. ♦





## BALLAD OF THE NANNUP TIGER

The Karri and Jarrah forests of Nannup in the South West of Western Australia may be the home of an isolated population of Thylacine *Cynocephalus*, otherwise known as the Tasmanian Tiger.

*(From a tourist pamphlet)*

My song ain't long nor too short neither,  
so bear with me while I down another,  
for here's the yarn that I want to spin yer,  
a tale so true that it's bound to win yer.

It happened down on the Dugite River  
and I'll tell yers all I'm no Indian giver.  
I'd sold me Ford to some dingo trappers  
(was a '34 ute that went like the clappers)

when I got this wire from way up North  
"Bluey we're shearin'. In need of a fourth."  
So back I went to the doggers' camp,  
sayin to meself 'I ain't goin' to tramp

all the way up country to the Fortescue,  
where mates are in work, 'n need'n me too'.  
I found that ol' Ford, but no one in sight,  
left a stash in his swag, drove off into night.

Just short of Nannup and that ute's  
engine gives a splutter. Petrol! Me boot's  
off the throttle in a flash. Gauge show'n zero.  
Too late, she's stoppin' and I'm the hero

who'd forgot to check if those doggers had run  
the old girl dry, or nearly. Now there's only one  
way out—walk the whole flamin' way to town!  
So I grabbed me swag and climbed right down.

The new moon threw only a dull light  
as I strode wary in that dense forest night.  
First thought—to my great consternation—  
was the long damn march to the petrol station.

But a few paces more and my hair stood  
on end, for from the trees there came a blood-  
curdling sound, half a snarl and half a scream.  
I stopped right there. Was this a bad dream?

Another snarl from the undergrowth made clear  
it was no fantasy; I was getting out of there  
real fast, if I valued my life. But what beast  
could utter such unnatural sound? At least

all those I'd known in me outback years—  
fierce dingo, old man kangaroo, some rogue steers,  
a Tassie devil - or a huge taipan rearin' to strike -



had raised no such tremors and dread alike.

Again, that fearsome screech sounded  
in bushes bordering the road. And out bounded  
a creature I'd only heard of in settler's tale  
or campfire yarn of an old bushman. But these pale

to nuthin' compared to what now I saw  
in that ghostly light - black as night, a paw  
larger than a tiger's, body stretched out lean  
as a greyhound, eyes of agate, teeth mean

in a blood-red snarling mouth. Had it truly  
escaped a circus cage? A panther maybe? Newly  
seeking its human prey, of which I would  
be the first ripped apart? Bravely I stood

my ground, holding my swag between  
me and the monster, not certain it'd seen  
me clearly. If hunters ever had tried to shoot  
this black tiger, now it might turn away, scoot

off among the giant karri trees and leave  
me to trudge on unharmed. While it would retrieve  
easier prey—wallaby, possum or bush rat.  
But no, crouched low, it stalked me like any cat.

And I was the mouse! I let out a great yell,  
turning back to my faithful ute which might well  
provide safety—if I could get that far unscathed.  
But this brute sprang at my leg and was bathed

instantly in my own blood spilled bright enough.  
Lucky for me it had a mouthful of my pants cuff,  
so I heaved my swag at its head, loosed my  
belt hoping to let the fierce beast try

to devour my daks while I was making  
top speed back to my trusty Ford, shaking  
like a man with the DTs, feeling chilly too  
with the loss of my pants. One or two

scratchings on the door and a few sounds  
of padding paws was all I heard on the ground  
outside. Freezing cold but I wouldn't dare  
to open the ute's window and risk to share

that wild bush scene with the wildest ever  
to roam on Aussie soil. Owl or mopoke never  
called through that whole night. How quiet?  
It was dead silent till dawn, when the sight

of a jogger, peering in, woke me, slumped  
over the steering wheel, my swag dumped  
way ahead. But when I stepped from the ute



without me britches, this jogger stood mute

for seconds, before he screamed, "You're him!  
The hostel flasher!" But it was hard in the dim  
light to explain. When I mentioned 'the beast'  
his whole mood changed. Eyes bulging, "At least

you got close enough for it to draw blood.  
You are the first! The whole town will flood  
the streets to shake your hand." So, friends tonight,  
now yer know why I'm still here in Nannup. Might

offer me another drink? Yair, by this stage,  
me throat's drier than bottom of a cocky's cage.

**Glen Phillips**

© September, 2012



*Poet and author, retired ECU Professor Glen Phillips, mentioned to Alfa Occidentale that he is currently working on the publication of his 80<sup>th</sup> book, many of which have been selections of his own poetry.*



*Read about the Alfa Romeo 8C Monza in the next article.*



## DREAM DRIVE IN A MIGHTY ALFA ROMEO 8C MONZA

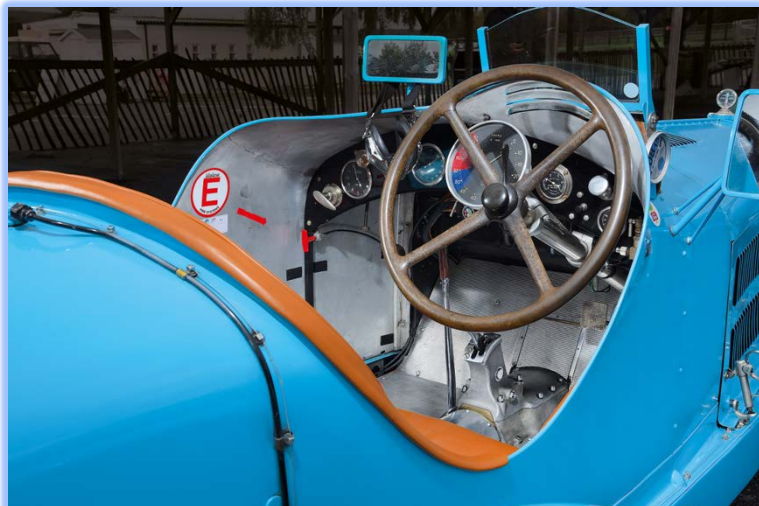
Edited from a longer article appearing in "Classic & Sports Car" on 23<sup>rd</sup> February 2021, written by Mick Walsh, images by Will Williams.



Few drivers ever competed from the vintage era right through to the early years of F1. The charismatic privateer Philippe Étancelin ("Phi-Phi" to his friends) raced a wider range of machines than most and he did so against all the greats from Nuvolari to Fangio. 'Phi-Phi' must have been a great dinner party guest. The closest contact you can get back to that period now is through the surviving cars that he once raced, such as this, his second

Monza. Phi-Phi drove this Gauloises-blue Alfa Romeo 8C extensively during the 1933 season, which was a time near to the swansong of the two-seater Grand Prix machines.

When current owner Peter Neumark phoned the author, Mick Walsh, to invite him to demonstrate this great car at Goodwood during a charity day, Mick says he was almost lost for words.



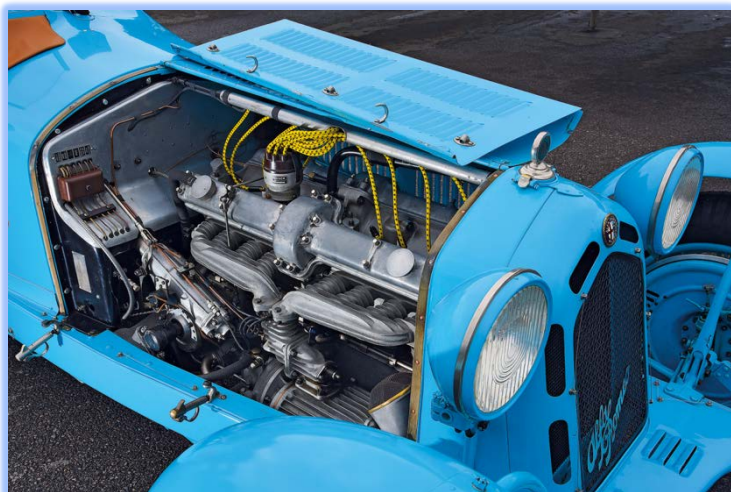
Better still, he noted, the event didn't require a helmet and it also allowed passengers.

Walsh has written a book, collected photographs, made models and also has ridden in several Monzas, but, after a five decade long fascination, he says that he had never properly experienced the fastest of the 8C family, even though the Monza's supremely functional style always mesmerised him.

Compared to a [Bugatti](#), it might lack elegant componentry, but the way the brass radiator and steel petrol tank mould into the body, gives it a supremely purposeful aura. With the signature front cowl and its long outside exhaust, it is the ultimate Grand Prix car for both road and track. Then, when you add in the 8C's pedigree of sports car glory, it becomes easy to appreciate the reverence held for Vittorio Jano's stop-gap racer dating from an era before the *monoposto* Tipo B arrived.



“On first start-up, there is a deep-chested supercharged roar which always gets me”, Walsh says. He is amazed that its exhaust bellow doesn’t set off Goodwood’s noise sensors. Within the confines of the pit lane, the glorious sounds of Jano’s masterpiece under its long tapering bonnet become dramatically amplified. The mechanical orchestra of bearings, gears and supercharger whoop is one of the greatest engine scores.



All day, the Monza fires up first time, despite wet conditions. Accelerating out of the pits, the marvellous torque delivers from low revs with smooth, lusty punch right through to its 5,500 rpm redline, marked on its saucer-sized remote rev counter mounted on the steering column.

Around the paddock, the steering is direct but weighty, although when speeding through the double apex of

Madgwick, the feel is immediately transformed. Sharp and super-responsive, with excellent feedback, its steering inspires in the wet conditions.

By reputation, the Alfa Monzas are superbly balanced and like to drift, as Patrick Blakeney-Edwards once proved in grim conditions at the 2018 [Goodwood Members’ Meeting](#) when he dominated the Caracciola Sportwagenrennen race. Power sliding through the sleet, he was a joy to watch.

The Alfa 8Cs reveal a touch of understeer with a trailing throttle on turn-in, but that soon balances out by mid-corner, followed by progressive oversteer as you accelerate out. Alain de Cadenet used to power out of the old Woodcote at Silverstone with an armful of opposite lock. He maintained that on smooth modern tracks the Monza was very chuckable. Meanwhile, in a private 8C group test, German ace Frank Stippler claimed the Monza felt better balanced, sharper and more responsive than a Spider, which suffered from a pendulum effect due to the extra weight of its twin rear-mounted spares.

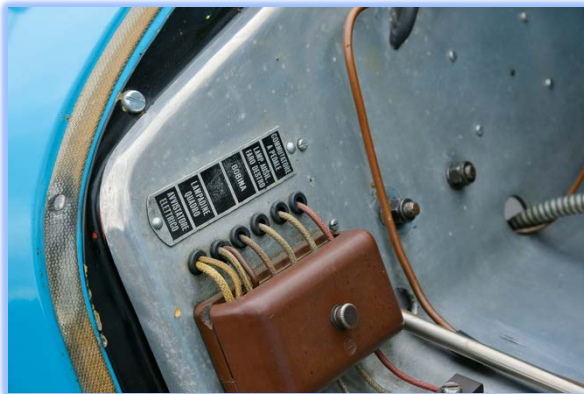
For a design that is now close to 90 years old, the Monza’s performance is still remarkable. Weighing about 900kg, with a 200bhp motor, remade by Jim Stokes, it delivers astonishing acceleration; achieving 0-60 mph in less than 8 seconds and reaching a top speed over 120 mph. That speed does feel very quick in a live-axle, leaf-sprung, vintage-style chassis. On a bumpy road, you would definitely need a body belt because of the firm ride and the car’s shorter springs.

There is little support in the stark cockpit without a passenger. Through tighter turns you are gripping hard on the broad four-spoke wheel to steady yourself over the bumps.

The Monza’s tall drum brakes with rod/lever operation are powerful when they start to bite, but the set-up balance is critical because there is no compensation at the back, unlike in the more advanced Alfa Romeo 6C-1750.



Too many 8Cs have been converted to a modern throttle location, but the authentic centre button-style pedal does feel perfect for heel-and-toeing when down-changing into turns. The long, elegant gear lever sweeps up from a clearly defined H-gate on the quadrant tower, with a cover clip to prevent an expensive slot into reverse. The timing of changes through the crash box is tricky and, to avoid grating gears, it shouldn't be rushed.



As this track day progresses, relentless rain floods the corners, requiring some strange lines to avoid the deep water and providing a cold shower from the tall rooster tails of spray from any cars in front. Soaked, Mick continued very happily until the track became too dangerous.

Later, while pushing the Monza back into Jim Stokes' trailer, Mick couldn't help but think about Étancelin's first race with this very car in similarly murky conditions, but without the luxury of mudguards, way back in 1993 at Pau. That year's season had started quite early around the old royal city using a new 1.6-mile long street circuit designed to rival Monaco. While the organisers were confident of fine early spring weather, they couldn't have been more wrong.

The early Grand Prix fixture had attracted an impressive entry of 18 cars, the majority being Bugattis driven by rising Gallic stars who were very keen for the 1933 season to start. This Bugatti army was challenged by four Latin exotics, including three new Alfa 8C Monzas driven by Pierre Félix, Jean-Pierre Wimille and Étancelin. 'Phi-Phi', who could afford the very best machinery, had indulged in his second Monza with chassis 2211097 being delivered to him direct from Milan to Pau.

Étancelin's Monza was coloured light blue, as the then current regulations demanded that racing teams paint their cars in the driver's national racing colours.



Heavy spring snow began to fall on Saturday evening. By dawn on Sunday, the town and park were blanketed in white, but that didn't prevent a huge crowd from arriving.

With continuing snow, organisers considered cancelling the race, but with a packed racing calendar that year, the event could not just be postponed. Therefore, it was agreed that the drivers all had the needed experience to cope with the slippery track. Meanwhile, until the 2pm start-time, the track was continually swept and salted to reduce the risk of ice forming.

The race grid was decided by lottery. Étancelin ended up with a third-row slot, while the Bugatti ace was right at the back. As snow continued to fall, the famous French journalist and race organiser, Charles Faroux, stepped up to wave off 15 cars as they valiantly started in the grim conditions.

Étancelin soon moved up to fourth, despite challenging visibility. Quickly, the once-white course turned into a treacherous mess of melted snow, salt, dirt and gravel, with the open wheelers churning up slush that covered aero-screens and drivers' goggles.



On lap 11, Étancelin pitted from third with a misfire. On opening the bonnet, his mechanic discovered that the plug holes between the cam boxes were full of snow. This delay cost Étancelin two laps and this pit stop forced him down into 13th place.

Eventually, after one hour and 25 laps, the snow stopped, although track conditions remained very

tricky as Étancelin continued his comeback. He had moved back into fourth by lap 60, and then third. While Phi-Phi was cheered on by the frozen wet spectators, when the race finally ended after nearly three hours of racing and 80 laps, Étancelin had claimed third.

Étancelin would go on to take two victories during 1933 with this blue Monza; the first at Reims in the Grand Prix de la Marne. This winning streak continued the following weekend at La Baraque Hillclimb. However, his most impressive performances were at Monaco and Montlhéry.

Around the Principality he chased the epic lead battle between Tazio Nuvolari's Monza and Achille Varzi's Type 51, before retiring with a broken differential. Later in the summer the blue Monza came close to winning the French Grand Prix following a tense battle with the works Maserati 8C-3000. While the popular Italian champion was faster, his harder tyres wore faster on the rough Paris bowl, although Étancelin remained sufficiently in contention to lead with five laps to go. While, going into the final lap, Étancelin was having problems with clutch failure, the blue Monza led by 24 secs. But Phi-Phi virtually had to stop on the



tighter turns whenever the car stuck in neutral. On this last lap, the works Maserati stormed past Phi-Phi's slowing Monza to win.

By the end of the season, the new *monoposto* Alfas were unbeatable and Étancelin, realising that the two-seater Monza was now outclassed, ordered himself a new Maserati 8CM for 1934. The Alfa 8C Monza was sold to Swiss owners who repainted it in the Swiss racing colours with a white bonnet over red bodywork. The car was run at various races and hill-climbs through the 1930s, including at one of the last outings of a Monza in a major European Grand Prix, held in 1937.

In the late 1930s, the\is Monza was rebodied with a more streamlined style, featuring an Alfetta-type nose cowl with rear wings moulded into the tail. Thereafter, this dramatic-looking 8C survived WW2, well hidden in Switzerland. Then, in the early 1960s, it was sold to America where it changed hands several times among US East Coast *Alfisti* until the late Peter Giddings acquired it and removed its Swiss shell. With a more authentic Monza rebody and a rebuilt motor, Giddings returned it to the track and competed in early historic racing events in USA.

Japanese collector, Yoshiyuki Hayashi, purchased the car in 1981 and in 1985 Hayashi shipped both his Monza and his Tipo B to Laguna Seca for an Alfa-themed weekend, as well as a showing at Pebble Beach. The Monza was returned to Europe in the late 1980s, and eventually it joined the current owner, Peter Neumark, in England.

Road-registered, this famous Monza has been very actively raced by Neumark since, including competing at Monaco, Spa Francorchamps, the Nürburgring and in VSCC events.



"It's a fantastic car and a joy to drive," Neumark says. "We did the Mille Miglia, but it broke down at night with electrical problems," which they sorted by the following morning, then, "We cut across to Siena to rejoin."

Neumark returned the car to the colour, French Blue, in which it originally raced with its first owner Étancelin - and with such distinction. What better way is there to celebrate 2211097's rich and colourful history?







## ALFAS RECENTLY SEEN AT UWA

Photos by Kyle Attwood of Alfas seen at Classic Cars & Coffee ("CC&C") on 14<sup>th</sup> March



*The Alfa Spider 1600 attracted a lot of attention at the March Classic Cars & Coffee – as it did when seen there last year. Some notable progress with restoration seems to have occurred since then.*

# ALFA OCCIDENTALE

Issue 47, April 2021



Thanks to Kyle Attwood for this photo essay from the 14<sup>th</sup> March CC&C event, held at UWA.



## \$ 4 0 , 0 0 0 IN OSR STAMP DUTY HITS STREET MACHINE AWARD WINNER

Edited from an article appearing in [www.whichcar.com.au](http://www.whichcar.com.au). dated 4<sup>th</sup> March 2021

*(Thanks to Martin Leaver of the AROCA NSW ACT chapter for pointing out this one.)*



We all know the drill: You buy a car, then get it registered in your name and pay the stamp duty (usually around 3%, but up to 6.5%) on the car's purchase price. However, sometimes it can get murky when you buy an unregistered car; next you spend a small fortune fixing it up, but after that you still need to work out its value in order to register it with your state's transportation agency.

Most commonly, the 'Redbook' guide is used to determine the value of a vehicle. Redbook provides details of used cars with historical pricing dating all the way back to 1935 in some cases.

Imagine the surprise of Chris Bitmead, the owner and builder of the "2016 Street Machine of the Year" award-winning Ford Falcon XBOSS XB, after he received an email from the Western Australian Office of State Revenue (WA OSR) indicating that he owed about \$65,000 in stamp duty and associated penalties after his renovated vehicle was registered!

Back in January 2019, the WA state government had instructed insurance companies to provide it with information on classic vehicles manufactured prior to 1990 and which had an insurance value over \$20,000. Chris explains: "What the government has been doing since is comparing the insured value to the value that was declared at the time a vehicle was either licensed or it changed ownership."

Where discrepancies were discovered between the insured and dutiable value, owners have been receiving emails from the WA OSR asking for an explanation. In the case of XBOSS, when the car was first registered, Chris had applied the highest RedBook value for a 1976 XB Falcon 500 coupe, which then was AU\$15,500.

"I went on to explain to the OSR – as the insurance companies had already done – that enthusiast vehicle insurance policies are an agreed value and more a reflection of what it would cost to repair



the vehicle more than the actual value of the car,” Chris mentions, “but the government was hanging its hat on the insurance value.”

That insurance value resulted in the OSR revaluing Chris’s car and advising him that he owed the OSR \$26,000, but rubbing salt into the wound as well, by imposing a 30% penalty, after arguing that he had undervalued the car. This resulted in an OSR bill nearing \$34,000 for a car that Chris had originally paid \$8,990 for!



The story worsened for Chris who notes: “Once I received the OSR’s bill, I had 30 days in which to pay it, even though I was disputing it. If I didn’t pay within 30 days, there would be another 20% penalty imposed, taking the total to over \$40,000.”

Chris paid the bill to avoid the proposed increased penalty. Then he turned to Paul Blank, one of the most highly regarded classic car valuers in the country, in order to get a definitive

value for the car at the time of its licensing. Paul successfully argued that, while XBOSS is a highly recognisable and well-known car with unparalleled success on the show scene, that this wasn’t the case when the car was first registered - at that time no-one had heard of it.

The appeal took 75 days to be assessed. In the end, Chris did manage to have repaid almost \$25,000. Nonetheless, the actual stamp duty imposed still amounted to more than the price he had paid for this car in the first place!

Chris explained his viewpoint: “How I see the story is, these people are making decisions and asking people to fork out a lot of money. Then when they’re wrong, they give a lot of it back with next to no interest. Instead of assessing it right in the first place, they’re being belligerent about it.”

Just to be clear, WhichCar is not that suggesting governments shouldn’t go after people who may intentionally understate the purchase price of vehicles, but that wasn’t so in Chris’s case, nor is it for



many other classic car owners who have found themselves caught up in similar situations.

However, for a lot of these people, it just may be not worth the cost of employing lawyers to appeal the WA OSR’s decisions; resulting in the state government having a lot of easy wins.

The WA Street Machine Association has been working to provide pointers and advice around this matter. See [wasma.org.au](http://wasma.org.au).



## RECENT OVERSEAS ALFA SALES

In the April 2021 on-line edition of Sports Car Market (SCM)  
the on-line sales of two Alfas, a Lancia and a Fiat were reported.

Bonhams Scottsdale, AZ.

### #130-1937 ALFA ROMEO 6C 2300



Monza replica roadster. S/N 813900. Eng. # 823903. Oxblood Red/brown leather. RHD. Odometer : 1,079 miles. 2.3-L supercharged I6, 4-speed. High-quality 6C Monza replica by Design Cast in New Zealand, built around a genuine Alfa Romeo 6C 2300 engine that was found in Eastern Europe. Parts were collected from 14 countries over four years. New frame constructed from hot riveted spring steel, as in-period. Engine rebuilt with modern internals and supercharger. New cam drives, Jaguar valves, lightened flywheel. Dynos at 185 hp. Holden clutch, 4-speed “dog”

box, torque tube and fabricated diff complete drivetrain; cast-steel front axle, mechanical brakes with adjustable friction dampers all around. Cond: 2.

**SOLD AT US\$406,500.** *Some liberties were taken during the building of this very nice bitsa, but to dwell on such things comprehensively misses the point. Not unlike an Argentine Pur Sang replica, this car's raison d'être is to be driven and enjoyed. Further, I suspect the person who commissioned this car also immensely enjoyed the multi-year hunt for parts. The most recent sale in the SCM database for a “real-deal” 8C 2300 Monza commanded north of US\$11.5m, so this looks like all of the fun for a fraction of the cost. Well sold, well bought.*

### #109-1971 ALFA ROMEO GTV 1750 coupe.



S/N AR1532080. Eng. # AR0055-105796. Olive Green Metallic/black vinyl. Odometer: 92,925 miles. 2.0-L fuel-injected I4, 5-speed. Trim off/windshield-out paint mostly excellent; but it looks resprayed with rough edges around the rubber. Some touch-ups at the front. Quadrifoglio badge on the C-pillar customized with body-coloured leaves. Interior is mostly original; carpets replaced. Seat covers very well preserved. Wooden wheel is very nice, gauges clear; original radio showing age. Recent mechanical refurbishment; rebuilt Spica FI, suspension-wear items replaced, new brake lines, exhaust, door straps. Rides on Panasport wheels. Cond: 3+.

**SOLD AT US\$39,200.** *Catalogue states that this car has a 1,750-cc engine, but the Spica injection plenum says 2,000cc in big numbers. Displacement upgrade or not, the much-maligned injection system (North American market only) has been gone through and it should offer trouble-free motoring until some untrained mechanic decides to monkey with it. Never have seen one in this colour before —I thought it quite attractive—but it may have turned off some bidders, hence the bargain price. Looks like a pretty good value to me, about \$5k–\$10k under current US market.*



## #116-1991 LANCIA DELTA HF Integrale Evo 1



A “Martini 6” hatchback. S/N ZLA831AB000580638. White/teal Alcantara. Odometer: 29,139km. 2.0-L turbocharged I4, 5-speed. Limited “Martini 6” edition; #145 of 310 built. Presents as-new, consistent with its low miles. Iconic Martini (& Rossi vermouth) stripe down entire side of the car. Multiple commemorative badging/decals everywhere else, including grille, bumpers, C-pillars, lower doors and a huge Lancia logo on roof. Deep front air dam; large roof spoiler—both with decals. Racer look-alike alloy wheels painted white. Light blue tint to windows. Teal Alcantara on high-back Recaros and rear seats

makes a statement. Cond: 1-

**SOLD AT US\$182,000.** *Unless you’re a die-hard Lancia guy, it’s hard to keep track of all the commemorative-edition Deltas that pay tribute to the company’s considerable rallying bona fides. But it became immediately apparent with the first bid (an impressive \$100k large) that this one is near the top of the pecking order. As it’s likely to be going back to the Continent, this sale converts to €150k at the current exchange rate. Recent comps for Martini editions come in between €120k–€140k. Slight edge to the seller.*

GOODING & COMPANY Online

## #16-1974 FIAT 124 Spider. S/N 124CS10073284.



Light blue/dark blue canvas/navy blue vinyl. Odometer: 66,524 miles. 1,756-cc I4, 5-speed. This cute little Fiat recently received a recommissioning by a noted marque expert. Paint is very acceptable and seating with mild patina. New canvas Stayfast top and wood dash. No show-stoppers noted. It is one of 173,000 built between 1965 and 1985. Cond: 2.

**SOLD AT \$24,200.** *There are any number of these to choose from - if one is on your shopping list. No need to settle with an example with needs, as you will quickly outrun the car’s value. This was a perfect option, with no glaring issues and at a reasonable price. Assuming the new owner can live with Robin’s Egg Blue, he has a winner. ♦*

## NEW TRADE ACCOUNT AT BURSONS

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

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

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

**Account Type:** CASH TRADE ACCOUNT

**Account Name:** Alfa Romeo Owners Club of Australia (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.





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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.



## LATEST CALENDAR UPDATE

| EVENT  | EVENT DATE  | COORDINATOR   | COMMENTS   |
|--|---|---|--|
| <b>March AROCA club night at WA Light Car Club, Bayswater</b>              | <i>Tuesday 2<sup>nd</sup> March 2021.</i>                   | <i>Sam Calabro</i><br><b>MEETING HELD</b>                   | <i>Presentation and discussion on 105s restoration led by John Reed. (Wine, Beer &amp; Pizza provided by the club.)</i>  |
| <b>AROCA club night – sunset run and dinner, Marmion Anglers Club</b>      | <i>Thursday 11<sup>th</sup> March 2021</i>                  | <i>Greg Smith &amp; Richard Peirce</i><br><b>EVENT HELD</b> | <i>See report on the Sunset run earlier in this issue.</i>   |
| <b>Cuore Sportivo and Alpine Alfisti runs to McLaren Vale</b>              | <i>Vic, NSW and SA, Late March, 2021</i>                    | <i>Peter Atkinson, ACT chapter.</i><br><b>EVENT HELD</b>    | <i>Run by Alpine Alfisti – see brochure later in this issue.</i>   |
| <b>Alfesta McLaren Vale</b>  | Easter 2021   | A few WA members are attending.                             | See brochure later in this edition.  |
| <b>April Dyno Test Night</b>   | <b>Tuesday 6<sup>th</sup> April</b>                         | <b>Steve Boyle / Andrew Murray</b>                          | Test your <i>manual</i> Alfa on Steve's dyno. The club will provide Paella and refreshments. Book here: <a href="https://www.trybooking.com/BPXKW">https://www.trybooking.com/BPXKW</a><br>NB: This Trybooking link will need to close at 5pm on 30 <sup>th</sup> March. |
| <b>Mount Ommanney hill climb</b>   | Saturday 10 <sup>th</sup> April 2021                        | VSCCWA  | See: <a href="http://www.vscwa.com.au">www.vscwa.com.au</a>  |
| <b>Club run to Northam Motor Sport Festival, via Noble Falls Tavern.</b>   | <b>Sunday 11<sup>th</sup> April, 2021</b>                   | <b>Steve Sugden</b>   | Sunday Club Run breakfast at Chidlow Tavern en route to Northam. See details below. <b>Let Steve know if you are coming by 8 April: 0419 490 527</b>   |
| <b>Northam Flying Fifty</b>  | Sunday 11 <sup>th</sup> April, 2021                         | VSCCWA  | See: <a href="http://www.vscwa.com.au">www.vscwa.com.au</a>  |
| <b>Shannons Classic Car Show, Ascot.... about 1000 cars, inc. 20 Alfas</b> | <b>Sunday 18<sup>th</sup> April 2021</b>                    | <b>Andrew Murray / Greg Smith</b>                           | We have 20 spaces for great Alfas at this show. Are you interested in displaying your Alfa(s)? Let Greg Smith know if you plan to attend the event.  |
| <b>Auto Italia Canberra, Exhibition Park, ACT.</b>                         | Sunday 18 <sup>th</sup> April 2021                          | Book tickets directly through Auto Italia                   | Check with Canberra chapter of AROCA NSW for more information.   |
| <b>Kalbarri &amp; Shark Bay Run - extended weekend away. (NEW)</b>         | <b>29<sup>th</sup> April until 3<sup>rd</sup> May, 2021</b> | <b>Eddie Bernardi</b>                                       | See itinerary below. Note that Trybooking for this event is now closed.  |
| <b>British car day raid to GinGin</b>                                      | Sunday 16 <sup>th</sup> May 2021                            | TBD   | Details TBD  |
| <b>New Members BBQ &amp; Motor Museum Tour</b>                             | <b>Sunday 30<sup>th</sup> May 2021</b>                      | <b>Ivan Olsen</b>   | BBQ/tour at Wightman Park Motor Museum including a new members' Alfa display.  |
| <b>Albany motor sport long weekend</b>                                     | 5 <sup>th</sup> & 6 <sup>th</sup> June 2021                 | Andrew Murray   | Sunday night dinner in Albany for event attendees.   |
| <b>Young members event (NEW)</b>   | TBD   | TBD   | TBD  |
| <b>Alfa's 111<sup>th</sup> birthday dinner, at the Acqua Viva on Swan.</b> | <b>Saturday 17<sup>th</sup> July, 2021</b>                  | Greg Smith  | The evening is booked again at the Acqua Viva on Swan restaurant. Details in the next magazine issue.  |





|   |   |                                  |  |
|---|---|----------------------------------|--|
| <b>Wildflower run, inc. rustic pizza lunch</b> at new Gargagnos, in Bullsbrook. | Late August or early Sept.                          | Eddie Bernardi, Greg Smith       | Timing is important for this event for best wildflowers showing. A Trybooking link will be set up. |
| <b>AROCA WA AGM</b>   | <b>Tuesday 7<sup>th</sup> Sept. 2021</b>            | Andrew Murray                    | AGM at WA Light car club, Bayswater - food & refreshments provided.                                |
| <b>Rotary Italian Car Day</b> , Mulberry Estate                                 | Sunday 7 <sup>th</sup> November                     | Andrew Murray                    | Date now scheduled, other details to come  |
| <b>Annual Pasta Run</b>   | Sunday mid-Nov.                                     | TBD                              | Date and details to come   |
| <b>Annual Christmas lunch</b>   | Sunday 5 <sup>th</sup> or 12 <sup>th</sup> December | TBD                              | Date and details to come   |
| <b>TO BE ANNOUNCED</b>  |   |                                  |  |
| 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<sup>RD</sup> SUNDAY INFORMAL RUNS 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 3<sup>rd</sup> Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park near the Boatshed café and the water ramp in the foreshore park. These informal trips depart soon after 10:00am. A run can commence once participants decide to depart from this starting point. Either individuals or groups can do so as soon as they like after 10:00.



**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 during 2021.**

*Photo by Remi Dargegnan*



## OTHER MONTHLY EVENTS

Classic Cars & Coffee: Next meeting **Sunday 25<sup>th</sup> APRIL 2021, but a 10:30 start!**

# CLASSIC CARS & COFFEE



**10.30am-12.30pm**

**Sunday, April 25** Note times

**Next:**

**May 23, June 20, July 25, August 22, Sept 26**

**University of WA, Hackett Drive, Crawley**

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



## AROCA WA COMPETITION EVENTS CALENDAR 2021

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

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


A promotional poster for the 2021 Classic Car Show. The background is a collage of blue and green tones with images of classic cars and a checkered flag. The text is in large, bold, white letters. At the top left is the Shannons logo. At the bottom are logos for Shannons Insurance, Council of Motoring Clubs, Events at Ascot, Richards, and Tyrepower.

**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**  **COUNCIL OF  
MOTORING  
CLUBS**  **EVENTS AT ASCOT** Richards  **Tyrepower**

**WE URGENTLY SEEK INDICATIONS OF INTEREST RE DISPLAYING YOUR ALFAS.  
Please tell Greg Smith about your interest ASAP at [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)**



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 **TANGA FLEURIEU**.

**Fully Booked!**  
Information for Day Visitors coming out soon...



Major Sponsor:



For more information, go to:

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

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



SCAN ME

*A few AROCA WA members now intend to be there as day visitors.*



## O U R M A Y C L U B P U B N I G H T

**Mount Henry Tavern, 27 Manning Road, Como, 6152.**

**Tuesday, 5<sup>th</sup> May 2021, at 7:00PM.**

Club members will meet for a casual dinner and Alfa-related discussions.



## S U N D A Y C L U B R U N T O N O R T H A M

**Sunday, 11<sup>th</sup> April**

**Club Members will meet at 08:15 AM alongside the park at Stirling Square, Guildford. (i.e., beside the railway line.)**

**The group will depart promptly at 08:30AM to drive in convoy out to the Chidlow Tavern for breakfast.**

**After breakfast, club members will travel on into Northam to watch the weekend's Motorsport Events.**

**Contact Steve Sugden for further event details:**

*Mob: 0419 490 527*

*Email: [steve.sugden@yahoo.com.au](mailto:steve.sugden@yahoo.com.au)*

*To assist with hotel catering, please advise re. attendance by end-Thursday 8<sup>th</sup> April.*



## ALFA CLUB RUN TO SHARK BAY

**ITINERARY: Thursday 29<sup>th</sup> April til Monday 3<sup>rd</sup> MAY 2021**

### **ITINERARY DAY ONE, 29<sup>th</sup> APRIL 2021**



06.30am Tour group Meeting Point at Hartley's Outdoor Living.....424 Scarborough Beach Rd, Osborne Park..... Grab a Coffee before the run starts.

06.55am **Start your Engines.**

07.00am Depart from Hartley's, TL onto Scarborough Beach Rd, then to Mitchell Freeway North via Frobisher St. On Mitchell Freeway, travel north to the end of the Freeway. TR onto Hester Ave, then TL at Wanneroo Rd. Continue on as Wanneroo Rd becomes Indian Ocean Drive. Eventually, Indian Ocean Drive will join Brand Highway. We then continue on Brand Hwy through into Geraldton.

Estimated travel time: 4Hrs 20 mins, without stops.

However, a quick stop en route is planned near the end of Indian Ocean Drive. The stopping point will be advised.



11:30am Closer to lunch time, our first proper Itinerary stop will be in Geraldton where we will visit the HMAS Sydney Memorial and grab a bite to eat, as well as refuelling our Alfas before we continue northwards.

12.30pm Depart Geraldton along the North West Coastal Highway for Northampton.



TL at Port Gregory Rd and stop to view Hutt Lagoon Pink Lake. Est... 1hr 15 mins 102 km

01.45pm Hutt Lagoon

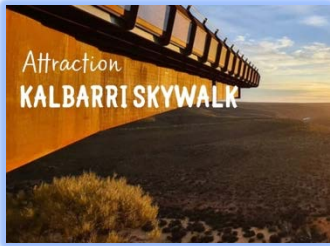
02.00pm Leaving Hutt Lagoon, we continue through to Kalbarri to our overnight stop. This is a 35 min drive and 54km.



02.35pm Overnight stop at the Kalbarri Palm Resort  
Free time for the rest of the afternoon. We will arrange a group dinner (Note that dinner price is not included in the total shown below)



## ITINERARY DAY TWO, 30<sup>th</sup> APRIL 2021



10.00am Check out of Kalbarri Palm Resort on a route to view the Kalbarri Skywalk over Murchison Gorge. Travel time Est. 35 mins, 38km.

Before arrival in the National Park, Eddie will need to collect car registrations for entry passes to the Skywalk. Pay the fee and print the pass. (Inclusive)



11.30pm Depart Kalbarri for Heritage Resort Denham, but with an interim stop at the Billabong Roadhouse. Est 2hr 15 min, 213km. Stop to refuel and grab a bite to eat. ETA 1.45pm.

02.00pm Depart Billabong for Heritage Resort Denham. Est 1hr 45 min 177km.



03.45pm Check in at Heritage Resort, Denham. Note we will have two nights of accommodation booked at Heritage, with included cooked breakfasts. Afternoon and evening: Free time with group dinners to be arranged in Denham.

## ITINERARY DAY THREE, 1<sup>st</sup> May 2021



09.00am Depart from Heritage Resort proceeding to Monkey Mia Resort. Est 20 mins, 26 km.

10:00am Boarding time for Aristocat 2 for Monkey Mia Marine Life Cruise. Open Bar available onboard. Cruise is for 2.5 hours.

12.30pm After completing the cruise, relax at Monkey Mia Resort overlooking the Eastern Gulf of Shark Bay, informal lunch and/or a drink before we return to the Heritage Resort in Denham.

## ITINERARY DAY FOUR, 2nd May 2021



10.30am Check out from Heritage Resort Denham. Travel to Billabong Roadhouse. Est 1hr 45 mins, 177km.

12:15pm ETA at Billabong Roadhouse. Quick lunch.

12.45pm. Depart Billabong Roadhouse on a route to Seaspray Beach Holiday Park, Dongara. Est 3hrs 15 mins, 298km.

04.00pm ETA Arrival Dongara. Check in to Seaspray Beach Holiday Park.



## ITINERARY DAY FIVE, 3<sup>rd</sup> MAY 2021



10.30am

Check out of Seaspray Beach Park.  
Return route home is via Brand Highway and Indian Ocean Drive.  
Est 3 hrs 45 minutes 352 km.

Note this time is based on arrival in Perth City. Actual arrival time varies a little depending on your home location in Perth.

### NOTES:

1. This is the first trip in a long time where AROCA (WA) members will venture quite so far in their Classic Cars. Organizer, Eddie Bernardi has planned for a very successful trip to be enjoyed by all.
2. While Shark Bay is a quite rugged area, it is also very beautiful and pristine. Shark Bay does have a World Heritage Listing. This is only a brief visit. It may just scrape the surface of what this great area has to offer. Hopefully, there may be other trips in the future that will give members a further taste of the Denham/Shark Bay experience.
3. UHF two-way communications will be available between the lead and rear cars in the convoy. In some long sections, your mobile phone will have no network access. Should you personally own a UHF two-way radio, please bring it along. It will further assist the tour group to stay in contact at all times.
4. Itinerary bookings now have been confirmed for all Members who paid their Expressions of Interest Deposit.
5. As these bookings are now confirmed, the event attendees list is closed. However, should any other Alfa Club Members decide that they wish to join this Alfa Club Adventure to Shark Bay, it is still possible for them to come along. However, they will need to make their own individual accommodation arrangements.
6. Times shown on this Itinerary should be viewed as guide only ..... there is now requirement for you to put in your fastest lap time en route.
7. Should participating Members want to recommend other sightseeing suggestions of significance, perhaps we will try to slip them into a revised version of this draft Itinerary.
8. **FINAL PAYMENT IS NOW DUE.**
  - The final cost is \$850 per couple, but recall that you have already paid a \$100 as an 'Expression of Interest' Deposit per couple.
  - What that means is that \$750 per couple is still to be paid.
  - We need to collect trip fees soon to pay for our bookings, all are due by the end of March. therefore, please pay this \$750.00 balance directly into the Club's Bank Account very soon.
  - Mark your payment indicating your name and that the payment is for the "Shark Bay Run."



|       |         |             |                                |
|-------|---------|-------------|--------------------------------|
| Bank: | Westpac | Account:    | Alfa Romeo Owners of Australia |
| BSB:  | 736 054 | Account No: | 070313                         |





## FINANCIAL REPORT MARCH '21

### Treasurer's Report, dated Thursday 18<sup>th</sup> March 2021



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

#### Treasurer's Report as at 18th March 2021

Opening Balance b/f 22/2/2021 \$6,833.95

#### INCOME

##### Memberships

|                       |  |               |                                    |          |                 |
|-----------------------|--|---------------|------------------------------------|----------|-----------------|
| 16/03/2021            |  | Simon Brindal |                                    | \$80.00  | 80.00           |
| 9/03/2021             |  | Trybooking    | Sunset Run                         |          | 84.00           |
| 26/02/2021            |  | CASH          | Historic Plates Olsen/Reed/Calabro |          | 46.00           |
| <b>Shark Bay Tour</b> |  |               |                                    |          |                 |
| 5/03/2021             |  | C.R. Schoen   | Dep                                | \$100.00 |                 |
| 11/03/2021            |  | S.Bartolo     |                                    | \$750.00 |                 |
| 11/03/2021            |  | G.Smith       |                                    | \$750.00 |                 |
| 15/03/2021            |  | A.Daily       |                                    | \$750.00 |                 |
| 16/03/2021            |  | E.Simeone     |                                    | \$750.00 |                 |
| 17/03/2021            |  | I.Olsen       |                                    | \$750.00 | 3,850.00        |
| <b>Total Income</b>   |  |               |                                    |          | <b>4,060.00</b> |

##### PAYMENTS

|                       |  |            |                                |          |                   |
|-----------------------|--|------------|--------------------------------|----------|-------------------|
| 26/02/2021            |  | I.Olsen    | Reimb Purch Historic Plates    | \$215.00 |                   |
| 26/02/2021            |  | I.Olsen    | Reimb Pasta Run Prizes         | \$185.45 |                   |
| 3/03/2021             |  | A.Murray   | Reimb Club Night Drinks Purch  | \$224.00 |                   |
| 3/03/2021             |  | S.Calabro  | Reim Club Night Pizza/Starters | \$201.63 |                   |
| 26/02/2021            |  | G.Smith    | Reimb Annual P.O.Box Fees      | \$325.00 |                   |
| 9/03/2021             |  | Trybooking | Fees                           | \$2.10   |                   |
| <b>TOTAL PAYMENTS</b> |  |            |                                |          | <b>\$1,153.18</b> |

##### Net Movement

**\$2,906.82**

Closing Cash Book Balance \$9,740.77

Closing Balance Westpac 18/03/2021 \$9,740.77

Reconciliation Variance \$0.00

##### INVESTMENT ACCOUNT

|                               |  |             |
|-------------------------------|--|-------------|
| Opening Balance b/f 22/2/2021 |  | \$14,180.03 |
| Interest Received 28/02/2021  |  | \$0.10      |
| Closing Balance c/f 18/3/2021 |  | \$14,180.13 |

##### TOTAL FUNDS AVAILABLE

**\$23,920.90**

EDDIE BERNARDI  
TREASURER  
18th February 2021





## NEW MEMBER APPLICATION AND CURRENT MEMBER RENEWAL

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

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

**NOTICE TO NEW MEMBERS:** AROCA WA seeks to increase the number of WA Alfa Club members among Western Australian Alfisti.

Whether you wish to become a new AROCA WA member, or if you need to pay your AROCA WA Subscription for the present financial year, please complete the information request shown over-page and pay your subscription amount to the club, following either of the methods outlined below.

The annual fee continues to be \$80.00 for the financial year, 2020/2021. **Please note that AROCA WA membership renewal for all existing members falls due on 30<sup>th</sup> June each year.**

You can either pay this subscription fee by cheque, making it payable to AROCA WA and then mailing it C/- The Secretary, AROCA WA, P.O. Box 8231, Perth BC, WA, 6849.

Alternatively (or from the club's point-of-view, much preferably), you can pay the amount directly by making an electronic transfer into the club's bank account using the following details:



**Account Name: AROCA WA.  
BSB: 736-054  
Account No.: 070313.**

*(Do note that, if 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 (1<sup>st</sup> July 2021 – 30<sup>th</sup> June 2022)**

**Associate Mbr Fee: \$80 (1<sup>st</sup> July 2021 – 30<sup>th</sup> June 2022)**

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

Andrew Murray.  
President, AROCA WA.



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

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

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

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

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

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

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

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

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

CURRENT MEMBER: YES NO

PAST MEMBER: YES NO

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

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

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

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

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



## OWNER DECLARATION – CODE 404 CONCESSIONAL VEHICLE LICENCE

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

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

Name of Owner:.....

Alfa Club Membership number:.....

### Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

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



## DRIVING YOUR CONCESSIONALLY LICENSED ALFA

Dear AROCA WA Club Members,

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 scenic stop during the Alpine Alfisti Association's 2018 "Grampians Gallivant" weekend tour held 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.**

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

MEMBER’S FIRST NAME(S): \_\_\_\_\_

MEMBER’S SURNAME: \_\_\_\_\_

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

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

VEHICLE TO BE DRIVEN:

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

**TRIP DETAILS:**

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

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

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

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

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



## AROCA WA MEMBER PROFILES PUBLISHED IN PAST ISSUES

A directory of profiles published in Alfa Occidentale appears below. Most come from interviews with individual Club members, both long-term and new, while others are from elsewhere. All profiles can be found on the club's website in back copies of Alfa Occidentale. See <https://www.alfclubwa.com.au/newsletters/>

| Profile               | Issue # | Page | Comment  |
|-----------------------|---------|------|--|
| 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 26 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.  |
| Peter Mathews         | 44      | 22   | 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.   |
| Aidan Daly            | 47      | 12   | Among other things, IT security guru and AROCA WA member, Aidan Daly, talks about the new Alfa Stelvio Quadrifoglio he has just driven out of the showroom.  |
| Someone you know ?    | When ?  |      | We are keen to interview more Club members to extend this series of profiles.  |



## THE LAST PAGE

### ermolli organizzazione corse

Dal 1973

ingegneria del telaio e della sospensione

Dal 1980 restauro completo, riparazione  
ALFA ROMEO TZ1 e TZ2  
Ampio archivio di disegni ed attrezzature per la  
realizzazione dei ricambi e delle fusioni in magnesio

Since 1980 ALFA ROMEO TZ1 and TZ2 complete resto-  
ration and repair

Large archive of drawings and equipment for the  
production of spare parts and magnesium castings



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[www.ermolliorganizzazionecorse.it](http://www.ermolliorganizzazionecorse.it)

Assuming that you are about to renovate your TZ, you may find the above very useful.