

ALFA OCCIDENTALE

Issue 48, May 2021



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



This is the 48th 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.

CONTENTS OF ALFA OCCIDENTALE #48

Contents and 2020/21 Committee Contact Details.	Page 2
May 2021 Outlook for AROCA WA's Program and Activities.	Page 3
Alfesta 2021 held in South Australia at Easter.	Page 4
Club run to Northam for the VSCC races on 11 th April.	Page 12
More news from Stellantis.	Page 14
Profile of long-term AROCA WA member, Sam Calabro.	Page 18
Chassis type & engine numbers for 105/115 & 116 series Alfa Romeos.	Page 24
A Tale of two Zagatos.	Page 28
"The Tasmanian Saga" – a poem by Glen Phillips.	Page 31
Recent Overseas Alfa Sales.	Page 33
Alfa's Preferred Partner Program for AROCA WA Members.	Page 34
AROCA WA's May 2021 Calendar Update.	Page 35
Other Monthly Events.	Page 37
Our May Club Pub Night is 5 th May.	Page 38
New Members BBQ & Alfa Display on 30 th May.	Page 38
Sunday Club Run to British Car Day on 18 th May.	Page 39
Alfesta 2022 will be held at Port Macquarie, NSW.	Page 40
AROCA WA's Grand Tour to Shark Bay is <u>postponed</u> due to Cyclone Seroja.	Page 41
AROCA WA Treasurer's Financial Report to mid-March 2021.	Page 42
AROCA WA New Member Application and Current Member Renewal.	Page 43
Code 404 Declaration.	Page 45
"Drive my Car" Concessional Run Approval Program Continues.	Page 46
Directory of Alfa Club Member Profiles Published in Alfa Occidentale Issues.	Page 48
The Last Page.	Page 49

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A R O C A W A P R O G R A M M A Y 2 0 2 1 .

- The latest version of the 2021 calendar for the Club is provided in this edition.
- The April Club Night on Tuesday 6th April was a dyno night at Steve Boyle's workshop with complementary paella, wine and beer served. Six Alfas were tested on Steve's dyno.
- ALFESTA 2021 was held at McLaren Vale on South Australia's Fleurieu Peninsula over Easter 2021. Two WA members and their partners attended. Two others attended as day visitors to view the Show and Shine event. A post-Alfesta tour was held. It was a great event, despite an unfortunate occurrence at the Bend raceway. See the Alfesta 2021 report in this magazine.
- The club run to Northam on Sunday 11th April attracted 16 participants although it was a wet day. Difficult conditions were experienced at Northam's round the houses VSCC event.
- The Shannon's Classic Car Show at Ascot Racecourse was held on Sunday 18th April. Fourteen Alfas attended. A report of this event will appear in the next issue of Alfa Occidentale.
- As part of the club's 2021 lead up to its golden jubilee, an extended multi-day club run had been organized, but recently, the club committee has had to postpone it due to the damage caused in the region beyond Geraldton by Cyclone Seroja. This special trip will not be rescheduled until there is certainty about the the Kalbarria tourism region's reopening.
- AROCA WA's **May Club Night**, we be held at the **Mt Henry Tavern on Manning Road, Como at 7pm on Tuesday 5th May** as a casual pub meal and general discussion between members.
- On **Sunday 16th May**, the club will run its annual "raid" on the **British Car Day at GinGin**. We will **meet at Stirling Square Park in Guildford at 09:00** and follow an interesting route out to GinGin to enjoy this annual display of all types of British cars and other vehicles.
- On **Sunday May 30th** 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 planned. We will **meet at 10AM** in the main carpark at Kings Park (i.e., near the Botanical Café) and then drive as a group to Whiteman Park for the BBQ, the Alfa display and the WA Automotive Museum tour.
- The **111th birthday of Alfa Romeo** will occur on 24th June 2021. However, we will delay the celebration of this birthday, at least from an AROCA WA point of view, until **Saturday night 3rd July**. Please note that, due to increased cost, the club is currently reviewing its past year plan of holding the dinner at Acqua Viva on Swan. Revised details will be advised soon.
- 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. ◆



ALFESTA 2021 HELD IN SOUTH AUSTRALIA AT EASTER

Report by Greg Smith

Last year, Alfesta 2020 was to be held in Queensland, but, sadly, it had to be cancelled due to the emergence of COVID-19. A year later, some of the AROCA members who had signed up



for Alfesta, nervously prepared for the 2021 event, this time to be held in McLaren Vale, South Australia. This year's Alfesta did occur successfully, although a few of the intending travellers from south-east Queensland were ultimately unable to make the trip due to a sudden Covid lockdown in the Brisbane area.



McLaren Vale, on the Fleurieu Peninsula, is a really great place to hold an Alfesta national meeting (or just to visit yourself, for that matter). There are excellent driving opportunities, scenic towns, and, of course, the wineries, and not just those in McLaren Vale itself either.



Two couples from Western Australia attended the whole event: Les Mitting and Lesley Jackes drove a 156 over from Caple, while Greg Smith and Penelope Mogridge drove their 156¹ from Perth. In addition, Rod and Rita Quinn attended as day visitors. They came along to check out the Show and Shine morning at Alfesta on the Easter Saturday.

¹ Greg's 2002 vintage 156 GTA has now crossed the Nullarbor 5 times.



Les and Lesley drove across in 3 days – including a night-time gravel-road drive between Hyden to Norseman. Les is very well-known among regular Alfesta attendees. He has enjoyed many Alfestas over the last 40 years or so. Greg and Penelope have attended a number of Alfestas too. Greg's first was in 2001. They decided on a slightly longer all-bitumen route, mostly in daylight, enjoying some desert and coastal scenery during their four-day trip east.



This year's location for Alfesta was the McLaren Vale function centre and motel where festivities initially began with an excellent Thursday night BBQ dinner, prior to the first formal event that commenced on Good Friday morning. After breakfast, attendees travelled by bus down to Goolwa where they joined the "Cockle train", a very-well preserved 1913 Scottish-built steam train, that ran along the coast to Victor Harbour. Later, "Alfesteers" rejoined it for the return trip.



The Saturday Show and Shine event was held at the Fleurieu Coast visitor centre in McLaren Vale. A significant number of day visitors, mostly from South Australia, were present for the Show and Shine event.



One notable day attendee was Bruce Wood; cofounder of both the WA and SA divisions of AROCA. Bruce was present to exhibit his beautifully prepared 101 series Giulietta Spider at the show 'n' shine. During a short chat with Greg Smith, Bruce asked that his his best wishes be passed on to his old friends in the AROCA WA Division.

A great Alfesta dinner was held on the Saturday night at the "Our Place" restaurant, situated right at the top of the Willunga Hill that sits above McLaren Vale.

You may already know of Willunga Hill as one of the steepest cycle climbs encountered during the annual 'Tour Down Under' that runs around the Adelaide hills.

The Sunday morning event was the Ray Sharp Memorial Alfesta Observation Run, the route of which wound through many of the back roads of McLaren Vale and into other nearby wine regions. While following the route, drivers and their navigators endeavoured to answer a

ALFA OCCIDENTALE

Issue 48, May 2021



significant set of tricky questions prepared by two noted observation run question setters, Graham and Carole Stafford from AROCA SA. Some teams did take the questions very seriously indeed, while others just attempted the questions, but perhaps did get to enjoy the scenery and sunshine a little more – not to mention an earlier arrival for lunch.

Alfesta 2021 formally ended with a gala presentation dinner-dance at the function centre on the Sunday night, including a very entertaining presentation by SA committee member, Viano Jaksa, who related his family's life in Croatia and later Italy during WW2 and its interesting connections with the great Italian racing driver, Tazio Novolari.





Registered Participants at Alfesta 2021 by State

State	Full registrants	Day Visitors	Total
Victoria	22		22
South Australia	5	14	19
Queensland*	26*		16
New South Wales	10		10
Western Australia	4	2	6
Tasmania	4		4
ACT	4		4

* The lockdown in Queensland prevented ten of the intending AROCA QLD attendees from travelling to South Australia.



Following Alfesta, many of the attendees continued on a two-day driving tour of the Fleurieu Peninsula; named, not surprisingly, 'Targa Fleurieu'. We drove on a lot of winding country roads, passed through attractive towns, took beach, rock and pier walks as we continued along the rugged coastline down to Port Elliott (which overlooks the ferry route to Kangaroo Island). We then wound around a hill top route back to Victor Harbour for the overnight stop.



On the second day, the tour continued through other parts of the peninsular, before driving around the northern edge of Lake Alexandrina & past a few other wine regions.

The tourists then crossed the Murray River by ferry, before arriving at the very impressive Bend Motorsport Park for the opportunity of driving a few controlled laps of the circuit.



ALFA OCCIDENTALE

Issue 48, May 2021



Unfortunately, a prospective new AROCA SA member, who had joined the convoy just for the opportunity to drive these few circuit laps, had his newly acquired 105 series red GTA Replica catch fire while out on the racetrack. As was also the case for some of the other



Alfa drivers out on the circuit that day, the GTA replica driver didn't have a fire extinguisher on board.² The convoy quickly stopped as a sooty plume of black smoke rose over the Bend, while intense flames consumed the car. This very unhappy circumstance certainly lowered the level of enthusiasm among all the members in the touring group. The subsequent Targa Fleurieu-ending lunch at the Bend became a sombre experience.

Targa Fleurieu tour quickly ended after lunch. Some returned to Adelaide for a few days before their planned interstate returns, while others took off directly from the Bend, heading either north or east towards Victoria, NSW back to QLD (and for some who had left Queensland early enough to precede the lock-down).

² Greg bought his first Alfa, a new Alfa 33 QV, after he moved from USA to Brussels in 1986. A requirement of Belgian road law was that all cars must have a fire extinguisher on board at all times. When, in 1988, he was moved back to USA, he sold this Alfa 33 with its fire extinguisher still in place. (Coincidentally, that was 33 years ago). Interestingly, Greg now realises that he hasn't kept a fire extinguisher in any of his cars since then. However, the car fire seen at the Bend raceway may indicate that a rethink is now about 33 years overdue.

ALFA OCCIDENTALE

Issue 48, May 2021



Seen at the Alfesta Show 'n' Shine day at McLaren Vale.

ALFA OCCIDENTALE

Issue 48, May 2021



More McLaren Vale Show 'n' Shine photos.

Images from Alfesta 2021, the National Easter Meeting of AROCA, shown with this article were provided courtesy of numerous photographers. Many are from Leon Cottle (Vic. – the unofficial Alfesta photographer), with others courtesy of Annette Reid (Tas), Martin Leaver (ACT), Les Mitting (WA), Lesley Jackes (WA) and Greg Smith (WA). Hopefully no contributor has been omitted from this list! ♦



CLUB RUN TO NORTHAM FOR THE VSCC RACES ON 11TH APRIL

Report by Steve Sudgen

On Sunday 11th April, the WA Alfa club conducted a breakfast run that then continued on to Northam to watch the VSCC speed festival races. Despite some very wet weather, seventeen members and partners enjoyed the club breakfast and then travelled on to the Northam event, driving in 10 Alfas.



After the group initially met at Stirling Square in Guildford, we all travelled to the Chidlow Tavern for a club Sunday breakfast. The tavern provided us with a good breakfast. Afterwards, we continued in our Alfas, driving along some back roads, finally arriving in Northam at 11am. The shire had arranged parking for our group inside the track. However, as a lot of clubs didn't attend the Northam weekend this year due to the wet weather, the WA Alfa club had the pick of the available parking.



ALFA OCCIDENTALE

Issue 48, May 2021



In Northam, the rain lifted soon after our arrival. By lunchtime the track had dried out. As a result, after lunch, a couple of more spirited events were run around the houses before rain began to fall again later in the afternoon.

At the Northam event, club members met up with AROCA WA past President, Ivan Olsen and current President, Andrew Murray. Ivan was competing in the races in his 105 Giulia Super, while Andrew competed in his Datsun.

The WA Alfa Club's Northam tour group included:

Name	No attending	Alfa Driven	Name	No attending	Alfa Driven
Steve Sugden	1	GTV6	Josh Greaves	2	Giulia QV
Sam Calabro	1	147	Andrew Stanbury	2	Brera
Nick Rahimtulla	2	105 GTV	John & Rosemary Schoen	2	GTV 6
Neil & Ryoko Harmon	2	159	John Crute	2	Giulietta
Aidan Daly	1	Stelvio	Demetri Demos	1	Giulia

Photos from the day, shown with this article, were all taken by Steve Sugden. ◆





MORE NEWS FROM STELLANTIS

The Merger is Saving Cash!

When, Fiat Chrysler Automobiles and PSA Group formed Stellantis, it was understood that there would be a considerable effort to cut costs across the world's fourth-largest automaker. While Stellantis did promise not to cut jobs or close plants, the expected savings do have to come from somewhere. It is becoming evident that Stellantis is looking everywhere, including the toilets.

On 24th March 2021, Motor1.com reported that *Reuters* had noted that, in Italy, [Stellantis](#) has cut down on cleaning services and the number of toilets available at some of its factories.

At the company's Mirafiori factory in Turin, where the new Fiat 500e is produced, Stellantis has reduced the number of available toilets and cut cleaning services, according to a local union leader. The company has also reduced temperatures around the plant and has reorganized its transport facilities. The union voiced its concerns about such cost-cutting measures occurring during the Covid-19 pandemic.

Similar cutbacks have occurred at the company's Atessa plant, where the local union noted there had been a 35% cut in cleaning services, although it did say that this excluded services for disinfecting against the virus. The number of toilets were left unchanged at this site which is operating at near full capacity.



Launch of the Alfa Romeo Tonale SUV is delayed.

Sources recently told the industry publication, Automotive News Europe, that the launch of Alfa Romeo's smaller SUV has been pushed back to early 2022, after brand's new CEO, Jean-Phillippe Imperato, demanded that Alfa Tonale plug-in hybrid (PHEV) powertrain should have "better performance".



This announcement first appeared in Automotive News but has since been repeated in numerous publications. Below, we report on the version by Alex Misoyannis found in www.caradvice.com.au, dated 12th April 2021. The various reports all state that, to date, it remains unclear whether Alfa CEO Imperato's concerns primarily relate to physical driving performance from the engine and electric motor, or to poor fuel

economy performance, and/or even to a too short all-electric range.

However, it is clear that the production start date will be delayed out into 2022, instead of the previously scheduled date of October 2021. In addition, it is three years since the Alfa Tonale's first appearance as a concept vehicle at the Geneva motor show early in 2019.

In January 2021, some reports had claimed that first production Tonale examples would reach European dealers by November 2021. The recently announced delay should see that date pushed back into March or April 2022.

While any Australian launch timing had not been confirmed, it now seems unlikely that this small Alfa SUV will not reach local showrooms before mid-2023, assuming that past European and Australian launch timing for current and previous Alfa Romeo models offer a reasonable guide.

It had been widely expected that the Tonale would be sharing its platform with the Jeep Renegade and Compass, with the flagship PHEV powertrains in those models developing a combined 177kW from a 134kW/270Nm 1.3-litre turbo four-cylinder petrol engine paired with a 44kW/250Nm electric motor on the rear axle and an 11.4kWh battery pack.

The petrol engine sends its torque to the ground through a six-speed automatic transmission, which combines with the electric motor to enable a claimed 0-100km/h sprint time of 7.5 seconds and a 49km all-electric range.



Automotive News Europe also noted the Peugeot 3008 plug-in hybrid as a performance comparison. Recall that this vehicle that was developed under Imperato's watch, when he was Peugeot CEO from Sept. 2016 to Jan. 2021. Flagship 3008 models have extracted 221kW and 59km from a 150kW 1.6-litre petrol engine, with two electric motors plus a 13.2kWh battery.



Alfa's need to re-engineer the Tonale to match or exceed those specifications would see it line up as a natural rival to sporty small SUVs, including the 225kW/450Nm BMW X2 M35i and the 221kW/400Nm Mercedes AMG GLA 35.

Speaking with *Reuters*, a Stellantis spokesperson said: "We want to be in the market with the most updated electrified offer, leveraging on technology and know-how that exists across Stellantis. Our team in

Pomigliano is working strongly to update the production line at the plant, where Tonale will be built."

The Tonale was first unveiled as a concept in early 2019, before a production form of the car was became leaked late in 2019 during a consumer test clinic. Stellantis has previously advised that this small SUV will be followed with an even smaller light crossover in 2023, with that car based on the parent company's CMP platform including the option of all-electric power.

Stellantis takes First Steps in Hydrogen Fuel Cell Technology

Early in April, www.autoexpress.co.uk reported that Stellantis will introduce Citroen, Peugeot and/or Opel hydrogen fuel cell vans with a 400 km range before the end of 2021. The company announced that the next step in its aim to become a zero-emissions car company will involve a new hydrogen fuel cell powered, medium-sized van. Although the new model is yet to be revealed, the assumption is that it will be based on the platform-sharing Citroen e-Dispatch/Peugeot e-Expert/Vauxhall Vivaro-e electric vans, but with the electric technology replaced (in part) by a new hydrogen fuel cell system.

The preferred set-up is described as a mid-power system comprised of a 60bhp fuel cell stack under the bonnet, connected to three hydrogen tanks that are mounted under the cargo floor and can carry 4.4kg of hydrogen. These tanks are in place of the 50kWh battery that would sit under an all-electric version of the same van.



However, in addition, there is a plug-in rechargeable 10.5kWh battery that is mounted under the seats. This provides power for a 121bhp electric motor that drives the front wheels and offers up to 50 kms range on its own.



Stellantis stated that the combined fuel cell system will be easily capable of 400 kms (subject to official [WLTP](#) tests) of zero-emission driving, while three-minute refill times for the hydrogen system will be far shorter than those possible for an all-electric van. The mixed power source allows the battery to provide power from standstill, or at low speeds, and under acceleration, while the fuel cell allows longer cruising using less energy. The system also permits the return of energy to the battery

while coasting or decelerating. Furthermore, as the fuel cell is integrated into this medium-sized van, its cargo volume isn't compromised.

The original development of the fuel cell system was led by Opel's R&D department with additional input from [Peugeot/Citroen](#) and from the French hydrogen experts, Faurecia and Symbio. The joint effort allowed a fast development cycle with the first vans expected to hit the roads by late 2021.

Notably, hydrogen charging stations are still quite scarce across Europe (and that situation is much worse here in Australia). Currently there are 25 hydrogen refuelling points in France, with 90 in Germany, but more are being added each month. These new hydrogen van models have received direct development funding from the German government. They are also backed by a multi-billion Euro program that invests into EU hydrogen-charging infrastructure now being rolled out by the French and German governments ahead of the EU's target for carbon neutrality by 2050.

So far, Stellantis's hydrogen fuel cell technology is only being applied to its vans, but it could also make the leap into passenger vehicles. There are no current plans to produce a right-hand-drive version of the hydrogen van. The current fuel cell system can only be applied in left-hand drive models. Stellantis says that its first step in hydrogen fuel cell development should also allow it to drive further research into second-generation systems for a broader range of cars and vans.

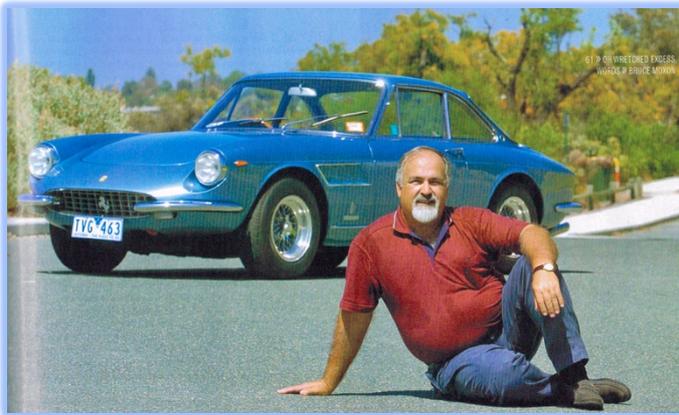
While expected pricing for these fuel cell vans is not yet known, Stellantis has said that it is aiming to keep costs low by using existing van technologies and by bringing in the hydrogen fuel cell expertise it needs to accelerate its development cycles. Overall, the company's aim is to focus on total cost of ownership as the key benefit to attract the broad business use of fuel cell-driven vans. ♦



PROFILE OF LONG-TERM AROCA WA MEMBER, SAM CALABRO

In this issue, Sam Calabro is interviewed by Greg Smith. Sam is very passionate about cars. He has bought, owned & sold very many nice Alfas, Porsches, E-types, Renault Alpines, Ferraris, & etc.

In the Autumn 2006 edition of auto magazine "Precious Metal", an article appeared concerning how ... "a passion for cars or motorcycles can lead to a need to have more than one... or two, three or even four." Precious Metal then asked: "What drives the passion of some enthusiasts?" Among four extraordinary Australian enthusiasts who the magazine interviewed for this particular article was AROCA WA club member, Sam Calabro.



At the time of the interview, Sam was the proud owner of a pristine 1966 Ferrari 330 GTC. However, the magazine noted that he also had a few old Alfas "salted away", including a Junior Zagato, which it cited as a 'pretty rare beast'. Fifteen years later, that same rare beast can be found, after its migration from Sam's ten year-long ownership, now in the automotive stable of WA Alfa Club President, Andrew Murray.



In an Aug-Sept 2006 article, published in www.carpaint.com.au, Sam was interviewed by club member, Paul Blank, about his then ownership of this particular Zagato JZ. Sam had been to Europe in the late 1990s and had tried to buy a JZ while there. Later on, the car shown in the photograph came up for sale in

Sydney; so, Sam bought it. It had been one of a pair of JZs brought out to Australia some years before and, like all Junior Zs, it was left-hand-drive. Sam's example (i.e., now Andrew's) was fitted with the larger 2-litre engine. Sam noted in that article that it drove very much like a normal 105.

In the 'Precious Metal' article, Sam also admitted that he suffered (but not too regretfully) from a type of disease to which he had been victim since he was a kid. Actually, the magazine extracted a confession from him about how much he really does love cars. In addition, it learnt that he even loves the buying and selling of cars - to the point that he is always changing things around. When that 2004 article came out, in it Sam also admitted to currently owning



a couple of “less exotic Alfas”, including a 3 litre Alfa 75, a 105 1750 and even a non-Alfa, his Lancer Evo 3.

Sam was born in Sicily, where he lived until the age of seven. He recalls that, in the town in which he lived, the local Doctor was often seen driving a highly desirable Italian car. While Sam doesn't remember which marque it was exactly, he does recall that, around the time that Sam was five, this doctor died in a road accident while driving that interesting car. From that time on, rather than this event creating for Sam a lifetime avoidance of evidently dangerous roads and cars, it actually led to the beginning of his automotive fascination. He became interested in cars and, in particular, well aware of the types of vehicles that the influential people in his Sicilian town were driving; especially the Alfas, Lancias, etc.

After his family decided to move to Western Australia, young Sam found himself living in Brookton, in the country south of Perth, where his father worked for the WA state railways. The family lived there for some time before later moving closer in towards the city, where they bought a semi-rural property in Armadale that was situated on a few acres.

Interestingly, Sam says his father didn't begin to drive a car himself until he was in his fifties. Yet Sam's car fascination continued outside of paternal influence. Thinking about some past profiles of other AROCA WA members, where the car enthusiasm of the interviewee's father had engendered a life-long automotive interest, Sam's car obsession has had a different, more personal origin. This continues to be emphasised by the high level at which Sam continues his automotive passion today.





When Sam first married Rita, they moved to live in Willetton, then next in Shelley. They have stayed on the south side of the city of Perth since, except for the period when Rita was offered a work transfer to Sydney. For 4 years, in the late 1990s/early 2000s, they lived in a wonderful apartment in Cremorne from which they enjoyed a panoramic view of the harbour, the opera house, not to mention everything else besides. Sam recalls his time in Sydney with great fondness, especially one night while watching, from their apartment balcony, the harbourside activities that related to the unforgettable 2000 Sydney Olympics closing ceremony.

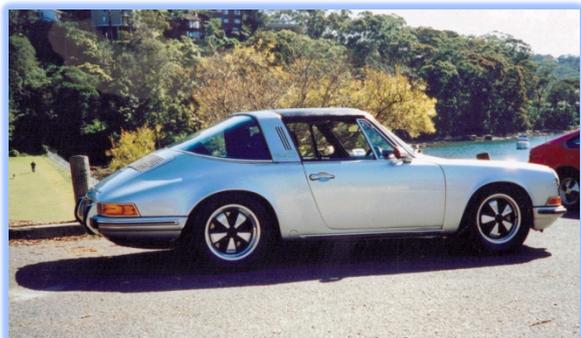
While in Sydney, Sam joined a local lawn bowls club. During the four years he was absent from AROCA W, while in Sydney, he became active in the large NSW Division of AROCA.

Harking back to his earlier times in Perth, Sam notes that his first car was an FJ Holden that had cost him \$150. His next car was a Falcon XB hardtop, then came a Monaro 327; these cars' engines quickly growing in size and performance with each successive purchase. The Monaro was Sam's first real performance car and his daily driver at around the age of 20.

One of Sam's friends owned an MGB, so Sam bought one of those sportscars too. By then, now in his early 20s, on one particular evening he decided to visit an Alfa dealer called Motorama, then located in Charles Street, Perth. Sam became quite excited when he saw a very sparkling red Alfa 1750 on display in the showroom. The dealership's smart salesman, noting Sam's evident keenness, said, "Why not take it out for a test drive down Newcastle Street?" - which Sam promptly did. He found himself exceedingly impressed by the 105 and, at the same time, quickly becoming disappointed with his current MGB. On Sam's return, the glow on his face said it all. The salesman, Joe Grillo (later a serious buyer for the John Hughes group) hauled Sam aboard like a big fish. Sam bought his first 105 Alfa that night. It was the very first one of so many more!

Since that time, Sam has owned at least one 105 series Alfa Romeo almost continuously – and, at times, a few more than just one. He has done that for all but about a 12-month 105 ownership gap and since his early 20s.

One of Sam's long-term friends is Larry Spero. Larry has been a keen buyer and seller of Alfas and Fiats. Sam has remained one of Larry's regular customers, as have Sam's friends and fellow AROCA WA 105 tragics, Rod Quinn and Andrew Murray. Between the three of them, they have bought and traded a very large number of these wonderful 105s (some to each other), including quite a number that were courtesy of Larry's business. Sam says that at one





time, using newspaper classifieds, he was trading about 3 or 4 105s a year, at times moving them at a pretty fast turnaround. It is very clear that Sam Calabro just likes cars. He says, "Although I didn't set out to have a collection, I will buy anything resembling a sports car". Sam is not exclusively an Alfa owner, or an owner of any other particular Italian (or other) marque. Among the cars he has owned, he counts five Jaguar E-types, a Jag Mk II 3.8, two Ferraris, two 911 Porsches, plus two Renault Alpines, as well as what he admits are innumerable Alfa 105s. (Seriously, he has lost count of the number of 105s that he has owned.)



Sam's first Renault Alpine was a French-built model. This Alpine A110 was a fantastic car to drive and it is still one of the cars that Sam regrets selling. His current, Mexico-built, blue Renault Alpine also has great presence whenever seen at any Perth car show, or at Classic Cars & Coffee.

Sam makes a point of driving all his cars. His view is that his cars won't deteriorate significantly so long as he drives them regularly.

One of Sam's all-time favourite cars was his Ferrari 330 GTC, although that wasn't his first Ferrari. He did have a 308 for a while, which he found very nice to drive, although it isn't one of the cars that he truly misses now. Sam always has something to sell, or else, he will be finding something on the web that he finds he has the need to buy, so his car collection is never constant for long.



In Sam's mind, he isn't really a collector and he says that he really can't classify himself as such, especially given that he doesn't keep his cars for long.

Sometimes, he finds that he just falls in love with a particular car and then he has to sell something else in order to obtain it. One quite serious example of this was when the opportunity to acquire his Ferrari GTC 330 first came up. He found

that he had to sell his precious Alfa 105 GTA in order to acquire it. That GTA sale is one of those that he does regret, at least a little.

We talked about the favourite Alfas which Sam would have loved to own, but that have remained out of his reach – at least to date! Sam admits that he would easily accept an Alfa

ALFA OCCIDENTALE

Issue 48, May 2021



33 Stradale, or perhaps even an Alfa TZ 2. In an interview with Sam published in the AROCA WA magazine 'Al Volante' of November 2004, he commented on the time that he watched a TZ2 in action at Phillip Island in the 1990s. He said that "to see it screaming down the main straight at 9,000 rpm was quite unbelievable".



seemed to be a never-ending snowstorm.

In that same 'Al Volante' issue, Sam also recalled his most memorable Alfa experience. In June 2001, he was returning to Sydney after an Alfa weekend in Cowra NSW. He was driving his 105 GTV; the one which had featured in the Australian movie "The Man Who Sued God" after Sam had loaned it to the film's producers. During his return trip, Sam found himself driving in what

Sam also talked about the day that Rod Quinn took him for a drive in the pre-war Alfa Monza



that was held in Rod's short-term care while on a visit to WA for a few days. With Sam and Rod aboard, the Monza left the Quinns' Bayswater factory at some pace. However, on an otherwise empty back street near the factory, the Monza was soon followed by a police car which flashed its lights indicating for them to stop. Mr. Policeman asked Rod, "Is this car licensed?" to which Rod had to reply, "No!" The policeman began to write Rod's details into his traffic

violation logbook, but, in the end, no violation was formally recorded. Regardless of this incident with the traffic cop, the performance of that old Alfa Monza was a totally unforgettable experience for Sam.

In addition to all the unforgettable cars that Sam has owned, many other cars have earned the right to spend time in his garage, even though they may have been acquired more for transportation needs than because of Sam's love of those particular vehicles. Among those, sitting at that vague point, i.e., somewhere between quite useful and much-loved, have been his two VW Golf GTIs and a VW Polo GTI.

During an earlier period in the 2000s, Sam was a VP of AROCA WA, serving on the club's committee. Again, over the last two years, Sam has returned to AROCA WA's committee, and has organized events while also being concerned about the details of events led by others. This has included him working behind the scenes to make sure that events like club nights at the Light Car Club of WA operate very effectively.

ALFA OCCIDENTALE

Issue 48, May 2021



Sam is an active club member with a wide range of different car activity interests, although his role in competition has fallen off a little, at least recently. I did ask Sam about other hobbies than cars, at which point he decided to mention that he is looking at new car opportunities either via the web, or using other media, almost every day and that it really is a consuming passion for him. However, his lawn bowls activity did carry over back to

Perth after his years in Sydney, although he tells me that he hasn't pursued it actively of late. (But, what about a future Alfa club night at Sam's lawn bowls club I thought to myself?)

In closing, we discussed the changes which are rapidly evolving across the global transportation sector, including vehicle electrification, automation, smart highways, changes in tourism and travel, etc. Many of these emerging trends are being considerably impacted by global events like the Covid-19 pandemic. Hopefully, not all of these will prove to be lasting ones once the pandemic eases. However, others, which are more about societal changes, may potentially be permanent.

Sam is concerned about any impacts that electric cars may have on future transportation choices, including how the evolution of fuel-related regulations could impact upon his ability to drive his well-loved Alfa 105s and/or other precious historic cars at some future time. Will it really become more difficult for him to drive those cars he now owns, or that he may soon acquire? Furthermore, will it just become more difficult for him to do so, or even, dread-the-thought, could it eventually become impossible?



We agreed that this future outlook may not be as immediate as has been recently implied by some of the current transformational marketing statements coming from forward thinking car companies. However, over the next 10 years or so, significant change is likely to occur.

Clearly, it is Sam's hope that due consideration of the history of the automobile and the enjoyment of historic cars by many of us will be adequately considered so that we can

continue to use our favourite old cars, at least in some viable form, long into the future. ♦



CHASSIS TYPE & ENGINE NUMBERS FOR 105/115 & 116 SERIES ALFA ROMEO S

By Bruce Thomas

Based on an article, written by Bruce, that was first published in the AROCA Victorian Division's magazine in the mid-1990s.

Background: Together with Norm Craven-Kelly, Bruce Thomas, then a member of the club committee of AROCA Vic, was an initial advocate for the value of series registers in AROCA. Eventually, these registers were instituted, though in slightly different forms, at both the Vic and NSW divisions of AROCA, where they remain operational today. Bruce notes that the idea for series registers originated in the Victorian MG car club, which developed "register captains" for each of its MG model registers. After Bruce returned to WA, again working with Norm Craven-Kelly, they set up a database register of all the Alfas then found in the WA Alfa Club. This register was built using a Microsoft Access database. While a hard copy of an early 2000's version of the database still exists, unfortunately the software-based system fell into disuse.

In Bruce Thomas's 1990s article, he comments as follows: During a discussion which preceded the establishment of the (then) six Registers of the AROCA VIC Club, I emphasised the need for our club records to include chassis and engine numbers. Not only would these allow us, after a period of time, to trace the ownership history of the cars in the club, the data available in the register would provide the club with quite detailed information on the model type and the age of the car, as well as evidence of, e.g., any engine swap, which remains a quite common occurrence in the club's older cars.

The most important marking on your car is the chassis number. In the models under discussion, this is engraved directly onto the firewall where it permanently identifies the vehicle, that is unless the firewall is removed, as sometimes does occur in racing cars to accommodate a larger engine or, perhaps, to move the existing one backwards a little. Therefore, the chassis number provides a fundamental basis for all our records.



The chassis number is not only unique to your Alfa Romeo; in combination with the type number, it also describes the exact vehicle involved, i.e., if you know the key. For example, the body shells of all RHD Giulia Sprint GT Veloces are marked 'Tipo 10537' and can be distinguished from those from the 1300 GT Junior, which are otherwise similar but are marked with the type number '10531'.

Similarly, the body shell of a Giulia Super can be distinguished from that of a Giulia 1300 TI, or an Alfetta GT from an Alfetta GTV, even if other distinctive features such as the engine or radiator grill and the badges have been removed or changed.

The series number '105' was applied to all the original Giulia models (excluding the Giulietta-derived 101 Series) and to most of their successors. The 116 Series includes the Alfettas and (then) modern Giuliettas. The 115 Series is a derivative of the 105 Series, and this designation was applied to the American versions of the 2000 GTV, Berlina and Spider, as well as to some later right-hand-drive models, such as the 1600 GT Junior and Giulia 1300 Super.



The chassis number of most 105/115 and 116 Series Alfas begins with the letters 'AR' followed by a string of digits; some later cars begin with the letters 'ZAR'.

In the Alfetta models, the type number is incorporated in the chassis number, where it comprises the first few digits and is separated from the rest of the chassis number by a star.

On the earlier 105 Series cars, up until and including the 1750 models, the type number is on a separate aluminium plate that is rivetted to the firewall. For some reason, the type number plate is not found on

the 2000 models of the 105 Series or on the (*then*) contemporary 1600 GT Junior,

The key for type numbers for common right-hand-drive 105/115 and 116 Series Alfa Romeos follows:

Number	Model	Number	Model
10504	Giulia Sprint GT	11505	1600 GT Junior
10505	Spider Duetto	11510	Giulia 1300 Super
10507	Giulia TI	11609	Alfetta 1.8L
10515	2000 Berlina	11611	Alfetta GT
10522	2000 GT Veloce	11611	Alfetta GT Am 2000
10522A	2000 GT Veloce Automatic	11637	Alfetta GTV 2000
10527	2000 Spider Veloce	116370	Alfetta GTV 2.0 (Nuova)
10528	Giulia Super	11656	Alfetta 2000 (Early)
10529	Giulia Sprint GTC	116560	Alfetta 2000 (late)
10531	1300 GT Junior	116560	Sportiva I & II
10537	Giulia Sprint GT Veloce	116560	Alfetta 2.0L & Migliorata
10540	Giulia 1300 TI	116560	Alfetta 2.0 GCL
10545	1750 GT Veloce	116A00	Giulietta 1.8 & 1.8L
10549	1750 Berlina	116A10	Giulietta 2.0
10557	1750 Spider Veloce	116C00	Alfetta GTV6 2.5
10565	Montreal	116C00	Alfetta GTV6 2.5 Grand Prix
10597	2000 Berlina Automatic		



Left-hand-drive cars have other 'Tipo' numbers, which makes a converted vehicle immediately identifiable.

The engine number again clearly identifies the Alfa Romeo model from which it originates and, of course, it may not be in the same car today. From about 1969, the engine number on the 105 Series four-cylinder motor is found at the rear of the block on the exhaust side near the bell housing. On earlier models, the engine number is found on the right-hand-side of the block just behind the distributor. The key for four-cylinder engine numbers is as follows:

Number	Model	Number	Model
00539*.....	Giulia 1300 TI	00536*.....	1600 GT Junior
00530*.....	1300 GT Junior	00548*.....	1750 105 Series
00502*.....	Giulia Sprint GT	00512*.....	2000 105 Series (early)
00514*.....	Giulia TI	00515*.....	2000 105 Series (late)
00526*.....	Giulia Super	01608*.....	Alfetta 1.8 & Giulietta 1.8
00526A*.....	Giulia Super	01623*.....	Alfetta 2.0 & Giulietta 2.0
00536*.....	Giulia Sprint GT Veloce & Duetto	01655*.....	Alfetta 2.0 & Giulietta 2.0

The engine from a 1600 GT Junior can be distinguished from earlier 1600 models by its "spin-on" oil filter, which was carried over from the contemporary 2000 block. Alfa Romeo emission-controlled engines intended for the American market have their own distinctive series of numbers.

In addition, the capacity of the engine is evident from the elevation of the head gasket joint above the top of the water pump. On a 1300 engine, the gasket is level with the water pump joint; the 1600 is 20 mm higher, and both the 1750 and 2000 are 30 mm higher. This reflects the varying strokes of these engines.

Finally, it is possible to determine the year of manufacture of both your engine and chassis by reference to a series of tables published by Alfa Romeo historian Luigi Fusi. These cover all Alfa Romeos from the beginning in 1910 up to and including the 105 Series, but unfortunately not the later models.

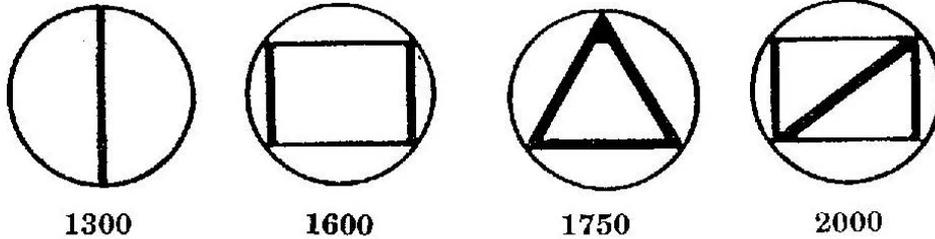
CYLINDER HEAD IDENTIFICATION

It is possible to determine the origin of the cylinder head and whether it is consistent with the engine block. For example, a 1750 GTV engine may have been later fitted with a 1.8 litre Alfetta head; or a 1600 engine may now have the head from a 1750, which is physically possible, despite the 2 mm bore diameter difference. It is possible to distinguish a 2000-cylinder head from a 105 Series car from one that comes from a 116 Series model. The origin of a cylinder head is identified by a unique symbol cast in the front of the head above the water pump. An exception is the early 1600 engine which often had nothing or an @ mark about 7 mm in diameter. For the rest, the identifying symbols are shown in the attached diagram.



Note that these identification symbols are located on the front section of the cylinder head, above the water pump.

105 SERIES



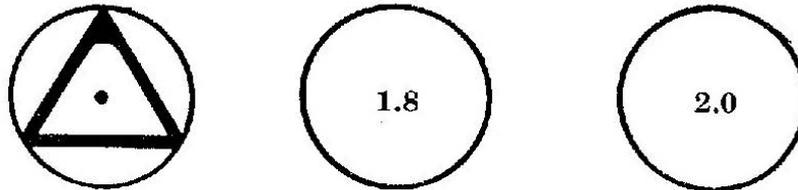
1300

1600

1750

2000

116 SERIES



1.8 Alfetta

1.8 Giulietta

2.0 Alfetta & Giulietta

Acknowledgement: Many thanks to Tony McKone for his assistance with this article.

The Current Alfa Romeo Registers in AROCA Vic and in AROCA NSW are as follows:

AROCA VIC Registers	Register Captains	AROCA NSW Registers	Register Secretaries
Vintage & Classic Series (inc. RL, 6C, 2600 & 101)	Barry Oosthuizen	National Register	Tony McKone
116 & 160 Series	Claude Botti	116 Series	Robert Losurdo & James Andrew
105 Series – Coupes, Sedans & Spiders	Gary Pearce	101/105 Series	Tony Wise & Ian Openshaw
900 Series - Sud, Sprint & 33	Karen Murray	900 Series	Adrian Oldham
932 Series – 147, 156, 166, GTV & Spider	Colin Thomas	147, 156, 159 & Derivatives	Bruno Ferro
939 Series – 159, Brera & Brera Spider	Clyde Hay		
Current Model Register	John Hanslowe	Modern	Jim Roseby
147 & 156 GTAs Group	George Soropos		
Alfa GT Owners Group	Leon Cottle		
4C Owners Group – Coupe & Spider	Marek Diug		

Should you require further contact details for any of the register 'owners' listed above, please check the current issues of Cross & Serpent (VIC) or Amatore Alfa (NSW).



A T A L E O F T W O Z A G A T O S

By AROCA WA life member, Glen Philips.

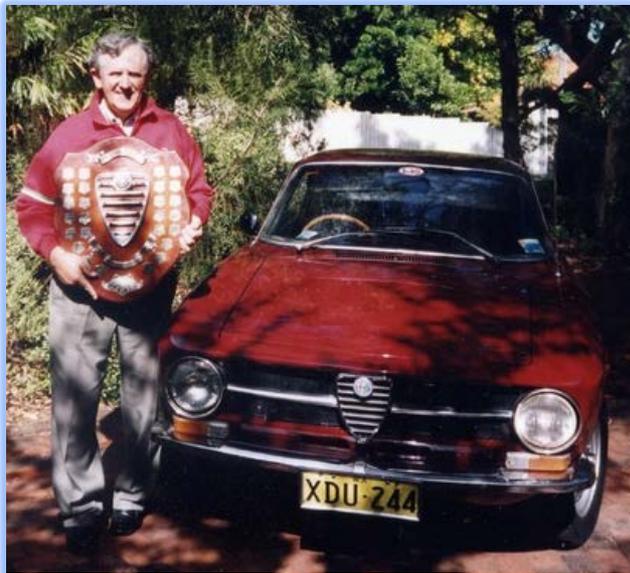
Modified from an article, written by Glen, that was published in 'Viva Lancia', March-April 2021 edition. This revised article is published here with the permission of the Lancia Motor Club (UK).



At least three or four Fulvia Zagatos were imported into Perth in the late 1960s. At that time, I was thinking of buying a new Fiat 850 coupe from the Nedlands Fiat dealer. It would replace our Austin 1800, and I had hankered after a Fiat for many years, ever since learning to drive in my dad's new 1100-103 model in 1954.

Glen Philips with his fully restored Lancia Fulvia Sport Zagato. The unusual dark green is original.

Back to 1969, still negotiating for the Fiat coupe, I was shown a Fulvia coupe trade-in. It looked interesting, but complex and pricey, for a country car of high mileage. Deciding anyway that a coupe was a little impractical with our young family, I opted for a new pale primrose Fiat 124 sedan. So began my real relationship with Italian cars — the vaunted 'Italian love affair' of a then contemporary Fiat advertising campaign.



In 1981, I finally did purchase a coupe, my first Alfa Romeo, an eight-year-old GT Junior 1600, which I have owned ever since. Subsequently, I have regretted every wasted kilometre before that time when I had to drive in any car other than a thoroughbred Italian automobile.

I have now owned a grand total of some 30 of them, but I only keep nine these days in the *scuderia*! Recent departures have included a 1969 Fulvia HF 1600 (Series I), a unique 1925 Fiat 501 locally-bodied roadster and a 1972 Alfa GTV 1750, a rare (only 19 RHD examples made), a 2.8 Flaminia Berlina and a 1969 Fulvia Sport Zagato.

Beginning twenty years ago, I acquired the sad remains of seven Fulvias: the aforesaid HF 1600, which had been written off after a front-end smash, the shells of three Zagato Sport 1300s, three clapped out Fulvia 2C Berlinas and two Berlina GTs. The best of the Zagatos still lacked an engine and needed one front guard, a new hatch and major rust repair to the rear panel.

ALFA OCCIDENTALE

Issue 48, May 2021



I set about repairs and, using my enrolment in panel and paint courses at TAFE, I then did some of the moveable panels, but a fellow restorer took on the major repair work and a TAFE instructor did the final painting. After that, I had an excellent and entirely rust free and restored bodyshell. The panels for the Zagato were all obtained from Queensland. Then I began the rebuilding of a 1300S engine for the Zagato.

I had intended to first finish the HF and then sell it to finance the restorations of the 'good' Zagato and my Series I Appia. However, I was approached by local enthusiast, Rod Quinn, to sell him the HF 'as it was' (i.e. body repaired and repainted). I reasoned at the time, that since I could easily grow old and infirm before I finished all my projects, I had better rationalise the whole business.

This view also prompted the sale of my restored Alfa GTV 1750 and a part-completed 1925 Fiat 501 two-seater (the second one I had obtained). Around the same time, I was offered by a Perth Fiat specialist restorer collector, a low mileage 1953 Fiat 1100 in a 'patinated' condition. It was sage green, the exact colour of that one my father had purchased new in 1954. My resolve for a reduced fleet having already been weakened by this purchase, I unexpectedly also saw a newspaper advertisement for a 1968 Lancia Zagato Sport, here in Perth.

The car had been owned from new by a Victorian, the late Rodger K. Hart, but had not been on the road since 1978. In its ten-year active life, it had notched up 84,000 miles and was described as 'one owner-original-complete-straight'. I met Stephen who had begun work on it, but his efforts had stalled for a while and finally he had run out of storage. In a partly disassembled state, the car had a rusted tailgate, disintegrating upholstery and seized up brakes. Meanwhile, the state of the engine was unknown. It occurred to me that since, otherwise the car was 'all there', I could facilitate the restoration of my 1969 Zagato by having both cars 'side-by-side'. One of the huge problems I had been experiencing with my empty shell of the 1969 model was lack of detailed information about interior and exterior fittings. I had even been to Victoria to photograph another Zagato Sport, with help from Peter Renou, a fellow Appia owner.

So now I have proceeded rapidly with the recommissioning and relicensing of the 1968 car and have temporarily installed the rebuilt 1300 Rallye S engine to give that a trial while we check out the original



motor from the Hart car. The brakes are fixed, the upholstery will soon be restored to original specification. The car is now roadworthy and on a club license. The radiator proved to only require a good clean out and I can use the tailgate from the other car in the interim. The original headlights must be resilvered if I can find someone capable of detaching the rims from the glass. A few small bumps have been panelled out, but the original paint has cleaned up well enough for the moment.

Subsequently, I was approached by an elderly Lancia enthusiast, Domenico Romanogli, to remove from his property two Lancia Fulvias and a

ALFA OCCIDENTALE

Issue 48, May 2021



Fiat 125, together with a large number of spare engines and Lancia spares. These I shared 50/50 with fellow Lancia enthusiast, Tony Paduano who helped in the rescue mission.

I hadn't driven a Fulvia since selling my restored 1.3 Rallye S about fifteen years before. Yet my garage was temporarily graced by not one but two Fulvia Zagatos, only a year apart in age. The best of the Fulvia Berlina GTs has been back on the road after restoration by our past Club President, Merv Melconnen, but already it has found an Eastern States buyer.

I am now able to enjoy driving one my Zagatos while the other is being finished for its new home with Tony Paduano, alongside my once treasured Flaminia 2.8.



My rare Series I Appia sedan should soon be running again. Yet, there is still room in my heart (and my driveway) for our remaining six Alfas and the Fiat 1100.

Since my mother's bridal car, back in 1932, was an open Fiat 520, I suppose I'm just maintaining a family Italian love affair, even if it is proving to be a very long relationship indeed.

Glen Phillips
© March, 2021

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

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.





T H E T A S M A N I A N S A G A

(Or the tale of three blokes in a 'Purple People Eater')

By Glen Phillips

With due apologies to A.B. Paterson and his "Man from Snowy River".

Background: This epic ballad first saw light of day nearly 20 years ago. Soon after, it was published in the AROCA WA Club newsletter of the time. That publication soon led to its first formal recitation by AROCA founding member, Morrie Ogden. This proved to be the highlight of one particular WA Alfa Club function where Morrie's highly professional performance was met with great acclaim! The late Morrie, or Maurie, was a leading Perth actor and also the owner of a pristine, lemon-coloured 105 Spider. While it was said by some that Morrie did not appreciate Glen's weird rhymes too much (or so, Glen now claims), a highly entertained audience of sand-groping Alfa lovers didn't seem to notice any defects on the night.

Hopefully, 'The Man from Capel River', AROCA WA member, Les Mitting, also enjoyed his depiction in this epic poem. All done in good fun, of course, and appropriately lauding our beloved Alfa Romeo marque too!

There was movement at the Station
For the word had passed around
That a Colt from old Japan had broken down.

'twas the man from Capel River,
A thin and weedy bloke, who drove
An old Alfetta, what a joke!

The petrol Station owner was a BP greeny man —
No better bowser bender in that town.
He often cleaned the toilets and his

It was rusty and was painted
In that awful shade of puce;
The muffler shot and handbrake on the blink.

Chiko rolls were warm and the squeegee
Windscreen cleaners worked a treat.
But today his brow was furrowed,

'Do yuh like muh "purple people eater"?'
The new chum smirking spake.
'A better Alfa never turned a wheel!'

He could hardly raise a bleat,
As his Colt to his regret had
Broken down. Ten miles away

'She has towed a ten-ton trailer
Bringing home a GTV; she has
Always raced and rallied far and wide.

It lingered but he couldn't leave
the town, his workshop it was chockers
with the crocks all gathered round.

And that twin-cam Webered motor
Will amaze the country folk. Though a
Pity that the bloody windscreen's broke.'

And he knew the tow would tax him
No matter when he went, since
The mountain passes all were steep

The Service Station owner up and eyed
The purple beast - and he scratched
The grizzled bristles on his chin,

And hard. 'I could get a bloke from
Queenstown or the other guy from Strahan,
But a day or two it's bloody sure to take!'

'Say, you Capel River bastard,
Would yer like to prove yer boasts?
I've a challenge that would test
Yer rusty steed. Out there's my
Mitsubishi, stranded in a creek
On Dead Horse Pass. Do you think

He was slumping o'er' his counter
With his head between his hands
When a spray of gravel sounded
In the yard. His eye still sad and bleary
Then he heard some voices cheery
And a bunch of guys burst in the open door.

Yer crate could tow it? Bring it back
Here abso-bloody-lutely safe
and sound?' He regarded the Sandgroper

ALFA OCCIDENTALE

Issue 48, May 2021



With a cross-eyed look of scorn.
Then he scratched his hairy upper
Lip and awaited some return.

'Maybe you Alfa owners are
A mob of blatherskites, who only
Talk but never do brave deeds?'

'My oath this car will do it!'
Came the instant swift response,
'A man from Capel River keeps

His word. However tight the corners,
However, high the hills, I can
Bring that Colt to garage here tonight!'

So off they shot, the new-chums,
Towards the dreaded pass, with
The Alfa's engine roaring loud

And strong. And soon they found that
Stripling. Attached a sturdy chain, and
Prepared to be the winners of the day.

So they laughed to think how very soon
They'd have it right back home.
But the Mitsubishi would not budge

A bit, however much they tried it
Though the Alfa's clutch was smoking.
'Hey, get out you lazy buggers!' cried

The driver to his crew, 'or we'll
Never get this Colt to turn a wheel.'
So they strained and heaved and staggered

Behind that stranded auto
While the People Eater roared
And tugged the more. Then suddenly

The Colt shot free! Then with muddied
Faces lifted out the dreaded
Mire of Dead Horse Pass

They glimpsed the racing Alfa
With the puny Colt behind;
While at the wheel their leader,

The Man from Capel River, was
Driving like a demon all the way.
For he towed that Colt in fury

Down the length of Dead Horse Pass
While his mates were left
To hoof it in his wake.

It was just as night was falling
With the Greeny BP cursing
As he turned his eye towards

The mountain road, 'Those rotten
Groper bastards must have
Shot through with my Colt.

I never should have trusted
Them at all! They'll have swapped
Their car that's rusted for my

Little pride and joy, and off
They'll be to Groperland
With glee. But no sooner

Had he said it than, in
a cloud of dust, The Man from
Capel River came in view.

*Now these days round service
Stations in the lonely Tassie
Wilds, the cleft and wall-eyed*

*Locals often tell a ghostly tale:
Of how the Purple People
Eater brought the lost Colt home -*

And the Man from Capel River saved the day!

Glen Phillips
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RECENT OVERSEAS ALFA SALES

From the May 2021 on-line edition of Sports Car Market (SCM)

RM SOTHEBY'S PARIS, FRA



1957 ALFA ROMEO 1900C Super Sprint coupe. S/N AR1900C10548. Eng. # AR130810536. Dark blue/blue vinyl/grey cloth. Odometer: 5,459 km. 2.0-L I4, 2x2-bbl, 4-speed. Coachwork by Touring. Older restoration, but still very good, repainted over dead-straight panels. Brightwork all good. Interior redone. Italian title. Cond: 2+.

SOLD AT \$298,916. No history until 1990, when it was in the collection of Luciano Siboni. Bought by the vendor in 2016. Well sold today.

RM SOTHEBY'S ONLINE



1992 LANCIA DELTA HF Integrale Evoluzione hatchback. S/N ZLA831- AB000554756. Rosso Monza/black leather. Odometer: 15,883 km. 2.0-L fuel-injected I4, 5-speed. Stated to have approximately 9,900 miles. Resprayed at one time in original Rosso Monza, but has some chips and minor flaws. Noticeable cracks in both front and rear bumpers. Wheels all scuffed but repairable. Interior has no major flaws, although there is wear in various locations, with the headliner sagging. Engine compartment is dirty.

Undercarriage has more surface corrosion on components than might be expected at 9k miles. Door jamb sticker shows it was serviced in Europe in 2019, so a recent arrival in USA. Cond: 2-.

NOT SOLD AT \$59,000. RM Sotheby's sold a fully restored Evoluzione II, this car's successor, in a July 2020 Open Roads online auction for \$137.5k. You might think that a low-mileage original example should go for more than a restored one, but the devil is in the detail. The restoration of the Evoluzione II was complete, meticulous, and its odometer was deservedly reset to zero. Our subject car displayed some neglect, no service records, and with fewer than 10k miles showing, buyers may have wondered why a repaint had been needed. If the consignor had fixed minor flaws and done some detailing, result might have been better. Post-auction there was an offer price of \$72,500, but no takers. Another Evoluzione sold for a stunning \$190,400 in 2017 at RM Sotheby's New York auction (SCM# 6853713), and its mere 4,000 miles was reflected in its condition. It sold later at RM Sotheby's Monterey 2019 for \$162,400 (SCM# 6909670), so there may be some adjustment going on in the Delta market as well. ♦



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Preferred Partner Program

Welcome to the Alfa Romeo® Preferred Partner Program

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Company Name: Alfa Romeo Owners Club of WA

Preferred Partner Login: APP6753

How to Redeem



Select the model you wish to purchase and click 'Redeem Offer'.



You'll then receive a voucher through email displaying your bonus offer.



Print the voucher and present it to an Alfa Romeo® dealership to redeem and purchase your new Alfa Romeo.



LATEST CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
March AROCA club night at WA Light Car Club, Bayswater	Tuesday 2 nd March 2021.	Sam Calabro MEETING HELD	Presentation and discussion on 105s restoration led by John Reed. (Wine, Beer & Pizza provided by the club.)
AROCA club night – sunset run and dinner, Marmion Anglers Club	Thursday 11 th March 2021	Greg Smith & Richard Peirce EVENT HELD	See report on the Sunset run earlier in this issue.
Cuore Sportivo and Alpine Alfisti runs to McLaren Vale	Vic, NSW and SA, Late March, 2021	Peter Atkinson, ACT chapter. EVENT HELD	Run by Alpine Alfisti – see brochure later in this issue.
Alfesta McLaren Vale	Easter 2021	A few WA members are attending.	See brochure later in this edition.
April Dyno Test Night	Tuesday 6 th April	Steve Boyle / Andrew Murray EVENT HELD	Test your manual Alfa on Steve's dyno. The club will provide Paella and refreshments. – Book here: https://www.trybooking.com/BPXKW NB: This Trybooking link will need to close at 5pm on 30 th March.
Mount Ommancey hill climb	Saturday 10 th April 2021	VSCCWA EVENT HELD	See: www.vsccewa.com.au
Club run to Northam Motor Sport Festival, via Noble Falls Tavern.	Sunday 11 th April, 2021	Steve Sugden EVENT HELD	Sunday Club Run breakfast at Chidlow Tavern en route to Northam. See details below. Let Steve know if you are coming by 8 April: 0419 490 527
Northam Flying Fifty	Sunday 11 th April, 2021	VSCCWA EVENT HELD	See: www.vsccewa.com.au
Shannons Classic Car Show, Ascot.... about 1000 cars, inc. 20 Alfas	Sunday 18 th April 2021	Andrew Murray / Greg Smith EVENT HELD	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.
Auto Italia Canberra, Exhibition Park, ACT.	Sunday 18 th April 2021	Book tickets directly through Auto Italia EVENT HELD	Check with Canberra chapter of AROCA NSW for more information.
Kalbarri & Shark Bay Run – extended weekend away. (NEW)	29 th April until 3 rd May, 2021	Eddie Bernardi EVENT NOT HELD	POSTPONED DUE TO CYCLONE SEROJA
May Pub Club Night	Tuesday 5th May	John Reed, Greg Smith	Mount Henry Tavern Como – start time is 7PM
British car day raid to GinGin	Sunday 16th May 2021	John Reed, Ivan Olsen	Meet at Stirling Square Guldford at 09:00
New Members BBQ & Motor Museum Tour	Sunday 30th May 2021	Ivan Olsen	BBQ/tour at Wightman Park Motor Museum including a new members' Alfa display. Meet at Kings Park at 10:00
Albany motor sport long weekend	5 th & 6 th June 2021	Andrew Murray	Sunday night dinner in Albany for event attendees.
Young members event (NEW)	TBD	TBD	TBD



Alfa's 111 th birthday dinner.	Saturday 3rd July, 2021	Greg Smith, Andrew Murray	Re-examining details for this event due to costs - being finalised.
Wildflower run, inc. rustic pizza lunch 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.
AROCA WA AGM	Tuesday 7th Sept. 2021	Andrew Murray	AGM at WA Light car club, Bayswater - food & refreshments provided.
Rotary Italian Car Day, Mulberry Estate	Sunday 7th November	Andrew Murray	Date now scheduled, other details to come
Annual Pasta Run	Sunday mid-Nov.	TBD	Date and details to come
Annual Christmas lunch	Sunday 5 th or 12 th December	TBD	Date and details to come
TO BE ANNOUNCED			
1st Tuesday events each month in 2021	TBD, after May 2021	Club night events in development	Let the committee know of new ideas for club nights that you may have.
Other runs/EMRs	TBD	TBD	Always seeking new volunteers to help organize these events.
New Events	TBD	TBD	Please offer your ideas for new events & other meeting concepts.

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

DATE: Every third Sunday of the month

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



Photo by Remi Dargegnan

STARTS FROM: Boatshed café, South Perth.
See: <https://goo.gl/maps/KVSxLuP4Atx>

Every 3rd Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park near the Boatshed café and the water ramp in the foreshore park. These informal trips depart soon after 10:00am. A run can commence once participants decide to depart from this starting point. Either individuals or groups can do so as soon as they like after 10:00.

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.



OTHER MONTHLY EVENTS

Classic Cars & Coffee: Next meeting **Sunday 25th 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 th Dec. 2020		Vintage Sports Car Club WA. http://www.vscw.com.au/	Hill Climb and Vintage Stampede	Completed December 2020
21 st Feb. 2021	08:00 am	Triumph Sports Owners Assoc of WA Inc. https://tsoa-wa.com/events/	Autokhana, Cycle Dome, Midland	15 th February 2021
16 th Mar. 2021	07:00	Jaguar Car Club of Western Australia. https://www.jaguarclubofwa.com.au	Regularity, Barbagallo	
20 th Mar. 2021	TBA	Triumph Sports Owners Assoc of WA Inc. https://tsoa-wa.com/events/	Point-to-Point, Barbagallo	
5 th Apr. 2021	TBA	Vintage Sports Car Club WA. http://www.vscw.com.au/	Northam Flying 50/ Regularity	
29 th May 2021		Vintage Sports Car Club WA. http://www.vscw.com.au/	Albany, Mt Clarence/Hill Climb	
30 th May 2021	TBA	Vintage Sports Car Club WA. http://www.vscw.com.au/	Albany Classic/Regularity	

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



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, 5th May 2021, at 7:00PM.

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



N E W M E M B E R S B B Q & A L F A D I S P L A Y



Held at the WA Motor Museum, Whiteman Park

Sunday, 30th May 2021

We will meet in the central carpark (near the Botanical Cafe) in Kings Park at 10:00AM on Sunday 30th May; for a 10:15 departure, driving out to Whiteman Park for a new club members' BBQ.

A display of Alfa Romeos will be set up adjacent to the museum (particularly of new members' cars). Club members and partners can take a discounted tour of the Museum.

New members, please bring the family along in your Alfas. Include your picnic chairs and table. The club will sponsor a BBQ with drinks - but do bring any other items you might like to consume.



LIVELIGHTER
smoke free environment
FREE EVENT

**GINGIN
BRITISH CAR DAY**
SUNDAY 16 MAY 2021 10 AM TO 3 PM

WELD ST GRANVILLE PARK GINGIN
ENGLISH BEER & PORK PIES * CRAFT & PRODUCE STALLS * DISPLAYS & DEMONSTRATIONS
HEALTHY FOOD OPTIONS or PACK A PICNIC
MUSIC * KIDS ENTERTAINMENT

CONTACT: GINGIN DISTRICT CRC INC * 95751235 * CRC-SERVICE@GINGIN.NET

This event is proudly supported by

SHIRE OF GINGIN
HISTORY | BEAUTY | PROSPERITY

On Sunday 16th May, the Alfa club will depart at 09:00 sharp from Stirling Square Park in Guildford on a Sunday drive to GinGin for AROCA WA's 2021 "British Car Day Raid".

There will be a brief stop for coffee and snacks en route.

Do join us for the drive and to view the great display of British Cars at GinGin.

Please let Greg Smith know if you intend to come. (secretaryarocawa@gmail.com)



ALFESTA

2022

port
macquarie

NEW SOUTH WALES



14 - 18 April 2022

We can't wait to see you next year in Port Macquarie on the mid north coast of New South Wales. Famous for pristine beaches, stunning rainforests, one of the best year-round climates and of course koalas, you're sure to enjoy this popular holiday destination with your fellow Alfisti.



Create an account on the Alfesta 2022 website and register your interest



Select and pay for your accommodation directly with the hotel



Select your Alfesta activity package via the website and pay directly to the club

Visit the Alfesta 2022 website at www.alfesta2022.net
Email any questions to us at admin@alfesta2022.net



ALFA CLUB RUN TO SHARK BAY

TRIP HAS BEEN POSTPONED DUE TO DAMAGE CAUSED BY THE SEROJA CYCLONE



The club committee has decided, due to the impact of the recent Seroja Cyclone in the region north of Geraldton, that AROCA WA will have to postpone its planned Shark Bay tour which was to be run from Thursday, 29th April, until Tuesday, May 3rd 2021.

It will not try to rearrange the trip until a future date when there is a clear view that the facilities in the Kalbarri Tourism Region are again in operation and that the Kalbarri National Park has been reopened.



FINANCIAL REPORT APRIL 2021



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

Treasurer's Report as at 15th April 2021

Opening Balance b/f 18/03/2021 \$9,740.77

INCOME

Memberships

14/04/2021	Stephen Gilmore		\$80.00	80.00
Shark Bay Tour				
18/03/2021	P. Pagano		\$750.00	
	J. Riccardo		\$750.00	
19/03/2021	S. Calabro		\$750.00	
	A. Murray		\$750.00	
22/03/2021	R. Scohoen		\$750.00	
	K. Chee		\$750.00	
26/03/2021	R. Peirce		\$525.00	
31/03/2021	S. Salvatore		\$750.00	
1/04/2021	D. Hamlyn		\$750.00	6,525.00
Total Income				6,605.00

PAYMENTS

15/04/2021	MAAC	Sunset Drive Dinner		\$1,892.80
TOTAL PAYMENTS				\$1,892.80

Net Movement

\$4,712.20

Closing Cash Book Balance		\$14,452.97
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Closing Balance Westpac 15/04/2021		\$14,452.97
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Reconciliation Variance		\$0.00
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INVESTMENT ACCOUNT

Opening Balance b/f 18/03/2021		\$14,180.13
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Interest Received 31/03/2021		\$0.12
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Closing Balance c/f 15/04/2021		\$14,180.25
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TOTAL FUNDS AVAILABLE

\$28,633.22

EDDIE BERNARDI
TREASURER
15th April 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 30th June each year.**

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

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



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

(Do note that, if you are paying electronically, then you should include your surname in the payment reference and also advise the club of your payment via a separate email.)

Membership Fee: \$80 (1st July 2021 – 30th June 2022)

Associate Mbr Fee: \$80 (1st July 2021 – 30th June 2022)

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

Andrew Murray.
President, AROCA WA.



OWNER DECLARATION – CODE 404 CONCESSIONAL VEHICLE LICENCE

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

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

Name of Owner:.....

Alfa Club Membership number:.....

Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

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



DRIVING YOUR CONCESSIONALLY LICENSED ALFA

Dear AROCA WA Club Members,

The WA Alfa Club reminds you, particularly if you are a member who drives a concessionally licensed Alfa Romeo, that Code 404 concessional registration still allows you to drive your car on *AdHoc* day trips.

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

Additionally, you can continue to use your concessionally registered car for all of the following activities, and do so without the need to notify the Club beforehand:

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

The Club Committee recommends that you make best use of your Alfa with the eased Covid 19 virus related conditions in WA, but be sure to continue practicing "social distancing", if you leave your car during the trip.

Regards,

Greg Smith
AROCA WA Secretary



At a 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. @ AROCA WA

TRIP DETAILS:

TRIP DATE: _____
(DD / MM / YYYY)

DESCRIPTION: _____
Purpose of trip in a few words only.

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

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

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



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 convener 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.
Sam Calabro	48	18	Long-term AROCA WA member, Sam has lost count of how many 105 series Alfas he has owned over time (as well as his Porsches, Alpines, Ferraris, etc.).
Someone you know ?	When ?		We are keen to interview more Club members to extend this series of profiles.



THE LAST PAGE



*How to spoil the trip home.
(Photo provided by Annette Reid).*

From 'Rallye-Magazin'
(Posted on Facebook by Damon
Earwaker.)

