



Peek-a-boo Giulietta Spider. (Photo found on [www.Facebook.com](http://www.Facebook.com)).



This is the 49<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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## AROCA WA PROGRAM JUNE 2021

- The latest version of the 2021 calendar for the Club is provided in this edition.
- The Shannon's Classic Car Show at Ascot Racecourse was held on Sunday 16<sup>th</sup> April. Fourteen Alfas attended. A report of this event appears below in this 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 was later postponed due to the damage caused by Cyclone Seroja. A smaller trip drove down to Esperance and Bremer Bay over the same extended weekend as had been planned for the postponed Shark Bay trip
- AROCA WA's May Club Night, was held at the Mt Henry Tavern on Manning Road, Como on Tuesday 5<sup>th</sup> May. Nine club members enjoyed a casual pub meal and group discussion.
- On **Sunday 16<sup>th</sup> May**, the club ran its annual "**raid**" on the **British Car Day at GinGin**. Departing from Stirling Square Park in Guildford at 09:30, the group followed an interesting route out to GinGin, with a stopover at the Bindoon Bakery for coffee. Everyone enjoyed the annual display of all types of British cars and other vehicles at GinGin.
- **Sunday May 30<sup>th</sup> the club is holding a complementary new members' barbeque picnic at the Whiteman Park Motor Museum.** Tours of the recently extended motor museum are available. A 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) before driving, as a group, to Whiteman Park for the BBQ, the Alfa display and the WA Automotive Museum tour. **If you are attending, please complete this Trybooking link: <https://www.trybooking.com/BRPCA> so that we can plan catering for the complementary BBQ, that is courtesy of the club.**
- 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 3rd July**. Please note that, due to increased cost, the club has changed its plan of holding the dinner at Acqua Viva on Swan and has rebooked the birthday dinner at Papagallos restaurant in Leederville. Booking arrangements for the dinner are provided later in this magazine.
- It is planned that the AROCA WA Club's 50<sup>th</sup> anniversary dinner will be held in mid-February 2012 at a new location for the club. This special gala event, which will be a unique, once in 50 years occasion, should not be missed by anyone in the WA Alfa club. ♦





## S H A N N O N S   C L A S S I C   C A R   S H O W

A photo-essay by AROCA WA member, Kyle Attwood



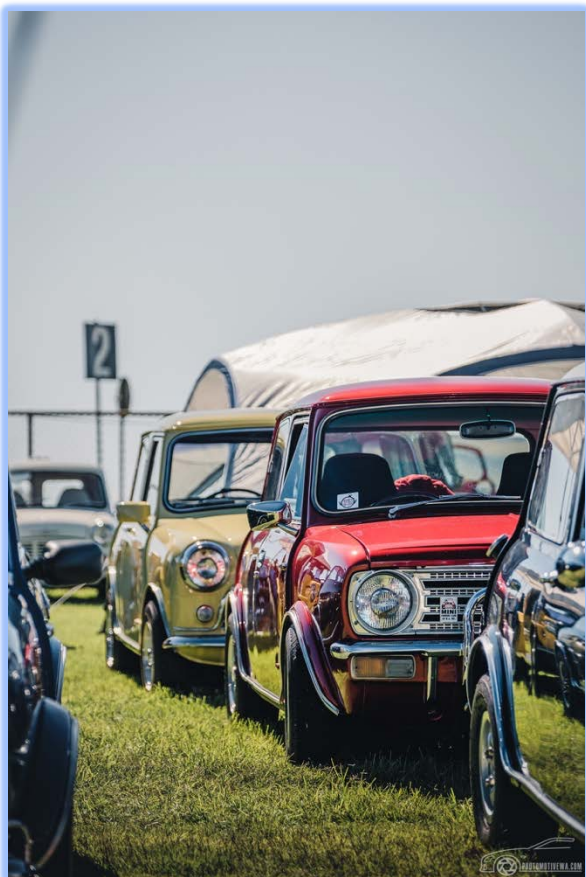
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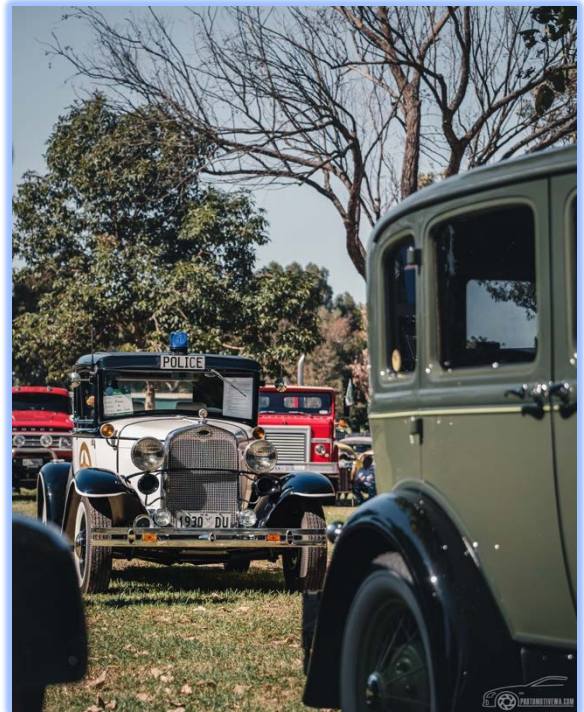
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The Shannons Classic Car Show was held at Ascot Racecourse on Sunday 16<sup>th</sup> April 2021, where fourteen AROCA WA members exhibited their classic or modern Alfas.

Sadly, for Glen Phillips, his beautiful 1953 Fiat 1100 (see photo overpage) let him down with a gear-selection problem while en-route to the Shannons car show. Glen had no choice but to return home,



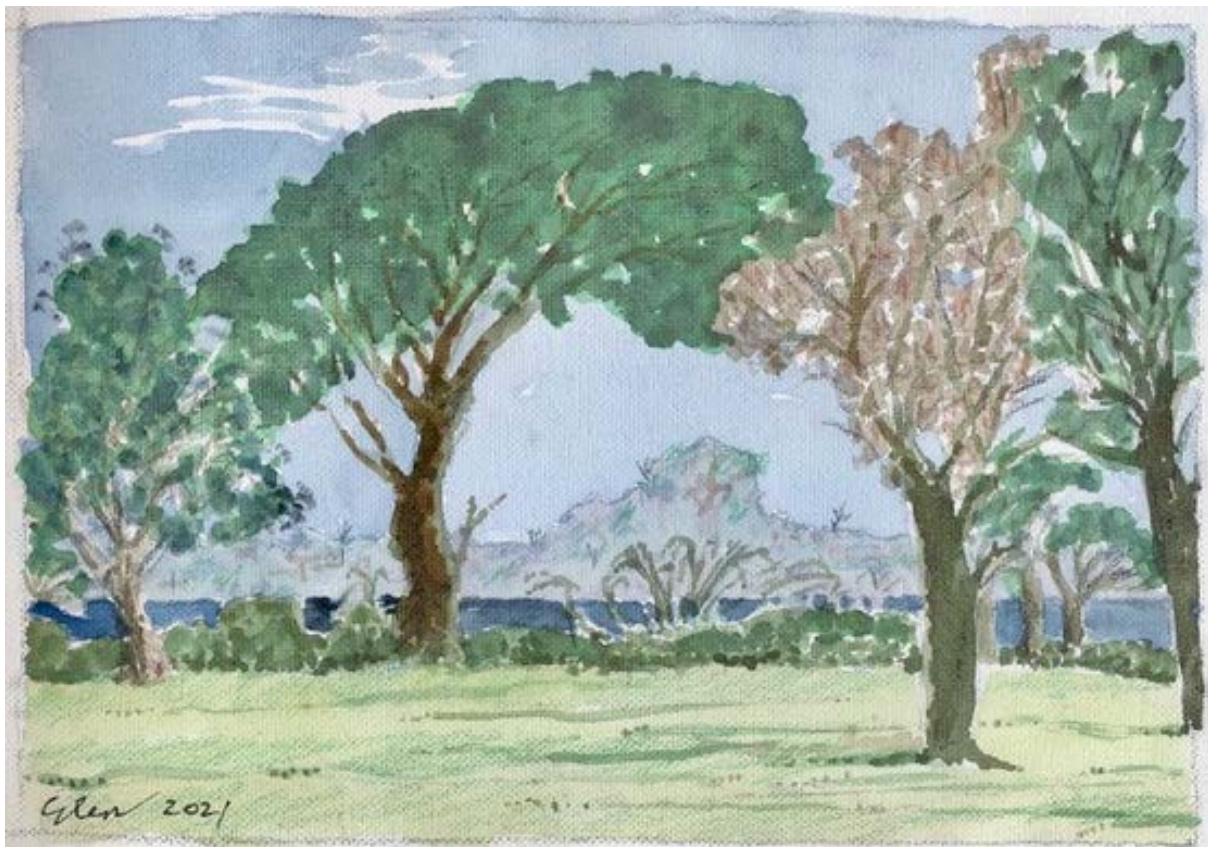


drop off his treasured Fiat, and jump into his Alfa 105 GTV as the replacement display vehicle. (This 105 GTV can be seen in the first photo above in Kyle's photo-essay).

Unfortunately, that meant Glen arrived at Ascot a little too late to make it into the line-up of Alfas on display before the all cars were set in place for the day. The result of this delayed arrival was that he found himself left way down at the river end of the Ascot racecourse.

Nonetheless, Glen used his time alone well. He completed a painting of the Swan River bank, shown below, while he was eating lunch.

At different times during the day, various WA Alfa club and Fiat/Lancia members did wander down to meet up with him at the site of his solo Alfa display. ♦



Swan river viewed from Ascot racecourse, painted by Glen Phillips.



## GEARING FOR 105 SERIES ALFAS

By AROCA WA life member, Bruce Thomas

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



Some years ago, I had the opportunity to purchase the engine and gearbox from a written-off Alfa Romeo 1600 GT Junior which had only covered about 40,000 miles.

At the time, my 1300 GT Junior already had 110,000 miles on the clock. Although the engine was not completely worn out, it was becoming smoky when pressed. It seemed that the transplant of the 1600 parts might be the perfect solution, with increased performance coming as a bonus.

Both the engine and gearbox were switched and, since my 1969 Junior already had a hydraulic clutch, the operation was very straight forward. Only the electrics had to be modified as the 1300 engine made use of a generator, while the 1600 had an alternator.

At the time, I was aware that the gearing of the 1300 GT Junior was 18.3 mph/1000 rpm when running in 5th gear, while most 1600s are 19.6 mph/1000 rpm. Initially, I assumed that the 1300 had a lower diff ratio, and that after the gearbox swap that the gearing would remain on 18.3. This would not be a bad thing, I reasoned, with increased flexibility being traded off against maybe a couple of miles per hour at top speed. However, as I discovered later, this was not the case, as the 1300 Junior achieves its lower gearing through its unique set of gearbox ratios.



After following up on this, I found that, ignoring competition models, 105 series Alfias made use at times of four different differential ratios with two gearbox combinations. The most common differentials are the 4.56:1 ratio diff, as fitted to most 1300 and 1600 models, or the 4.10:1 ratio diff which was on most of the 1750 and 2000 models.

There are exceptions to this rule. The 1750 and 2000 Berlins had a unique 4.30:1 ratio, with the 1300 TI and 1600 TI fitted with a very low 5.13:1 differential. In

addition, the 2000 models generally came with a limited slip differential, which was supposedly optional, while the others did not.

The two gearbox variations differ only in the ratio of 5th gear. All the 2000, 1750 and 1600 models have the same gearbox ratios with a 0.79:1 top gear. Some 1300s have a special box with a 0.86:1 fifth gear; e.g., the GT Junior. However, others such as the Giulia 1300 TI seem to have come with the more common 0.79:1 ratio.



An anomaly arises with the American market 105/115 series cars produced between 1969 and 1979. These 1750 and 2000 models all had the 4.56:1 differential which was installed to offset power losses due to US emission regulations. In 1980, the US Spider reverted to the European 4.10:1 ratio. Another subtlety is that Alfa gearboxes of the early 1960s required a special oil, Shell 'Dentax 90', and were marked with a red sticker. Later gearboxes (including most of those found in Australia) used regular Spirax gearbox oil, or equivalents.

Clearly, by thoughtfully combining the various gearboxes and differentials, an extraordinary range of gearing options became available. Some of those used by the factory are as follows-

0.79 gearbox + 5.13 diff	= 17.8 mph/1000 rpm.	e.g., 1300/1600 TI
0.86 gearbox + 4.56 diff	= 18.3 mph/1000 rpm.	e.g., 1300 GT Junior
0.79 gearbox + 4.56 diff	= 19.6 mph/1000 rpm.	e.g., 1600 GTV, Giulia Super
0.79 gearbox + 4.30 diff	= 20.9 mph/1000 rpm.	e.g., 1750/2000 Berlina
0.79 gearbox + 4.10 diff	= 21.9 mph/1000 rpm.	e.g., 1750/2000 GTV

The above figures relate to road test cars fitted with original wheels and tyres. For example, the 1600 GTV had 155 x 15 tyres, but the 1750 and 2000 GTV were fitted with 165 x 14 tyres. Today, if you fit 185/70 x 14 tyres there will be a slight discrepancy with the figures quoted.

I have excluded competition models in this analysis because, for example, the 1600 GTA had seven optional differential ratios (all limited slip) and 3 or 4 choices for each of the five gearbox ratios. ♦



Three Alfas on a rock near Karragullen, WA - about 1986. (Photo courtesy of Glen Phillips)



## A GIULIA SS IN TUSCANY

This abbreviated and edited story first appeared in [www.petrolicious.com](http://www.petrolicious.com) on 21 Nov. 2019, written by Alexander Byles, with photos from Marco Annunziata.



The epitomy of Italian automotive design artistry can be found in Alfa Romeo's beautiful twin sisters, the Giulietta SS and its successor, the Giulia SS.

Flowing curves cover a body devoid of straight lines and the car seemingly is designed by fantasia rather than applied physics. Franco Scaglione's work on this gorgeous form produced one of the most aerodynamically accomplished cars ever, with a drag coefficient as low as 0.28; a figure shared only by the Chevrolet Corvette, and not bettered for another 20 years.



The first prototype Giulietta SS, or 'Giulietta Sprint Speciale' appeared in 1957. Its public debut was at the Turin Motor Show (but then the official press launch of production models didn't take place until two years later at Monza). Although Scaglione had designed the car without the aid of a wind tunnel,

the Florentine designer, then at Bertone, was no stranger to a designing pretty Alfas. Scaglione's academic career had included experience with aeronautical design; evident not only in the beauty of the SS's bodywork, but also in its minimal drag coefficient.

The two-seat, two-door coupé featured a steel body, but had aluminium doors, bonnet, and trunk lid, which made it rather light for a street car. Powered by Alfa's famous 1,290cc twin-cam four-cylinder engine, the valves were controlled by dual overhead camshafts and featured hemispherical combustion chambers.

Distinctive sounding Weber DCOE carburettors were included ('DCOE' stands for "Doppio Corpo Orizzontale E," which means "double body horizontal", with "E" referring to type). The result was that around 100hp was delivered to the rear wheels, with stopping power provided by drum brakes on all four corners. The five-speed gearbox was relatively rare for its day, with most sports cars of the period still opting for four-speed transmission.



Between 1957 and 1962, 1,366 of the Giulietta SSs were assembled before the model was “replaced” by a nearly identical but the beefed-up Giulia SS which was presented at the Geneva Motor Show of 1963.



Since Scaglione’s exterior design was retained for the Giulia SS, the most significant styling differences were to the interior, with tweaks to the dashboard and the addition of the “1600” badge.

Under the hood, engine capacity was boosted to 1,577cc, which helped the car achieve an output of 112hp; good enough to get the Giulia SS to 125mph, according to the factory (and even a lot faster than that, according to various owners).

To handle this extra power, discs replaced the drums up front. But while the 1600, aimed at least partially toward the American market, afforded greater performance, it was never perfectly suited to racing. The partially steel, rather than all-aluminium body of the Giulia SS’s top competitors, made the power-to-weight ratio less attractive for the realm of motorsport.



Similar to the prior Giulietta version, 1,400 Giulia SSs were produced during a two-year manufacturing stretch, ending in 1965. They now are quite rare historic cars and, although they are relatively affordable in the grand scheme of good-looking Italian coupes from the 1960s, they certainly aren’t easily found available for sale. This one is definitely not on the market.

This Giulia SS lives in the auto stable of a man named Antonio; a collector who lives in Tuscany, Italy. This SS has been restored to its original state with a lot of love, time, and, of course, money invested. The car was purchased in 1999 from an enthusiast who had entered the car in numerous historical re-enactment races. Antonio bought the Giulia on the spot and, since then, has had no plans to ever let it go.

Antonio says: “I had always loved Franco Scaglione’s work, so when a friend of mine spotted the car at a local mechanic, I was interested straight away. Luckily, the owner wanted to sell it in order to buy a

new car for his daughter, so we met up. He was looking for around 28M Lire (around €15,000). ‘I’ll give that to you immediately!’ I told him.”



Antonio knew that the car had been driven hard in its life, and he was prepared for the work involved in a proper restoration. “Because the car had been used for racing, the whole setup had been modified as well as the interior, and needless to say the engine needed attention considering the repeated enthusiastic use it had seen.”



Among the list of tasks undertaken during the extensive restoration, the body was removed, repaired and repainted in its original metallic silver. The trim, seats, and upholstery were restored to original specifications and the dashboard was returned to original colour and finish.



The magnesium wheels are original; these were the lightweight option of the day, weighing around 2.5kg each, compared with the heavier 10kg steel wheels.

The steel exhaust system was completely rebuilt. The engine was disassembled and restored to complete the mechanical package.

This Giulia SS example now has an official seal of approval to attest to its correctness and has achieved

‘Targa Oro’ status from ASI (an identity certificate, but a much nicer sounding one in Italian).

Antonio is still smitten with his Giulia SS after two decades of ownership. He doesn’t take any aspect of it for granted. For instance, he notes that “It does well over 200km/h, which is

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extremely fast when it is considered that the car was built in 1964. However, it is not that easy to drive. Despite the front disc brakes, you have to be extremely careful about braking times, especially with the speed you can build on a small road.”

Concerning reliability and efficient maintenance, it is often said that an old Alfa Romeo will consume more oil than gasoline, but Antonio assures the writer that his Giulia runs smoothly and isn't burning or leaking oil.

This article's authors note that Antonio couldn't be convinced to sell his car. Antonio says: "Occasionally someone leaves a note on the car's windshield - or maybe I am stopped and asked whether I'm interested in selling. For now, I'm very happy my answer is still 'No'." ♦



Series 4, 3, 2, & 1, Alfa 105 Spiders, lined up in order of youth.



## PROFILE OF A ROCA WA MEMBER, ENZO SIMEONE

***Enzo Simeone is interviewed by Greg Smith. He really loves driving his very new Giulia QV, but is now worried about how much his beloved 105 GTV is waiting idle under its dust cover.***

Enzo Simeone was born in Italy in a small country village near Naples. Together with his family, he arrived in Australia when he was seven years old. Enzo went to primary school in East Fremantle and later attended the John Curtin High School, also in Fremantle.

Enzo says that his father had always been interested in cars, although, while in Italy, he didn't own one. Finally, now living in Fremantle, his Dad bought an old Morris Wolseley and young Enzo enjoyed watching his dad work on this car, which he did quite often. After completing his schooling, Enzo began work at an engine reconditioning shop called 'Moore and Sons', where he completed an apprenticeship and eventually became a qualified car engine rebuilder.

In 1975, Enzo's dad decided to take his family back to Italy for a holiday and to visit all the relatives after being away in WA for such a long time. It was during this vacation in Italy that Enzo first had a close-up view of an Alfa 105. This new-ish 105 GTV was often seen ripping around the town.

On the family's return to WA from the trip to Italy, Enzo resumed at Moore and Sons for a while, continuing in the engine rebuilding business. He then moved to work with Alcoa in Kwinana. While the significantly improved pay scale at Alcoa proved very attractive, he found himself cleaning out built-up scale in tanks around the plant, sometimes using a jack hammer. However, Enzo continued with Alcoa for the rest of his career, until his retirement in 2007. During those years in Kwinana, Enzo moved into rigging and scaffolding and spent time crane driving.



Early in his time at Alcoa, Enzo became very interested in old Holdens. Since then, he has always owned a Holden, partly as, initially, he thought that he couldn't afford an Alfa. He bought himself an old Holden FC ute for \$400 which he drove to work. Forty years later, he still owns this ute, shown adjacent. It is now undergoing a 2<sup>nd</sup> total overhaul; one that is still in progress.

After the family returned from Italy in 1975, Enzo realised that he was always eyeing an Alfa Romeo. He had the thought that a 105 would suit him very well, but then ran into trouble when trying to convince his wife, Rosanna, who didn't like the idea of a 105 quite so much; nor was she that attracted to any car that lacked air conditioning. After a few decades, finally, Enzo found a nice 105 about 3 years ago that was in reasonably good condition. He bought it and has kept it very well maintained since.

For 20 years, Enzo was the president of a youth soccer club. It was through this soccer club and taking his kids to matches that Enzo first met Sam Tornatore. They soon became close friends. Enzo realised that Sam was an Alfa owner (and, at that time, also a former AROCA WA member). When Enzo later became a member of AROCA WA, Sam also rejoined the club.





Enzo began to search the internet for a more suitable, air-conditioned Alfa, thinking that a Brera or a GT might solve Rosanna's need for air conditioning, while also offering him the attraction of driving in a sporty Alfa. He found a GT advertised on the web that was housed very near to where his son lived in Fremantle. On the phone, Enzo discussed this car with its then owner, but too soon after, the car had been sold within days; all before he had a chance to even test-drive it. While Enzo was disappointed that he had missed out on this GT, it led to some further discussion with Rosanna resulting in a next agreed-upon idea that the Simeones might like to own a 159, or something similar, also with effective air con. However, soon after that decision had been reached, the mistake was made of visiting Barbagallo's Alfa showroom in Osborne Park.



At the Barbagallo showroom, first, Enzo got to take out a new Giulia Veloce for a test drive, which he really enjoyed. But then, the smart salesman suggested that he also should try out the Giulia QV before making any final purchase decision. That second test drive quickly put an end to his decision process. Enzo's new Giulia QV is now nearly 3 months old and already has been seen at a few AROCA WA club events. Meanwhile, the much loved 105 GTV is languishing at his mother-in-law's house, where it is hidden under a dust cover.

I asked Enzo how his Alfa Romeo automotive interests really began. He mentioned some friends who live on the Swiss-Italian border and who he had visited during one of his vacation trips to Italy. They had taken the Simeones for a vigorous drive up the Stelvio Pass in their 3 litre Alfa 156 and then, back down the same pass again. For Enzo that was a life changing experience. From that point on, he was totally convinced that he needed an Alfa. While the Covid-19 pandemic has slowed the Simeones' plan for their next European trip, Enzo says that when he finally can return to Europe, he will be sure to hire a car in Naples and then drive it northwards all the way to the Swiss Alps, taking that car up the Stelvio pass himself.

Enzo owns 2 Alfas, his 1973, 2 litre 105 GTV and the very new Giulia Quadrifoglio Verde. The 105 has proved to be reliable and mechanically very sound. However, Enzo has been considering some engine modifications for the 105. He wants to do it up a little with new cams and extractors, but he has observed that Alfaholics in the UK really is a great place to spend a lot of money in this regard. He is also thinking of installing GTA replica wheels, not to mention just a few other things too.

Enzo is lucky that he has a 3-car garage at his house in Fremantle and he does have 3 cars in it, even though the 105 has gone to stay under cover elsewhere for the time being.

Enzo and Rosanna have lived in the same house in Fremantle for 42 years. They have renovated it 3 times – and now it is just as Rosanna likes it. Enzo says that he has a little gym on the side of what is his very substantial (double brick) "shed". He also has a real man-cave behind the shed (in fact he has several man-caves really), with another one in the 3-car garage which includes a big store room where he keeps his coffee machine, computer and workbench.



At one point, Enzo thought about buying a small factory, but then he realised that, as two of his sons are electricians, their gear would probably consume that space. He has visited John Court's factory, relatively near to Fremantle, and says that he envies John's car hoist.



But then, Enzo does have a good friend in Fremantle already who has a large workshop with a hoist that is available for him whenever he visits his friend's workshop. Enzo recently did up the engine of his FC Holden ute there. Gradually, a full restoration of his FC ute will bring it to concours condition. Adjacent is a video of this ute's modified engine running on the workbench at the factory in Fremantle. (*Double click to view the FC engine movie.*)

The ute renovation has progressed slowly, with Enzo unable to spend that much time on this project over the last few years while he looked after his aging father, until he passed on about 6 months ago. Enzo had also lost his mom and sister not that long previously.

However, the Giulia QV is a real find, he says. After purchase, Enzo got to take it to a track day that Barbagallo runs at its Wanneroo racetrack for those who purchase any of their top-of-the-line sports cars.

Enzo says that he loved driving the Giulia QV in full race mode – but he wasn't that keen on what the racetrack could do to his tyres. Aidan Daly, who Enzo and Sam Tornatore first met on the trip down south with the FLC last Spring, was also at that Barbagallo track day, testing the limits of his new Stelvio QV.



When it comes to other car marques, Holden has been Enzo's long-term interest. He notes that one advantage of the Holdens is how relatively easy they are to fix up. Enzo has now owned his 60-year-old FC ute for the last 40 years.

Once Enzo's kids started playing soccer, he spent 20 years in roles with the kid's soccer club, including numerous years as that club's president. With Enzo's soccer coaching role, there was too much training equipment, too many kids and so many other extras, that his ute really wasn't up to his soccer club related needs. Therefore, Enzo bought a station wagon and put his treasured Holden ute away until its 2<sup>nd</sup> restoration began more recently.

Enzo is a continuing member of the Holden FC club. He notes that this FC club is very different from AROCA WA. Things tend to be a bit more unorganised and impromptu in the FC club, perhaps even achieving a bogan flavour occasionally. By comparison, he finds that the WA Alfa Club is more organized and that the runs its club members can go on are always very well thought out. There are also more club runs in the Alfa club – in fact, the Alfa and FC clubs probably couldn't be any more



different. However, Enzo does enjoy the FC club's occasional short drives that might last only an hour or two, or even the occasional day trip that may include a stop for a sausage sizzle and a few beers.

There is one special component of this comparison of the Alfa and FC car clubs, which is that Rosanna certainly can enjoy the Alfa Club a lot more, especially as many other women also join in on Alfa club trips. She can talk with them and has quickly got to know them all. Apparently, the FC club is much more of a boys' club, by comparison.

The Simeones are very pleased with the involvement of partners in the Alfa Club. For example, they noted that the Calabros and Simeones had a good time together while on the run to Esperance and Bremer Bay at the end of April.

We talked about the run that some Alfa club members went on with the WA Fiat Lancia club (FLC) last October down to Karri Valley, then across to Augusta and up to Margaret River. This tour group included Alfa club members and partners, the Simeones, Tornatores, Smiths, Boyles and Aidan Daly. This was another great trip where Rosanna and Enzo also met other couples from the WA FLC and now have new friends who emerged from that tour experience. In summary, Enzo commented that he would like the WA Alfa Club to just keep on doing well what it already does.

We talked about car clubs in general and also about the impact on their enthusiast members relative to likely future changes in the automotive environment. Enzo's point of view is that he is not too much bothered about these inevitable changes. At one level, by the time everyone is driving an electric and/or autonomous car, he may not be up to driving, he says. On the other hand, he believes that the next decade or so will be quite exciting as it seems most likely that many things will continue to advance very quickly. In fact, transport technologies are moving fast right now, he notes. Humorously, Enzo comments that, a decade from now, with new technologies emerging so fast, we may want to buy ourselves our first self-flying passenger drones.

Enzo maintains interests in other hobbies that, sometimes, he can find enough time for. He describes himself as a 'wannabe' carpenter who has always had the desire to work with wood. In his large shed in the back yard, space is set aside for woodworking, where he builds things for the garden, including tables etc. But, he says, it is just a hobby.

Enzo also enjoys relaxed gardening, but notes that doesn't play golf, nor does he find time to go fishing. He also likes to visit antique shops, particularly to see what can be found for his carpentry interest, including old tools, such as wood-working planes, etc. ♦



*At the Barbagallo's track day at Wanneroo – Enzo's Giulia and Aidan's Stelvio are both present.*



## ALFA ROMEO CARABINIERI

Announced on Facebook, 18<sup>th</sup> May 2021



Alfa Romeo is with the Italian Carabinieri again.

From the first Carabinieri 1900 M "Matta" of 70 years ago, to the 1960s Giulia that created the "Gazzella" myth, Alfa Romeo has developed characteristic models with a specific trim level that proudly took part in Alfa's commitment to public service.

This year Alfa presents a 200-hp Giulia Radiomobile 2.0 Turbo with 8-speed automatic transmission. ♦





## 'ALFWESTA' ?

by Penelope Mogridge & Greg Smith

As, in some years, the closest Alfesta to Perth (except should it ever be held again in WA) does occur in South Australia, it might have seemed to a non-WA-based reader that this year's Alfesta at McLaren Vale could well have been in grave danger of an overwhelming Sandgroper attendance.

While the WA invasion of Alfesta didn't occur in 2021, as only 6 from the west attended (with 2 being day visitors), a high WA attendance at an Alfesta in SA might happen one day. This SA preference could occur, particularly as for any other Alfesta (i.e., except for one in WA), the location would be much further east. Eastern seaboard Alfestas do involve an additional 2,000 to 4,000 kms (beyond SA) for an AROCA WA member, plus extra nights in motels during the further extended round trip from Perth – and might even include an overnight Bass Strait ferry trip (each way) as well.

During the last 10 years, Penelope and Greg have been to Alfestas in South Australia (twice), the Gold Coast (once) and Tasmania (twice). We have enjoyed them all greatly, but have missed out on some others, often due to various other commitments, which can be abundant around Easter.

The first 'Alfesta' we attended together was in Tasmania in 2012. It was easier to get there than as Greg was living in Melbourne. In fact, that ease was such that he decided to take his 1967 Alfa Duetto to Tassie, not another more recent vintage Alfa. The 'Spirit of Tasmania' ferry was the full extent of our joint travel between states, though we drove on many wonderful Tasmanian roads, once there. Penelope flew across from Perth to join Greg and his Duetto on the overnight ferry.



Leon Cottle keenly photographed the entire Alfesta 2021 attending group. Somehow, he also turned up in the shot.



But then, some Alfesta devotees don't think of that 2012 event as a real Alfesta. Actually, it was a replacement for the cancelled 2012 Alfesta and therefore named 'Turismo Tasmania'. Turismo was run by Mark Baigent in truly exemplary fashion. Actually, Turismo did include some of the usual Alfesta components, but, mostly, it was a road tour for Alfas around dramatic parts of both the north and south of the island. Since 2012, I have spoken with many attendees of that Tassie tour who still recall it as one of the best Easter Alfa events they have attended.

This year, Penelope and Greg were able to attend Alfesta 2021 in McLaren Vale, as described in last month's issue of Alfa Occidentale (#48). We should point out that it was a wonderful event that we greatly enjoyed (along with many aspects of the long road trip that got us to McLaren Vale and back).

It was great to see old friends again, although quite a number we were looking forward to meeting again this year weren't in attendance. Greg has been an AROCA Vic member since he returned to Australia in 1999. At various past Alfestas (and other events), we have struck up strong relationships



with other Eastern States Alfa owners. We recognise that our wide AROCA background may make our interest in attending Alfestas a little different than it is for many other WA Alfisti.

*Greg & Penelope with old AROCA VIC friends, Leon & Marg Cottle.*

Via this article we hope to catalyse a discussion that considers some of the issues facing potential attendees from WA to future Alfestas. In addition, we will suggest why the

invasion of McLaren Vale by so many Sandgropers didn't occur, nor was it too likely to happen - as some (perhaps jokingly?) had cheekily suggested to Greg.

For anyone visiting McLaren Vale from the eastern states, the trip to Alfesta took one or two days each way, excepting whatever optional additional tourism opportunities were added in. From Perth, the driving trip east, took four days for Greg and Penelope, but only three days for Les Mitting and Lesley Jackes. Penelope and Greg also planned on four days for the return trip to Perth, but, while en route, decided to cut that return trip time down to only three days; taking on the challenge of a 1300+ kms drive on the last day to reach Perth ahead of Cyclone Seroja.

We drove Greg's Alfa 156 GTA, which is now in its 19<sup>th</sup> year. It performed well throughout. A week after its return to Perth, it still was purring with great contentment as we drove it around the city. The 6,346 kms round trip seemed to have had a noticeable, positive effect on our Alfa.

We spent \$1,028 on fuel during the over 6,000 kms travelled, giving an average fuel economy of 9.4 litres/100 kms. Even with the high fuel prices we sometimes encountered and our thirsty 3.2 litre V6, fuel use could have been 1 or 2 litres/100kms less had we travelled 10 or 20 kph slower, but then, an extra night's accommodation along the route would have offset that better fuel economy (or so we contend). The most expensive premium fuel encountered cost \$2.11/litre in Cocklebidy (once noted as the crash location of some parts of the first space station after it fell from earth orbit). This road-side fuel stop is so far from anywhere that the \$2.11 pricing seems reasonable when you finally arrive.



Travel accommodation, fuel, food costs, plus Alfesta registration averaged \$340 per day, although on two of those days we stayed with old friends in their house fronting the coast near Glenelg.

*156 GTA at a viewing stop while on 'Targa Fleurieu'.*

Alfesta lasted just over three days and four nights. The 'Targa Fleurieu', which followed, was a 2 day/1 night event. Our travel between SA and WA took us 7 days, although 8 had been planned. As good as Alfesta and

the Targa drive that followed were, that is a lot of time on the highway around Easter.

We do have sons who live in Melbourne and Hobart (and other sons in Fiji and Los Angeles) not to mention many good friends and other relatives across the Eastern States. We usually view the long

Alfesta trip as a great opportunity as we can add in visits to friends and relatives alongside attending Alfesta, despite this requiring more time interstate.



*At lunch following the Alfesta Observation Run.*

Of course, that \$340 average per day (and travel time) will be about the same, whether your trip to Alfesta heads east from Perth, or starts in the east going westward to some future WA-based Alfesta. We stayed in reasonable establishments and ate well (but certainly not checking how many Michelin stars or chef's hats any of the restaurants wore.)

We think this average daily cost is not at all bad, especially if you consider what the cost might be of a two-week holiday somewhere such as in the Daintree or at Broome.

Unfortunately, there simply aren't any places approximately midway across Australia, e.g., out on the Nullarbor, which have adequate or acceptable accommodation for an event like Alfesta, even though they are quite OK for an overnight stay by a couple of passing travellers. Perhaps Kalgoorlie could be a consideration, and its mining history is very interesting, but even that large town seems marginal.

Two previous Alfestas were held in WA; the first at Fremantle in 1993, the other at Margaret River in 2000. Both offered quality accommodation, good restaurants, and interesting expeditions. However, in 2000, many Easterners flew to Perth and rented 'non-Alfas' to drive the 350 kms down to Margaret River. Some WA Alfisti thought that Alfesta 2000 suffered from a decidedly non-Alfa flavour, together with a lower-than-usual attendance. That has left some reluctance to run another WA Alfesta.



*Around a bend, at the Bend - towards the end of Targa Fleurieu - but before that car fire on the track.*

Nonetheless, a future Alfesta in WA is not impossible. A suitable location for Alfesta could be Esperance, sitting next to the Southern Ocean, a few 100 kms south of Norseman. It is a lovely town, with white sandy beaches, a long archipelago of rocky islands off the wild coast and a few wonderful nearby national parks. Accommodation and

dining are good. It is about 700kms from Perth (via the most direct route), but for those travelling from the east, it does require a willingness to drive across much of the distance towards the west coast. Of course, there is a regular plane from Perth to Esperance, but a serious lack of Alfas to rent in the Esperance airport's carpark may be an intractable problem.

If anyone was keen enough to travel from the East Coast for 3,000+ kms to attend Alfesta in the west – would they then also prefer to consider a driving tour that would start from Esperance? Travel distances certainly aren't short in WA, but the amazing Orca families at Bremer Bay could be well-worth watching while on a day-long, open ocean cruise. The Orcas arrive in the Bremer Canyon, in December, but only stay until late March. Sited above King George's Sound, the ANZAC museum at Albany is very special. (In fact, Albany is another quite viable Alfesta candidate.) Then there is a beautiful coastal forest route to Denmark and beyond, with tall Karri forests extending to the Margaret River region and its 200 or so wineries, good restaurants, art galleries, caves, famous surf-beaches and so on, all before you decide to drive on to Perth.

The WA Fiat/Lancia club holds a "Two Oceans Tour" every few years. It begins in Esperance, with Lancias and Fiats (some really quite old) first driving across from the East to join WA-based attendees. The tour initially travels alongside the Southern Ocean via Albany to Cape Leeuwin, before it heads north following the Indian Ocean coastline to Margaret River, finally ending in Perth. This FLC trip follows a 'Turismo South-West' type of formula; not unlike the Turismo Tasmania program of 2012.

Easterners deciding to come on 'Turismo South-West' would certainly need to make a two-week commitment (at least) to consider road travel from the east - then adding in additional time for full enjoyment of WA's south-west. It is a long way for you to travel but then not to see it all! ♦



*At the BBQ on the first evening of Alfesta 2021.*





## BACK IN 1988, AT ANOTHER SA ALFESTA, HELD AT WEST BEACH



Top left: Andrew Stephens in the AutoKhana at Alfesta 1988.

Below that: Les Mitting's Alfa 33.

Top right: Car display during Alfesta 1988.

Above right: WA partners & family members - Lesley Jackes, Kirsten Schoen, Maureen Broome, Mia Schoen, Margaret McKenzie & Rosemary Schoen.

Above: Five quite youthful but almost recognizable WA Alfa club members (from left): Peter Broom, Craig McClennan, Andrew Stevens, Les Mitting & John Schoen.

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The social scene during Alfesta 1988 at West Beach, SA.  
Top left: Craig McLennan and Margaret McKenzie. Top right The Wallys as a pair of dice. Bottom left: David & Helen Parken as a chequerboard (AROCA SA members). Middle Right: Les Mitting & Lesley Jackes. (Photos from Lesley Jackes.)



## LATEST NEWS FROM STELLANTIS

### Strategy Presented for 4EV Platforms Across Stellantis

Carlos Tavares, the Stellantis CEO, has outlined his company's electrification strategy, including four new electrified platforms (two are fully-electric), plus two new European battery assembly plants.



In [www.autoexpress.co.uk](http://www.autoexpress.co.uk) on 20<sup>th</sup> April, it was noted that Stellantis's electrification strategy will include a rationalisation of the group's electric car platforms in order to reduce an inherited complicated mix of FCA developed architectures and some different PSA developments.

One example of this issue at Stellantis is [Fiat's new electric 500e](#). This model is currently built using its own bespoke platform, originally developed by FCA. (See more on this car in another report below). Meanwhile, other Stellantis brands, such as the [Peugeot e-208](#) and e-2008, the [Citroen e-C4](#), [Vauxhall Corsa-e](#) and [Mokka-e](#) SUV all sit on underpinnings that come from PSA group's e-CMP system. Stellantis intends that all its vehicles eventually should adopt the new STLA platform.

A second generation of e-CMP is scheduled to appear in 2022, according to the road map presented by Tavares at the Stellantis AGM. However, by 2026, e-CMP will also be replaced with the 'STLA Small platform', which, understandably, is for new small electric cars.

This vehicle architecture will underpin Stellantis's A, B and C-segment vehicles; i.e., city cars, superminis and family hatchbacks. Additionally, it will also cater for compact and mid-size SUVs, including vehicles similar to those currently based on e-CMP. Tavares outlined how "these platforms will deliver significant performance to address range anxiety. STLA Small will deliver more than 500km of range."

Furthermore, an 'STLA Medium' system will arrive in late 2023 to cater for C and D segment cars, e.g., family models (hatchbacks and SUVs), plus larger vehicles and saloons, perhaps up to 7-seater SUVs. Crossover with the brand's 'STLA Large' platform is also anticipated with 'STLA Large' designed to cater for large vehicles and people carriers. Tavares commented that " 'STLA Medium' will deliver more than 700km of range, while 'STLA Large' will deliver over 800km of range."

Stellantis presented an additional body-on-frame electric platform for commercial vehicles. This is an architecture usually used for pick-up trucks and other working vehicles, although large SUVs in USA and other markets sometimes use a similar underpinning. The 'STLA Frame' platform is proposed for pick-ups and large SUVs. Its design is intended to offer a range of 500km, at least.

Tavares commented that, "In 2021 we are going to more than triple the company's sales of LEV products - plug-in hybrid or pure EV. In 2021, we'll sell more than 400,000 vehicles with electrified powertrains."

The Stellantis CEO then added that, in Europe, as a direct result of the Stellantis merger, by 2025 his company will be offering 98% of its European models in electrified versions; i.e., for each nameplate



that Tavares will sell in Europe, an electrified version will be available, with customers able to select from PHEV and BEV models.

Elsewhere, in an interview with the French weekly 'Le Point', Tavares stated that Stellantis now expects to achieve its European CO<sub>2</sub> emissions target for 2021. He continued: "Thus we will not need to call on European CO<sub>2</sub> credits and will no longer have to pool with Tesla, or anyone"

## And so the Giorgio Platform is to be Dropped

In [www.Motor1.com](http://www.Motor1.com) on 21<sup>st</sup> April, it was stated that Alfa Romeo is to abandon its Giorgio platform. Today, this is the basis of both the Giulia and Stelvio. "Some future Alfas will adopt the 'STLA large' underpinnings", according to the Alfa marque CEO Jean-Philippe Imparato, in an *Automotive News Europe* report. Auto News also reported that the company will delay two upcoming models. Imparato made it clear that he wants all future Alfa Romeo models to offer some form of electrification, including plug-in hybrids. "If you are not electrified, you are dead," he stated.



Another article, which cited Forbes magazine as its source, pointed out that whereas FCA originally had grand plans for the near-billion Euro Giorgio platform, including it underpinning 15 models across multiple brands, since its launch, the platform only been used for the Giulia and Stelvio.

Apparently, Alfa will eventually discontinue this rear-wheel drive architecture, mainly because it wasn't designed with electrification in mind, with Alfa's future cars instead sitting on Stellantis's STLA-Large platform.

During a mid-April roundtable, with Italian journalists, Alfa CEO Imparato said: "We are working on the large platform from Stellantis and will no longer use Giorgio. We must take advantage of Stellantis's vehicle volumes to take all possible opportunities to bring an EV range to Alfa Romeo, but always with the touch of Alfa Romeo."

However, the Giorgio platform will not be ditched entirely, Imparato noted. There are plans that could integrate a modified version of Giorgio within the auto giant's new four-platform strategy. But, alongside the lack of future proofing for electrification, apparently the Giorgio platform is mostly useful for mid-sized vehicles.

In another [www.motor1.com](http://www.motor1.com) article (25<sup>th</sup> April), it was noted that Imparato's strategy in bringing Alfa back to the top will involve emphasizing product quality, profitability, and a solid product plan. Contrary to popular belief, Imparato maintains that the quality of the brand's current line-up is already on a par with its German competitors. Therefore, Imparato intends to firmly place Alfa in the competitive space also occupied by Mercedes and BMW. He says that the key factors for Alfa to successfully compete with those brands require competitive cost of ownership and that is heavily steered by residual value and the level of CO<sub>2</sub> emissions.



In the nearer term, the Maserati Grecale is expected to use Giorgio, while the Giulia and Stelvio, both introduced in 2016, may still have a good few years of life left.

Motor1.com thinks it is a shame that these two cars effectively could be one-offs in what was planned as a grand rebirth for Alfa, together with the bigger 5-series-rivalling saloon (plus a new GTV and 8C), all promised not that long ago. The latter three cars were canned after FCA announced in 2019 its plan to scale back Alfa's future. Meanwhile, elsewhere, it was stated that the introduction of the Tonale is now delayed right out to June 2022.

On 12<sup>th</sup> May, while speaking at a London Financial Times' 'Future of the Car Summit', Carlos Tavares stated that: "In the past, lots of other car companies were willing to buy Alfa. In the eyes of those buyers, it had a great value. They were right. It has a great value." While Alfa's 10-year plan is still to be defined, there is a stated investment commitment for that period with Tavares also saying that it will inevitably involve electrification and a continued focus on Alfa Romeo-like driving dynamics.

### Interestingly, the Fiat 500e is selling well in Italy!

Meanwhile, on 21<sup>st</sup> April 2021, in [www.Enzari.com](http://www.Enzari.com) it was noted that the fully electric, new Fiat 500e had won over 2,058 motorists to become Italy's best-selling electric car for the last quarter. Overall, Italy saw electric car growth of 28.7% in the first quarter compared to last year's 1Q20 quarter, with sales of electrified cars representing over one third of the Italian market.

Santo Ficili, Stellantis's Italy Country Manager, commented: "Stellantis wants to act as a reference



for the new sustainable mobility: we are ready to offer accessible, safe and sustainable cars and commercial vehicles, with differentiated and calibrated offers for real customers to use. The electric car model that most of all has evolved in continuity with the past is the *Fiat 500* - the car that powered Italy."

The all-electric Fiat 500e is the first Fiat model born fully electric.

With already more than 8,000 orders, it is the best-selling electric car in Italy since its launch, including models of all sizes and price. The electric version of the Fiat 500 runs up to (a perhaps modest) 320 km range (WLTP cycle), with a Lithium battery capacity of 42kWh, but with relatively rapid recharging.





## QUADRIFOGLIO D'ORO OR GOLD CLOVER LEAF?

*'How do you part with something you love?'*

**Asks AROCA WA Life Member, Glen Phillips.**



Whichever way you name it, in Australia the Alfetta Gold Clover Leaf ("GCL") Tipo 116 is a pretty rare animal and the last of the Alfetta sedans. After 1983, it transitioned into the 'Ninety' and 'Seventy-Five'.

Our family still has a 1982 Alfetta GCL, which we purchased second-hand in 1992. It had a mere 120,000 kms on the odometer then, but we have collectively added almost another two hundred grand since that time - and we can certainly say we did it all 'with pleasure'.

Previously, we had owned several Alfetta sedans after they first came out in the early 1970s, including both 1.8 and 2 litre sedan versions. We found them roomy family cars compared with the earlier 105 series Giulias and Berlins. They have been great for touring on long country trips with the WA Alfa Club. Their relatively light and very accurate steering is a bonus too when compared with earlier series.



Since we purchased our GCL in 1992, it has passed through several family hands, being first of all my wife, Rita's transport. It has always been part of the 'scuderia' in and about our house in Perth where it shares space with various other Alfas, Fiats and Lancias; presently there are nine in all. Amongst

them, the GCL is, to coin a phrase, 'GOOD-DIFFERENT'. I still try to avoid that old temptation to single out any favourite child in the family.

One of my criteria for liking a car is whether, while walking away from it, I instinctively need to look back to take a last admiring glance. With its Giorgetto Giugiaro-penned lines, the Alfetta remains a car certainly handsome enough for this. Perhaps, not coincidentally, my first and still well-preserved Alfa, the GT Junior, owned since 1981, was also designed by Giugiaro, when he first was employed by Bertone.

This much more 'modern' Alfetta GCL has lasted its 30 years very well. The interior, apart from a dash mat to conceal a crack or two and a new moulded roof lining, is all original. The major mechanicals are still original too, except for consumable items like tyres, spark plugs, brake pads and the battery. Some joints in the prop shaft were replaced, but little else. It still goes as eagerly as ever and remains surprisingly economical (but it only consumes premium gasoline, as any real prima



donna should!). The GCL uses almost no oil between changes and always is a first-time starter with just one pump of the gas pedal.

What particularly attracted us to the GCL was its long list of standard features - fog lamps, air-conditioning, central locking, electric windows, mirrors and seat positioning, full body cladding, cloth upholstery and computerised trip data. The mag wheels were also standard and are unique to this model. However, it is the performance that really pleases us and makes this car as good or better than our more recent 156 Monza, at all but the ultimate top speed.

The legendary ideal 'balance' of the car, conferred by its 50/50 front-rear weight distribution with the transaxle layout (part of the reason for it being called an Alfetta,) adds to the comfort, especially for its rear seat passengers. My late mother preferred that 'mother-in-law seat' ride of this Alfetta over all other cars.

Over many kms travelled, both my son Craig (another Alfa exponent and now, the owner of this car) and I have kept it well-serviced while confining replacements to a radiator, exhaust (now mainly stainless steel) sections, a few light bulbs, etc. Attending to small maintenance or repair items as they arose has been important for its continued reliability and pleasing presentation.

Some special memories of Alfetta motoring include attending many AROCA events; some as far afield as Collie, Manjimup and Albany. These trips have endeared this car to the entire family. In particular, it was driven north up to Mount Tom Price to deliver it to Craig and family when the 156 was purchased in 2001. The Alfetta then served duty in that town, acting as a second car until Craig and family were transferred to Queensland.



After the Alfetta returned Perth, it was kept ready as their WA transport whenever Craig's family visited us. It also continued to appear at AROCA display days and other similar events. As a result, its maintenance did return to me over more recent years, but with the intention of transferring it to the Eastern States eventually.

*Driving the Alfetta GCL in the country*

Now Craig has taken residence in the Hunter Valley and is in a more-or-less settled situation with their adult children. Therefore, the time has finally come to either send that Alfetta to join their own growing Alfa Romeo fleet, which he and my grandson have accumulated, or else, to sell it here in WA. Additionally, between them, they own two early Giulia sedans which now also need to travel to NSW, with or without the GCL. One is a

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white 1969 Super, also well known at classic displays in Perth, while the other is a much rarer 1965 Giulia TI rally car. It was originally sponsored by Cileberti Motors and campaigned with the late Eric Langdon in the 1990s. It now is reverting to Craig's ownership for a final restoration.

Sadly, our nine-car fleet needs to be diminished, considering both my advancing years and the relocation of family members. I suppose that it makes sense to sell the Alfetta GCL and, perhaps,



also one or more others from my own collection, which includes a Lancia Zagato, a Fiat Millecento, an Alfasud, etc. - but please, not my GT Junior! Maybe the 156 Twinspark Monza could be traded in on for an automatic transmission vehicle, i.e., some more modern car with greater ease of driving.

*Rita welcomes the Alfetta's arrival.*

So, as you will have worked out by now, we are putting the Alfetta GCL up for sale. ♦

If you are interested, please contact Craig, by email: [chjw@bigpond.net.au](mailto:chjw@bigpond.net.au) or mobile: 0429 970 207.

*Below are a few photos of some other members of Glen's scuderia, lined up outside his house.*







## R E C E N T O V E R S E A S A L F A S A L E S

From the June 2021 on-line edition of Sports Car Market (SCM) – includes a couple of Lancias.

### BONHAMS PARIS, FRA



**#115-1968 ALFA ROMEO SPIDER 1300 convertible.** S/N AR1670175. Red/black canvas/black vinyl. Odometer: 882 km. 1,290-cc I4, 5-speed. "Body-off" restoration in 2018. Classic colour combination of red with black interior. Minor imperfections such as paint drips on both sides of the front grille. Panel fit and shut lines good, driver's door needs adjustment. Interior renewed

down to rubber carpets, all in good condition. Soft top good and closing well. Alfa logo on steering wheel is cracked. Engine bay clean and dry. Air filter and cam covers are polished, brake servo painted. Original Italian libretto and ACI certificate. Cond: 2-

**SOLD AT US\$51,968.** *First-generation "coda tonda" (round tail) spider with smallest 1,300 engine, on the button and ready to be used and enjoyed this (northern) spring. Median in the price guide is US\$45k for the more powerful 1600 Duetto. I was told that the engine size does not make much difference. The fact that it was thoroughly restored does. In that respect, well bought.*



**#134-1988 LANCIA DELTA Integrale 8v Group A hatchback.** S/N 417996. White/ black cloth. 2.0-L turbocharged I4, 5-speed. Works car, restored to Safari Rally specification around 1996. Believed to be unused since restoration. Condition generally good, in line with being a rally car. Underneath, the car looks remarkably solid, but battered from rally use. Old tires fitted. Interior is period original, with wear as can be expected

from rally use. Sabelt seat belts dated 1994. Engine tidy and clean, no apparent oil leaks. In need of some recommissioning, as it has been standing still since 1996. Cond: 2-

**NOT SOLD AT US\$214,056.** *A rare opportunity to acquire an ex-Works historic rally car. This works entry was driven by local ace Vic Preston Jr. in the 1988 East African Safari Rally, but scored a DNF. Vic's teammate Miki Biasion went on to win. Subsequently raced by Jorge Recalde for the rest of the season and in 1989. It booked a DNF at this sale too, with a high bid well below the \$290k reserve.*



**#125-1992 LANCIA DELTA Integrale Evoluzione hatchback.** S/N ZLA831- AB000576286. Giallo Ferrari/black leather. Odometer: 53,648 km. 2.0-L turbocharged I4, 5-speed. Original and unmodified, with low mileage, one of 295 "Giallo Ferrari" editions built. Generally excellent presentation. Resprayed to a very high standard, yet some slight orange peel evident. Straight panels and good shut lines. Small crack in

bottom right of wind- shield. Rims good; tires need replacing. Rare black leather interior excellent.



Minor wear on driver's seat. Excellent carpets, original plastic protection still present in the back. Very clean and well-maintained engine bay. Toolkit in original pouch, original books, recent technical inspection okay. Cond: 2-.

**SOLD AT US\$102,569.** *With the Integrale's reputation firmly established, Lancia began offering a host of limited-edition variants, such as the "Giallo Ferrari." It is worth noting that the Evoluzione family turns 30 in 2021, so is "A plus" tax-wise in many European countries. Outstanding examples like this one can only become increasingly collectible. Sold bang on median value in the price guide. Advantage to the buyer, considering this car's excellent condition.*

## RM SOTHEBY'S ONLINE



**#140-1984 ALFA ROMEO GTV6 2.5 Autodelta coupe.** S/N AR116360036206. Red/red cloth. 2.5-L fuel-injected V6, 5-speed. Originally built by Autodelta as a Group A rally car and campaigned with some success in the 1984–86 Italian national championship. Now restored as a road racer. Recent paint excellent; some scuffing on bumpers. Centre-lock alloys a little rough, rolling on low-profile

Pirelli Corsas. Underside in good shape given rally history. Faded cloth on Sparco race seat. Expired four-point race harness. Steering wheel worn. Comes with the original Autodelta invoice. Cond: 3+.

**SOLD AT US\$79,999.** *Autodelta was Alfa Romeo's racing skunkworks and built a wide range of cars that included lightweight GTA sedans all the way to the prototype T33 series sports racers. Almost all were successful. An Autodelta GTV6 2.5 road racer like our subject car, but campaigned by the famous Jolly Club Racing team, sold in 2019 for \$170k. Whether driven in-period by a world champion or a little-known amateur, a real-deal Autodelta car for under \$100k is a very good buy.*

## ONLINE ROUNDUP



**#164744769740-1965 ALFA ROMEO GIULIA Veloce Spider.** S/N AR390341. Rosso Alfa/black cloth/black leather. Odometer: 83,400 miles. 1,600-cc I4, 5-speed. Ten-year-old restoration from the personal collection of racer and Portland, OR, car dealer, Monte Shelton. Claimed to be numbers matching. Nice-looking paint with typical Italian panel gaps. Mis-matched chrome. Excessively worn driver's seat. Tidy engine bay. Front disc

brakes. No books, tools, history or records mentioned in auction. Cond: 2-.

**NOT SOLD AT US\$65,100.** *Freshly restored, fully documented Veloce Spiders can break the six-figure mark. This was a nicely worn driver that bid to the market-correct price, but the seller was looking for more. Maybe next time.*





## ALFA ROMEO'S PREFERRED PARTNER PROGRAM FOR AROCA WA MEMBERS



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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 <sup>nd</sup> 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 <sup>th</sup> 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 <sup>th</sup> April	Steve Boyle / Andrew Murray EVENT HELD	Test your manual 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> NB: This Trybooking link will need to close at 5pm on 30 <sup>th</sup> March.
Mount Ommamney hill climb	Saturday 10 <sup>th</sup> April 2021	VSCCWA EVENT HELD	See: <a href="http://www.vsccewa.com.au">www.vsccewa.com.au</a>
Club run to Northam Motor Sport Festival, via Noble Falls Tavern.	Sunday 11 <sup>th</sup> 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 <sup>th</sup> April, 2021	VSCCWA EVENT HELD	See: <a href="http://www.vsccewa.com.au">www.vsccewa.com.au</a>
Shannons Classic Car Show, Ascot.... about 1000 cars, inc. 20 Alfas	Sunday 18 <sup>th</sup> 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 <sup>th</sup> 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.	29 <sup>th</sup> April until 3 <sup>rd</sup> May, 2021	Eddie Bernardi <b>EVENT NOT HELD</b>	POSTPONED DUE TO CYCLONE SEROJA
May Pub Club Night	Tuesday 5 <sup>th</sup> May	John Reed, Greg Smith EVENT HELD	Mount Henry Tavern Como – start time is 7PM.
British car day raid to GinGin	Sunday 16 <sup>th</sup> May 2021	John Reed, Ivan Olsen EVENT HELD	Meet at Stirling Square Guildford at 09:00.
<b>New Members BBQ &amp; Motor Museum Tour</b>	<b>Sunday 30<sup>th</sup> May 2021</b>	<b>Ivan Olsen</b>	<b>BBQ/tour to Wightman Park Motor Museum including new members' Alfa display. Meet at Kings Park at 10:00.</b>
<b>Albany motor sport long weekend</b>	<b>5<sup>th</sup> &amp; 6<sup>th</sup> June 2021</b>	<b>Andrew Murray</b>	<b>Sunday night dinner in Albany for event attendees.</b>
<b>Young members event (NEW)</b>	TBD	TBD	TBD



Alfa Romeo's 111 <sup>th</sup> birthday dinner.	Saturday 3 <sup>rd</sup> July, 2021	Andrew Murray, Greg Smith	Now at Papagallos Italian restaurant in Leederville. Book via this link: <a href="https://www.trybooking.com/BRGPX">https://www.trybooking.com/BRGPX</a>
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 7 <sup>th</sup> Sept. 2021	Andrew Murray	AGM at WA Light car club, Bayswater – food & refreshments provided.
Rotary Italian Car Day, Mulberry Estate	Sunday 7 <sup>th</sup> November 2021	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 <sup>th</sup> or 12 <sup>th</sup> December	TBD	Date and details to come
50 <sup>th</sup> AROCA WA Anniversary Dinner	Mid-February 2022	Andrew Murray Greg Smith	Venue TBD
<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



Photo by Remi Dargegnan

**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.

**The WA government will not put its proposed changes to Code 404 into effect in the foreseeable future. Therefore, this informal monthly event continues as per normal during 2021.**



## OTHER MONTHLY EVENTS

Classic Cars & Coffee: Next meeting **Sunday 23<sup>rd</sup> May 2021!**

CLASSIC  
**CARS &  
COFFEE**

**8.30-10.30am  
Sunday, May 23**

**Next:**

**June 20, July 25, August 22, Sept 26, Oct 17, Nov 21**



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

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



## NEW MEMBERS BBQ & ALFA DISPLAY



Held at the WA Motor Museum, Whiteman Park

Sunday, 30<sup>th</sup> May 2021

We will meet in the central carpark (near the Botanical Cafe) in Kings Park at 10:00AM on Sunday 30<sup>th</sup> May; for a 10:15AM 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.

In order that we can cater for this FREE event, if you plan to attend, then please complete this Trybooking link: <https://www.trybooking.com/BRPCA> before COB on Wednesday 26<sup>th</sup> May, when the link will close.

## OUR 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.





## THE 111<sup>TH</sup> BIRTHDAY DINNER OF ALFA ROMEO



**This year, the 111<sup>th</sup> birthday dinner for Alfa Romeo will be held on Saturday 3<sup>rd</sup> July, 2021 at Pappagallo Restaurant in its private function room.**

This restaurant is located at 250 Oxford Street, Leederville, 6007. Our dinner starts at 19:00.

A full multi-course Italian style dinner has been arranged.

Wine, beer, etc. is available at reasonable restaurant prices, or it is possible for you to bring your own, but do note that the usual corkage charge is \$8 per bottle.

The price for this birthday dinner is \$50 per head for WA Alfa Club members and their partners, or \$60 per head for non-members.

The club is providing a \$10 discount to WA Alfa Club members and their partners. Event capacity is set at 70. Make sure you book soon using this Try Booking link:

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





# 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](http://www.alfesta2022.net)  
Email any questions to us at [admin@alfesta2022.net](mailto:admin@alfesta2022.net)



## FINANCIAL REPORT MAY 2021



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

#### Treasurer's Report as at 20th May 2021

Opening Balance b/f 16/04/2021 \$14,452.97

#### INCOME

##### Memberships

26/04/2021		N. Rahimtulla		\$80.00	
28/04/2021		S.Gliosca		\$80.00	
18/05/2021		D.Hamlyn		\$80.00	
					240.00
<b>Total Income</b>					<b>240.00</b>

##### PAYMENTS

19/05/2021		Various	Shark Bay Grand Tour	\$4,800.00	
20/05/2021		Various	Shark Bay Grand Tour	\$4,475.00	
20/05/2021		A Murray	Exp Dyno Night	\$171.49	
<b>TOTAL PAYMENTS</b>					<b>\$9,446.49</b>

##### Net Movement

**-\$9,206.49**

Closing Cash Book Balance \$5,246.48

Closing Balance Westpac 20/05/2021 \$5,246.48

Reconciliation Variance \$0.00

#### INVESTMENT ACCOUNT

Opening Balance b/f 16/04/2021		\$14,180.25
Interest Received 30/04/2021		\$0.11
Closing Balance c/f 20/05/2021		\$14,180.36

**TOTAL FUNDS AVAILABLE \$19,426.84**

EDDIE BERNARDI  
TREASURER  
20th May 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.





## 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. @ 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

Below is a directory of profiles published to date in Alfa Occidentale. Most profiles have 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 the filed back copies of Alfa Occidentale. The issue and page number of each profile is shown below.

See <https://www.alfclubwa.com.au/newsletters/>

Profile	Issue	Page	Comment
Glen Phillips	5	22	<i>Glen is AROCA WA life member #2. A club hero of the WA Alfa &amp; WA Fiat/Lancia clubs – both are surprised by how much Glen is involved in the other.</i>
Bruce Thomas	6	20	<i>Bruce is an AROCA WA foundation member. He has owned his beautiful green 105 GT which he bought brand new while in the UK.</i>
Norm Craven-Kelly	7	15	<i>Bruce Thomas recalls the late “Il Presidente”, a key founder at both the Vic. &amp; WA AROCA divisions and a larger-than-life character.</i>
John Schoen	9	17	<i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>
John Court	12	21	<i>Renovator of Alfas, classic British cars and military vehicles owner, many of which are in his lock-up factory, south of Fremantle.</i>
Andrew Murray	13	24	<i>Present AROCA WA president, Andrew has owned many important Alfas and other classic cars. He is a walking encyclopaedia on all matters Alfa – especially if these matters concern any 105s.</i>
Michael Barrenger	15	8	<i>Michael Barrenger writes about his “Alfettish” and the acquisition of sought-for cars he now has in renovation or modification.</i>
Leon Cottle	18	21	<i>AGOG founder, AROCA Vic Goldfields group convenor and serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>
Greg Smith	19	13	<i>Greg recalls his Alfa 75 QV in snowy New Jersey and its sad demise on the NJ Turnpike (on his birthday, but now 26 years ago!)</i>
Ivan Olsen	19	15	<i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa in Perth in 2009.</i>
Ugo Sivocci	25	13	<i>Early 1920s Alfa racing driver originated the Quadrifoglio Verde badge - absence of which coincided with his death while driving.</i>
Keith Martin	28	8	<i>The founder of “Sports Car Market” magazine, multiple Alfa owner, US car concours judge and appraiser, talks about his recent stroke.</i>
John Reed	33	7	<i>Ex-Royal Navy engineer, John has built a 105 GTA replica and fully renovated his favourite Giulia Sprint GT – not just once, but twice!</i>
Paul Blank	34	10	<i>WA's classic motoring events organizer extraordinaire, Paul loves all types of classic cars, has owned many, and owns an Alfa too.</i>
Keith Martin (update)	35	24	<i>Keith describes replacing his long preferred manual Alfas with automatic classic cars due to the limitations caused by his stroke.</i>
Rachelle Domansky	36	10	<i>Rachelle says: “At last, a female is profiled among all those male Alfa car addicts!” She owns a white Duetto named “Audrey”.</i>
Piero Pagano	37	13	<i>New WA AROCA member, Piero's love of cars started very early. His career has always been in automotive electrics.</i>





Profile	Issue	Page	Comment
Scott McKivett	38	10	Scott is also new to AROCA WA. An auto mechanic with a life-long love of cars, he 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	New AROCA WA member, Kyle, drives a 2003 Alfa spider. An auto photographer, he has made many impressive car photoshoots.
Peter Mathews	44	22	In 2020, Peter became national coordinator of AROCA. He has owned some very well-prepared Alfa Romeos over a long period.
Aidan Daly	47	12	IT security guru and AROCA WA member, Aidan Daly, talks about the new Stelvio QV he recently drove out of the showroom.
Sam Calabro	48	18	Long-term AROCA WA member, Sam can't count how many 105 series Alfas he has owned (plus the Porsches, Alpines, Ferraris, etc.)
Enzo Simeone	49	16	Enzo loves driving his new Giulia QV, but worries about his beloved 105 GTV, which still waits for him, idle under its dust cover.
Andrew Stevens	50		
Someone you know ?			Alfa Occidentale is keen to interview more Club members to further extend this series of profiles.





## THE LAST PAGE



*An Alfa Romeo 2600 GT Coupe prototype was first seen at the Turin Motor Show of 1963. It was later produced over two years between 1965 and 1967. Despite these two years of production, only 105 copies ever were constructed.*



*Sadly, the Alfa Romeo 750 Competizione was only built after Alfa Romeo had stopped making competition cars in 1955. Only two of these cars were ever constructed, although neither was ever raced. However, they did go through multiple tests before the project was finally cancelled. One working car remains today at the Alfa Romeo Museum in Arese.*