

ALFA OCCIDENTALE

Issue 50, July 2021



AROCA WA Members' Alfas were displayed at the club's new members BBQ, held at Whiteman Park on Sunday 30th May 2021. While, at times, the weather was variable, those attending certainly enjoyed the drive out to Whiteman Park, the club-sponsored BBQ, the display of Alfas and a tour of the newly expanded WA Motor Museum. (Photo: Kyle Attwood.)



This is the **50th edition of ALFA OCCIDENTALE**, the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). It includes current information regarding the WA Alfa Club's upcoming planned activities.

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AROCA WA PROGRAM JULY 2021

- The latest version of the 2021 calendar for the Club is provided in this edition.
- AROCA WA's May Club Night, was held at the Mt Henry Tavern on Manning Road, Como on Tuesday 5th May. Nine club members enjoyed a casual pub meal and group discussion.
- On Sunday 16th 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.
- On Sunday 30th May, the WA Alfa Club held a new members' barbeque picnic at the WA Motor Museum in Whiteman Park. In somewhat variable weather, the day included tours of the recently extended motor museum and a members Alfa display outside the museum. Most of the group drove from Kings Park to Whiteman Park before the car display and BBQ. A report on this event appears below in this magazine edition.
- The **111th birthday of Alfa Romeo** will occur on 24th June 2021. However, we are delaying the celebration of this birthday, at least from an AROCA WA point of view, until **Saturday night 3rd July**. Please note that the club has rebooked the birthday dinner at Papagallos restaurant in Leederville. Booking arrangements for the dinner are provided later in this magazine. Do note that only four tickets for the dinner remain available as of 09:00AM on 19th June.
- The club will hold a morning run and pizza lunch at the new Gargagnos in Bullsbrook early in August. Look for an announcement and booking details in upcoming emails.
- It is planned that the AROCA WA Club's 50th 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. ♦





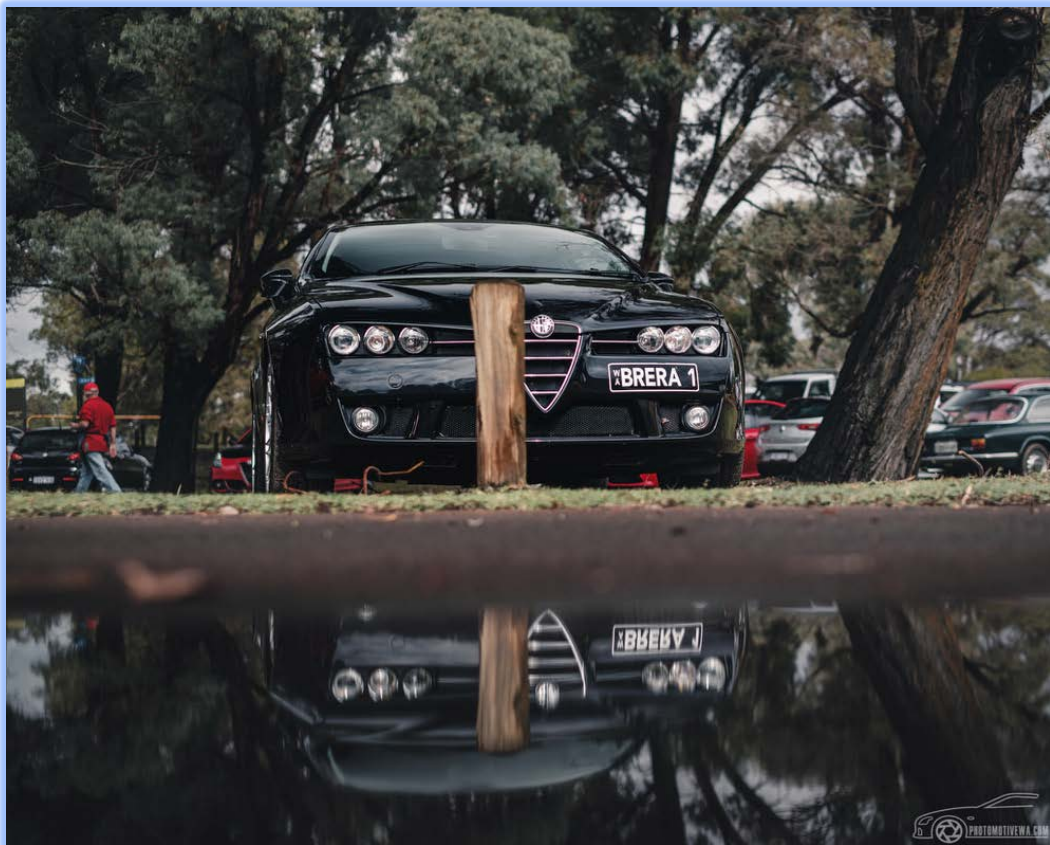
NEW MEMBERS BBQ AT THE WA MOTOR MUSEUM

Photos by AROCA WA member, Kyle Attwood



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During a rain shower, Kyle Attwood also took a few shots inside the WA motor museum.





The new members BBQ was held at the WA Motor Museum in Whiteman Park on Sunday 30th May 2021. Most members met at Kings Park for the drive out to the motor museum. After a few days of occasionally very heavy rain, all were pleased to see the clear skies in Kings Park on Sunday morning. However, by the time we arrived in Whiteman Park, it was grey again and a little damp.

The rain mostly held off though and everyone enjoyed a great BBQ with refreshments; all supplied by the club. Many members also took the opportunity to go through the newly expanded motor museum. It was great to see many of our newer members in attendance.

While 57 bookings were made to attend, about 45 people arrived at the BBQ on the day. Some drivers came alone without partners or other family members, but some others didn't make it. All understandable really, given the highly variable weather in Perth at the end of May 2021.

Thanks go to Ivan Olsen, Steve Sugden and Andrew Murray for providing the drinks, the Italian appetizers and the BBQ. The Motor Museum proved to be a great location for a club event, despite grey skies and a few rain drops.

Kyle Attwood took the photos above of club members' Alfas (plus Steve Boyle's lonely Fiat spider), all of which were displayed outside the motor museum, plus a few shots inside the museum too. ♦



Early arrival of some Alfa Club members at the Motor Museum. (Photo: Greg Smith.)



A SHORT GUIDE TO 101 & 105 SERIES CAMSHAFTS

By AROCA WA Life Member, Bruce Thomas

This article by Bruce was first published in the Victorian club's magazine in the 1990s.

The camshaft fitted to your Alfa Romeo engine very much determines its on-the-road behaviour as well as its ultimate power potential. It is widely appreciated that while the fitting of a so-called full race cam may significantly improve performance, it does bring with it other less desirable characteristics which may render the car almost unusable in daily traffic. Therefore, the choice of a cam is very much a compromise between performance, tractability, economy and the level of emissions.

Anyone who has tried to investigate the technical aspects of various performance camshafts will have inevitably been confronted by large tables of numbers which seek to describe the timing, duration, overlap and lift characteristics of each type of camshaft.



Some generalisations can be made about each of these factors. An increase in duration (the time the valve is open) yields greater power at high RPM, but a reduction in low-speed torque. Meanwhile, greater valve lift (at the same duration) will provide more power without much change in the nature of the power curve. High performance camshafts generally have a large overlap, i.e., the time when both valves are simultaneously open. This results in improved mid-range performance due to more efficient scavenging, but often at the expense of the low speed and

idling characteristics, as well as of fuel consumption.

The story of the development and characteristics of Alfa Romeo camshafts really begins with the arrival of the first Giuliettas in the late 1950s. Life was simpler back then. Basically, two powerplants were available, a 'Normale' model fitted with a single, dual throat carburettor and a very mild cam (10100 03200 00), and the higher performance 'Veloce' model, that had dual Webers and a more radical cam (10106 03200 00). The characteristics of these two models were quite distinct; the Veloce engine being very much a factory racer while still being suitable for road use. The two variants continued into the 101 series Giulias, although both the 'Normale' cam (10502 03200 00) and the Veloce (10121 03200 00) were slightly more radical than their respective Giulietta predecessors.



When the 105 series was introduced, the first Giulia TI used the same mild 'Normale' cam as had the 101 series Giulia Sprint and Spider. The factory racing Giulia TI Super was fitted with the 101 series Giulia Veloce cam, as were the Giulia Sprint Speciale and Giulia TZ1.

As the 105 series further developed, the practice of producing a normal and a Veloce version of each model was dropped, and at any one time, generally only one camshaft was available. With the exception of the Giulia TI, most 1600-engined 105 series cars came with a new 'sport' cam (10502 03200 01) which was warmer than the old 'normale', but less radical than was the Giulia Veloce version. This cam is fitted to the Giulia Sprint GT, Giulia Sprint GT Veloce, Giulia Super and Spider Duetto, as well as to the 1300-

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engined models of the period. Even production versions of the 1300 and 1600 GTA engines were fitted with the same camshaft.

When the 1750 models were introduced in 1968, they inherited the 1600 'sport' cam, which was fitted into the American Spica injected version as well.

The Series 2 1750 engine that was introduced in 1970 had some new features, including a more radical camshaft (10548 03200 01). However, the American emission-controlled cars did retain the old cam.

The European version of the 2000 engine continued with the '10548' camshaft, but the increasingly severe emission control regulations in the USA at that time required that a milder camshaft be fitted to the Spica injected 2000 engines (10520 03200 00). This latter cam has characteristics that lie somewhere between the old 1600 'sport' and 'normale' versions.

From 1980, American engines also featured an ingenious variable valve timing mechanism which automatically retarded the intake cam by 20 degrees at engine speeds below 1650 rpm. This reduced valve overlap by the same amount at low RPM, thus improving emission levels at idle, while allowing greater overlap to be employed at normal operating speeds. A further development of this system was later used on the Twin Spark engine in the Alfa 75.



The first Alfettas had a 1.8 litre engine which was based on the Series 2 1750 and they came with the desirable '10548' camshaft. When the 2 litre Alfettas were introduced in 1977, they were fitted with the milder American cam (10520 03200 00) in order to reduce emission levels.

From 1981, the '10548' cam was again fitted to the 2-litre engine, with a consequent gain of 8 bhp over the earlier Alfetta models. In the table below, there is a summary of critical parameters that relate to these various factory

cams, together with a relative performance ranking of them (with 1 being the lowest). Duration is measured at 0.050 in. valve lift, as the valve really only functions from this minimum opening.

This table differs from a similar listing published by the American performance company, Shankle. In that data, the duration and lift at the cam is quoted, rather than more realistically the lift at the valve; i.e., they do not include tappet clearance (0.5 mm) which effectively reduces both values.

For comparison, the duration and lift, as measured at the cam are shown in brackets. The performance ranking is based on duration as the major criterion. Some minor variations may also occur from the quoted applications; for example, some early 105s other than the Giulia TT may have the 'normale' cam, and a few later 1.8 litre Alfettas appear to have been fitted with the American emission control cam.

Many thanks go to Vin Sharp of AROCA VIC for his assistance with this article.

Bruce Thomas



Part No / Application	Overlap (Deg.)	Duration (Deg.)	Lift (mm.)	Rank
10100 03200 00				
Giulietta	44	202 (217)	8.1 (8.6)	1
10106 -3200 00				
Giulietta Veloce	64	230 (245)	8.5 (9.0)	6
Giulietta SS	80	230 (245)	8.5 (9.0)	6
10502 03200 00				
Giulia Sprint, Spider	43	204 (219)	8.6 (9.1)	2
Giulia TI	67	204 (219)	8.6 (9.1)	2
10121 03200 00				
Giulia Spider Veloce	59	230 (245)	9.0 (9.5)	7
Giulia Ti, Super, TZ1				
10502 03200 01				
Giulia Sprint GT, GTV	67	213 (226)	9.0 (9.5)	4
Giulia Super, Duetto				
1600 GT Junior				
1300 GT Junior, TI				
1300 and 1600 GTA				
1750 Series 1 Euro				
1750 USA (All)				
10548 03200 01				
1750 Series 2 Euro	76	217 (230)	9.6 (10.1)	5
2000 Euro				
1.8 Alfetta				
2.0 Alfetta (late)				
10520 03200 00				
2000 USA (to 1979)	37 – 61	210 (222)	9.1 (9.6)	3
2000 USA (from 1980 on)	53/73 – 59/79	210 (222)	9.1 (9.6)	3
2.0 Alfetta (early)				





PROFILE OF UK-BASED AROCA WA LIFE-MEMBER ANDREW STEVENS

Andrew Stevens talks about his life-long love of cars. Andrew was a great loss to the AROCA WA committee when he moved to the UK in 2008, taking with him his beloved 1750 GTV.



Andrew first comments regarding how he was always interested in cars. It is a passion that he inherited from his father who had bought his first Jaguar in 1962, i.e., before Andrew was born. Andrew's Dad still has that '52 Jag.

Andrew helped his father from an early age as his dad rebuilt engines and generally tinkered with cars. His father was very involved in the then 'Classic Jaguar Club of WA' and they often attended events and meetings as a family group. Although Andrew's two brothers took side-tracks into music, he remained well-stuck on cars.

After secondary education and couple of years of further education, Andrew gradually decided that he preferred working to earn an income - and with that income he could continue to play with cars too. He began as a trainee with Westpac and eventually remained there for 10 years and 6 months; more than enough for long service leave! Along the way, Andrew became deeply involved with various car clubs and in lots of events and committees. Generally, he became fully immersed in the Classic Car and motoring scene in WA, even meeting his future wife, Kelly LaVelle along the way. (She pwned a Fiat 124 Sport at the time they first met.) Kelly and Andrew married in 1993.

After 10 years, Andrew found himself looking hard at the more senior figures in the Bank and then deciding that he didn't want to become like them, but that, most likely, he might end up doing exactly that if he didn't make a change soon.

Coincidentally, around the time, Pitstop Bookshop had opened in King Street, Perth. Andrew went from being one of its early customers, to working there a few months after it opened. Now he could indulge his passion for cars and motoring – and for books as well!



Since then, he always has been able to combine his work and his hobby, for which he feels very lucky and grateful.

Nearly 10 years after Andrew began work at Pitstop, Kelly came to realise that she didn't really like Perth's hot weather anymore. Together, they worked out how to obtain a UK visa that would permit them to live and work in England. After a lot of planning (and Kelly is a Planning



Engineer in the Oil and Gas industry as it happens), in mid 2008, they sold their house in Perth, put their cars into storage - together with other belongings in a big garage that they had built - before heading off to 'sometimes sunny England'.

After a few months of settling into the UK, (plus a quick trip back in early 2009 to collect the cars and some of their household stuff), Andrew began a part-time role with 'Classic Alfa'. Gradually, this evolved into full time employment as that business grew and then moved twice to accommodate its rapid expansion. Work at Classic Alfa certainly helped his knowledge of Alfas and it did prove to Andrew that he didn't know as much about cars as he once thought. He notes that everyone always needs to be open to learning more!

After nearly 6 years with Classic Alfa, Andrew's 90-minutes each way commute to and from work was becoming tiresome. So, after a temporary hiatus, working for a Ford dealership group and learning about a more modern Dealership and newer car systems, Andrew ended up finding a job that he says is close to his dream role (again!); this time at Maranello Ferrari, west of London in Egham.

Today, Andrew works in the Maranello Classic Parts division in a large warehouse of Ferrari parts. After an earlier stint with the Sales team, he is now based in the Purchasing and Technical section. His days are often spent battling with Factory computer systems to place orders for parts with Ferrari or Maserati and in dealing with the myriad of smaller suppliers and manufacturers needed to source miscellaneous parts for older cars. A prime objective of his company is to cover all Ferraris from 1948 on, so there is plenty to keep him occupied! While Andrew followed a winding path to get where he is today; when he began his working life, he really had no idea that he might end up where he is now!

Originally, Andrew became interested in Alfa Romeos during the times he went to various Combined Car Clubs events with his family. There he saw these neat little Alfa Coupes scooting around, driven by people such as John Crute. The Alfas really appealed as an alternative to the Jaguars around his family house. Andrew liked their style and size. He also noted that the people driving Alfas seemed to be enjoying themselves. The Alfas were the first non-Jaguar cars that really turned his head.



Andrew admits he was side-tracked a little when his father then bought an Austin Healey 100 (rather than the XK120 that Andrew had wanted!) However, as he grew older, Andrew learnt more about Alfa GTVs and became certain that he wanted a 1750 GTV. Andrew's Dad knew Norm Craven-Kelly (the then President of AROCA WA) from the Combined Car Clubs scene, so they had a chat with Norm about what to look for and what the cars were like to own and run.

Andrew bought his first 105 at the end of 1984. It was a Yellow Ochre-coloured Series 1 1750 GTV, and a bit scruffy, rusty and very smoky. Andrew thinks he probably overpaid for it (\$3,500). This purchase came about after missing out on a couple of other possibilities. Andrew quickly found that he was in love with his new (to him) Alfa!

After buying some metric spanners, Andrew learnt about Alfa mechanicals; all of which were much lighter to handle after those big Jag engines! His 1750 took him on trips covering lots of miles and



lots of fun, including one long journey all the way to the 1988 Alfesta in South Australia. (See photos from that event in Alfa Occidentale #49).

The Alfa 1750 went so well - right up until a Club weekend away in September 1988 with Kelly. While enjoying the road between Nannup and Balingup, they arrived at a Y-junction. After a second of indecision, Andrew and Kelly took the non-existent middle option right into a farmer's field. Following right behind them, Rod Quinn was quite surprised by Andrew taking the off-road option. Andrew still wonders if the sad remains of Alfa 1450493 might be lying in one of John Schoen's sheds somewhere.



Anyway, after a few regretful months, John Schoen discovered another 1750 GTV for Andrew; this one, owned by a UWA professor, sat under a tree in a yard in Darlington. For just \$1,800, in January 1989, it became Andrew's car. While this 1750 was not so smoky, it was a lot rustier!

That is the car (shown adjacent) that Andrew still owns today - after 30+ years, two rebuilds and travelling about 130,000 miles (In total, it's done over 200,000 miles now). Andrew is grateful to John for finding this car for him. It has been part of Andrew's life

ever since and he really can't imagine being without it.

As a rebuild project, Andrew also purchased a 1963 Giulia Spider Normale. It came from a slightly dodgy character whose sideline business was importing cars from the USA. This Spider was rather rough and was missing a lot of parts. Eventually, it became too hard to deal with and Andrew sold it on to Bernard Cecchele who also bought another car with the idea of making one from the two.

Along the way, there was another 2000 GTV. That was the source of the Momo wheels which now are on the 1750, That 2000 GTV was later sold for a profit. Kelly acquired another GT Junior that had been made to look like a 1750. Unfortunately, that car met an unfortunate end against a truck. It was replaced by the Alfetta GT that, these days, graces Iain Officer's garage.

In the UK, Kelly also had a dalliance with an 'Il Mostro' SZ; a car that was surprisingly refined to travel in, good fun to drive (and fun to see people's reactions to, as well). Meanwhile, until October 2020, Andrew had spent 5 years with a Mito TwinAir as his commuter car which he had bought new. He describes this Mito as the most reliable and painless car he has owned! The Mito was perfect for him, at least it was until a neighbour managed to run into the back of it while it was parked outside Andrew's house. This accident led to an insurance write-off (along with the neighbour's Audi A3), plus much disappointment from Andrew.

Aside from Andrew's 1750 GTV, which still puts a smile on his face whenever he is behind its wheel, he fully intends to become the owner of an older 750 or 101 Series Giulietta again - but perhaps it could be a Sprint, although a Spider would be OK - but then a SZ could be really good! Otherwise, an 8C2900B Touring bodied Spider from the late 1930s is a good option, or an 8C 2300, or even a 6C 1750 Gran Sport! Coming to more modern times, he imagines that another 'Il Mostro' SZ or even an



8C Competizione might suffice. But, just having the budget for any of these options also would be quite nice in itself!

From his automotive enthusiast's perspective and the long family history with Jaguars, Andrew could imagine owning a XK120 Roadster would be nice, or even an XK150. He has fond memories of his father's Austin Healey 100, so one of those might work for him. Then, given his involvement in the Ferrari world over recent times, perhaps an old carburettored, front-engined V12 might also work!

Kelly owns a 575M Maranello. It is impressive, but not as characterful as was the old 365GT 2+2 that she previously owned over a long time. There was also a still fondly remembered Lotus Elise that Kelly and Andrew had lived with for 10 years. There are just so many possibilities that Andrew thinks he could include in his ideal garage.



At the Stelvio Pass.

Andrew discussed his past with AROCA WA. Before leaving for the UK in 2008, Andrew had worked to help the Club grow into what it continues to be today. He says that he did this mainly through the folly of his youthful enthusiasm! But he does admit that there were other factors, such as the National Insurance scheme, which started in the 1990s. This scheme effectively dragged a lot of members into the Club and quite a

number became so strongly involved that they have since stayed the course.

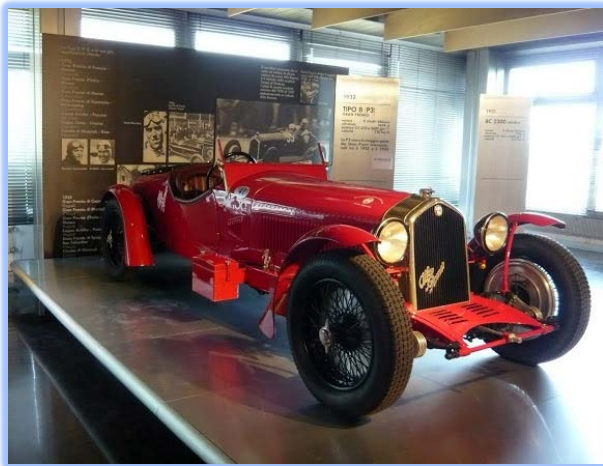
Andrew variously worked on the club committee as the Club's Secretary, as its events organiser, then as the magazine editor (maybe for too long, he says, with about 12 years spent publishing the magazine). Andrew says his hardest work was as 'general stirrer'. Clearly, he was deeply involved! Andrew describes it as a great honour and a real surprise for him, on the occasion that Il Presidente, Norm Craven-Kelly, presented him with an AROCA WA Life Membership.

Ultimately, for Andrew, car clubs have been about sharing a common interest with interesting people from all walks of life. He has made great friends with the people he met in AROCA WA (as well as in all the other car clubs/groups he has been part of). That has led to many interesting and unusual experiences. For example, he still remembers his first Club meeting in early 1985, which was held in the Boardroom at Humes Concrete, then in Salvado Road, Wembley (i.e., at Norm Craven-Kelly's office). There he met people like Glen Phillips, John Schoen, Les Mitting and Craig McLennan. He says that, straight away, he felt 'at home' with people he enjoyed spending time with, even as the precocious 18-year old of the time. He admits that maybe he was something of an upstart, but already with a fair amount of Car Club experience for his age. He recalls how he helped to get things happening that led to the Club growing beyond the select group that it was around that time.

If there is one thing that Andrew particularly misses due to being in the UK; it is the opportunity to catch up with many of the friends that they made in WA over many years. He misses the 'face to face' talking together over a meal or a drink about anything and everything. Perhaps the cars really just served as an excuse to be with a bunch of people who enjoyed spending time together. Andrew mentions that they have developed similar friends in the UK, but there is that English 'reserve'. Sometimes, the English don't quite seem to know how to deal with upstarts from the former colonies.



Andrew's greatest highlights as an auto enthusiast are many and varied! Among the highlights since moving to the UK were a drive down to Milan for the 100th Anniversary celebrations of Alfa Romeo in 2010. Although that event itself was a bit of a shambles, the drive there and back was a lot of fun with a group of Alfisti, especially as the group tackled various Alpine passes. While the Stelvio pass is good, Andrew says, unfortunately, they were caught behind a commuter bus on that trip. There are other Italian mountain passes that Andrew has enjoyed more.



He has also driven to Nurburgring twice for events (and has been a passenger around the circuit in an M3 'Taxi'). Andrew and Kelly have driven to various other events and been on tours across France and Germany. There, they met up with some friends from WA on the way to the Mille Miglia in 2018.

Andrew also notes the degree of pleasure and satisfaction involved in restoring his GTV in 2006/7 as he tackled a lot of things that he then was unsure he could accomplish. This achievement gave him more confidence, both in the car and in his abilities. Andrew thinks he

might need to delve into another restoration in a few years. (To do it well though, it would be nice to have as much garage space as he had when he last undertook a restoration.)



Andrew talked about the future for car clubs relative to changes in transportation, fuel, environment, etc. This is a big current issue, especially in the UK. The UK Government has legislated that no new petrol or diesel-powered cars will be sold beyond 2030, so a huge change in the world of new cars in Britain will start to happen soon. While there are groups such as the Federation of British Historic Vehicle Clubs (a lobby group and forum for Classic Car, Motorcycle and

Commercial Vehicles; really a bigger version of the WA CMC), that look out for motor enthusiasts' interests, Andrew does foresee a time when 'old fashioned' style motoring might begin to be frowned upon.

While petrol will still be available for many years to come, it may become more expensive and something of a niche product. Current ICE cars could be like the horse is now; an item for 'play', but no longer an option for daily transport. Hopefully this won't occur until well after Andrew's daily commute has ended, he says.

The changes in new car rules seem likely to bring great upheaval to the Automotive world. For example, while the new Stellantis automotive group is still finding its way, it does need to get cracking on electric power systems quickly. One challenge for the future may well be how to differentiate the 'electric car' experience between different brands; e.g., redefining what it is makes that an Alfa compared to any other car marque once it is electrically powered.

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In closing, Andrew notes that part of their reason to move to the UK in mid-2008 was to enjoy the increased opportunities for travel that a UK location offers. Almost all of Europe is within a 2-hour flight of Heathrow. Additionally, many driving/touring options are available. Then there is the history, museums, art galleries, etc. Andrew and Kelly do try to visit something at least every other weekend; although, unfortunately, during the last 12 or so months, this venturing out has become quite limited.



Top-left: Kelly's SZ is parked alongside other members of the Giulietta Register while on a visit to the circuit at Spa Francorchamps for the annual 6 Hour Historic Race.

Top-right: Lapping the Goodwood Circuit at one of the annual Classic Alfa track days.

Bottom-left: Climbing the 'Col Du Galibier' in the French Alps on their way to Milan in 2010.

Bottom-right: Resting at the top of the 'Stelvio Pass' during the 2010 trip to Milan along with various other Alfas!

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Left: The B.A.T. cars visited London for a few days late in 2019. The 3 B.A.T.s were displayed very imaginatively at Phillips Auctions in Grosvenor Square. It was free to visit and offered Kelly and Andrew the chance to see them before they went to Auction as a set. This is B.A.T. 9.

Near-Right: Andrew and Kelly are suitably attired when seen in the Grandstand at the Goodwood Revival.



Mid left: Spectacular 155 V6 Ti German Touring Car racer at the Oldtimer Grand Prix. It sounded amazing when it ran. Somewhere in there is its V6 engine, a 4WD system, plus moveable ballast and more!

Mid right: Among other Alfas from across Europe (and the typical weather!) the 1750 GTV is at the Nurburging for the Oldtimer Grand Prix.

Lower left: Outside the main entry to the Le Mans circuit. A visit to the Museum on the way back from Bordeaux, where the car had been sent by train from Paris. We also visited a Historic 'round the houses' race meet at Angouleme.

Lower right: On the roof of the famous Lingotto Fiat Factory in Turin with the banked test track. The dome is a reception area for the Helicopter landing pad that sits alongside it. ♦

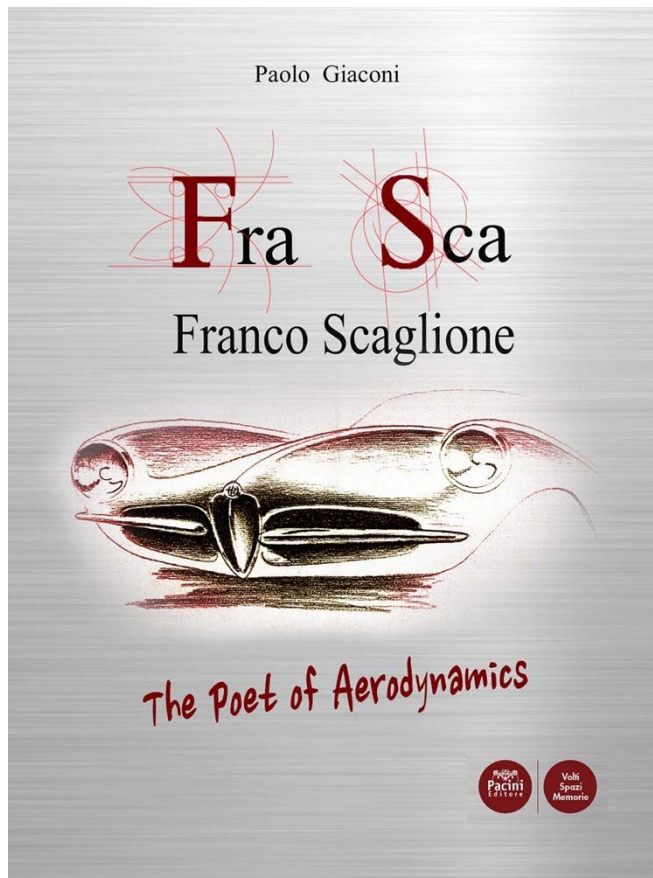


FRANCO SCAGLIONE – A POET OF AERODYNAMICS

Edited from a book review by Pete Vack appearing in *VeloceToday.com* on 19th April, 2021.

The photos below are from the Scaglioni biography book itself.

“The real creator must be able to imagine where that type of car will arrive in 40 or 50 years. This is why my cars are not crazy, but the answer to a question: taking this road where will it end? I’ve never created a line with a why: in a certain sense it was born by itself, I kept drawing until the right one came out.” – Franco Scaglione



Unfortunately, Franco Scaglione didn't live to see the widespread appreciation of much of his work; some 60 cars, including many now thought among the greatest automotive designs hammered into metal.

This should not have been the case. Scaglione's role in the design and development of the Alfa Giulietta Sprint and the B.A.T. cars had been examined widely in a variety of magazines; the most notable being in a full article in *Quattroruote* "The Right Carrozzeria", that was written as far a back as 1961.

However, from the early 1970s on, after Scaglione's sad experience with Intermeccanica, he retired and then virtually disappeared from view for almost 20 years.

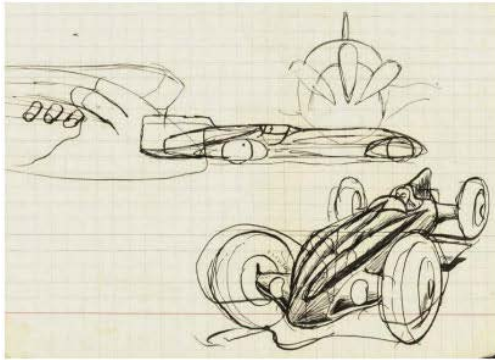
Our book's author, Paolo Gianconi notes, "His world had forgotten him, because when the spotlight of fame goes out, no one has the interest to light a candle to look for who is lost."

In the early 1990s, Maurizio Tabucchi rediscovered him, but by chance. The journalist

(and the author of many books on Alfa and Maserati) was in the town of Suvereto to cover a car show. Suvereto is about 500 kms away from Scaglione's former hometown of Turin. Tabucchi had taken an interest in a Giulietta Sprint that was at the meeting, when a local approach him, saying "If there is something you want to know about this car, you can ask that gentleman over there who is looking out of the window!"

Tabucchi followed through, despite already knowing of published reports which contended that Scaglione had died in 1980. He met a still alive Scaglione, then in frail health, who had moved to live in Suvereto in 1981. Tabucchi completed an interview with Scaglione which was published in *AutoCapital* in June 1993, just in time! Franco Scaglione died on June 19, 1993, then aged 77.

A number of factors then came into play, prompting a fresh look at the designer's life and work. As well as being the subject of conferences, books and events, by 2015, there were parks, gardens and streets that had been named after Franco Scaglione. He would have been proud, even if not so happy about the ensuing publicity.



Below a pencil sketch made by Scaglione



Some female faces (perhaps the wife) and a suit designed by Scaglione.

After WW2, Scaglione began designing dresses. Soon after, the opportunity to design cars led him to quickly be a sensation.



All this and much more is included in this latest tribute to Franco Scaglione, written by Paolo Giaconi.

In 2016, Corrado Lopresto's exhibition featured the cars of Scaglione, including this early 750 series Alfa Sprint coupe.

Giaconi was born in 1966. He lives and works in Piombino in Tuscany, as both a photographer and a freelance journalist. His book *FraSca, Il Poeta dell' Aerodinamica* (Scaglione often signed his early artistic efforts as 'FraSca') is a compendium of Scaglione's life story as related by his

daughter Giovanna. Giaconi says "I have collected some of the most significant technical articles that Franco Scaglione has written and published in the Italian magazines of the sector, those concepts and techniques that he applied to the construction of his cars. Not only bodywork, but also constructive and ergonomic techniques that were then applied to other cars that have come down to the present day".

Giaconi then takes the discussion several steps further, explaining the development and disposition of almost all of the Scaglione designed cars, including a one-off Lamborghini 350GT, the Titania Veltro, a 1966 show car, the NSU Prinz, the LMX and several other cars that were not generally known as Scaglione efforts.

Thereafter, the author looks at a number of more recent projects, such as the Fiat 1400 Balbo that was completed in 2016 by collector Corrado Lopresto. This Fiat was originally thought to be a Giovanni Michelotti



design but later it was confirmed as another work by Scaglione. Another Scaglione design was the 1953 Lancia Aurelia B53 with a similar body style but with a rear treatment that is typically Scaglione. Naturally, the book also pays attention to what is probably Scaglione's signature classic, the famous Alfa T33 Stradale.



Finally, Giacconi details ten events that have paid tribute in some way to the memory of Franco Scaglione. Giovanna Scaglione and B.A.T. 11 creator Gary Kaberle (whose car gets a generous mention in the book) were on hand on many occasions at these events. This is a pleasant surprise, as even most avid readers of things related to Scaglione are probably not aware that streets, venues, and parks are named after one of their favourite car designers.

In Suvereto, an Alfa Sprint Speciale poses under the sign showing that the street was named after Scaglione.

Finally, the book lists all of the cars designed by Scaglione. If any of the cars are of interest, then you need this book. While *FraSca* is not a perfect compilation, and it is available in Italian only, it should be a 'must buy' for anyone interested in Italian coachbuilding. *FraSca* is priced at only 28 Euro. Despite the added shipping costs, this book is a very good deal. ♦

"FraSca, Il Poeta dell' Aerodinamica". By Paolo Gianconi

Pages: 198, Softcover.

ISBN / EAN 9788869957666.

Publisher: Pacini Editore

Language: Italian

Publication date: Dec. 2020

Dimensions: 21 x 28 x 2 cm

Price: 28 Euros



*Left: In 1965, came this attractive GT named the Titania Veltro which used Ford running gear.
Right: This Lamborghini can be seen in the factory museum. It is the only one designed by Scaglione*

ALFA ROMEO AT BATHURST PT. 1

By AROCA WA Life Member, Bruce Thomas.

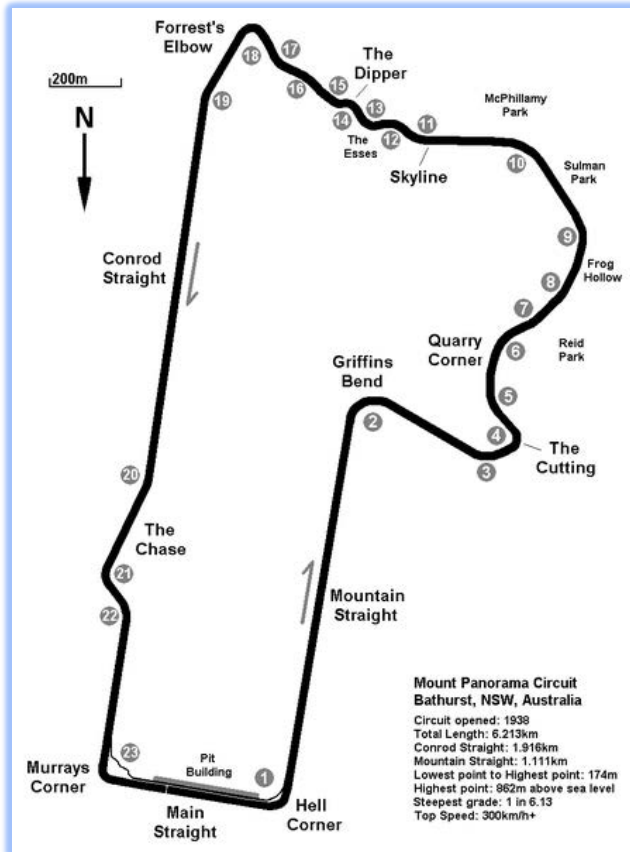
To understand the annual 1,000 km race at Bathurst, you have to go back to the beginning. The early races, in fact, were run over 500 miles and were not held at Bathurst either. The first '500' was located on windy Phillip Island and occurred in 1960. It was called the Armstrong 500 (after Armstrong York Engineering, manufacturers of shock absorbers) and was for stock-standard sedan cars. Only cars built or assembled in Australia were eligible, and a minimum of 100 examples must have been sold and registered. Classing was by engine capacity and the unofficial outright winner in 1960 - only class



results were reported in the early years - was a Vauxhall Cresta. The cars in this race were genuinely standard, many of them coming directly from a dealer's showroom.

The event was such a success that in 1961 it was run again, the winner this time being a Mercedes Benz 220SE. In 1962 the Armstrong 500 was held for the last time on Phillip Island when a Ford Falcon Pursuit 170 won. The circuit surface had deteriorated so badly that huge potholes formed during the race, and for 1963 the event moved to Bathurst.

In 1962, classes by list price, rather than engine capacity, were introduced and no cars costing more than £2000 (\$4000) could compete. This formula continued in 1963 when the new Cortina GT proved fastest round the mountain circuit. The year 1963 also brought the first of the 'Bathurst Specials' when GMH produced their Holden EH S4 model to do battle with Ford, but to no avail. Ford repeated its success in 1964 with the Cortina GT which dominated the race, taking outright honours again.



By 1965, the rot had set in and the era of Bathurst homologation specials began in earnest. Prior to 1965 no imported cars were allowed - the 1961 winning Mercedes, for example, was assembled in Australia. Now, if 250 cars of a certain type had been imported, they were allowed to compete also. The 1965 event was won by the Cortina GT500, after a very fine battle with the 1275 cc Mini Cooper Ss. 1965 was also the first year that there was official acknowledgement of the first car 'past the post'. The following year, 1966, when the race became the Gallaher 500, was the year of the Cooper S which filled the first nine

positions! This was just as well, for in 1967 the first of the V8 engined 'Supercars' arrived in the form of the Falcon GT 289, and the little 'Minibricks' were outclassed forever.

1967 - Alfa Romeo Debut

In 1967 Alfa Romeo made its first appearance at Bathurst. This was brought about by the creation of a new Class E for cars costing over \$4500. Previously the race had been limited to cars costing less than \$4000. Why there had been no entries for the Giulia Super in 1966 (the Super cost \$3994) is not clear.

The potential of the production Giulia Super would have been very apparent after the giant-killing wins of the Mildren Giulia TI Super at Sandown in 1964 and 1965. Presumably the required 250 examples of the Super had not been sold at that stage, if it had run in 1966, the Giulia Super could have given the Minis a good run for their money on the fast Bathurst circuit as a potential outright winner. However, this was not to be.

In retrospect, 1967 was the year Alfa Romeo had the best chance of outright victory, but the race was a series of disappointments. Four 1600 GTVs and a Giulia Super were considered major contenders with the Falcon GT for outright honours.



The Paul Hawkins/Syd Fisher 1600 GTV coming through the Dipper in 1967, briefly holding outright lead

From the drop of the flag, the Falcons were somewhat faster than the Alfas. Fierce battling during the early laps saw the Falcons establish their supremacy, although some non-factory Fords were being held down by Hawkins' 1600 GTV. Quite early in the race, the Alfas began to run into trouble. Front wheels were coming loose under the pounding meted out by the rough track.

The Paul Hawkins/Syd Fisher Alfa (an MW Motors entry) had a brief moment of glory when it took the lead ahead of the Geoghegan Falcon, unfortunately only to later stop in a cloud of steam. The overheating had the mechanics puzzled as 'Hawkeye' had been holding revs down to 6500, rather than the safe maximum of 7500. After the race it was discovered that the trouble had been a stone through the radiator core - Hawkins had

been thrashing the poor Alfa down Conrod Straight with no coolant at all.

In the end it was Falcon GT first and second, the winners Harry Firth and Fred Gibson; the Geoghegan brothers Leo and Ian followed home. The two Mildren 1600 GTVs (Doug Chivas/Max Stewart and Kevin Bartlett/Laurie Stewart) circulated smoothly and steadily to the finish, coming first and second in Class E and third and fourth outright. Other Alfas were in third and fifth places in Class E and the lone Giulia Super was fifth in Class D. Better luck next year!

1968 - Power Versus Economy

In 1968 the event became the Hardie Ferodo 500 (the 'Hardly Ferocious' to its detractors). A new sponsor, whose name became synonymous with the race, was of course a manufacturer of brake linings. Brakes were often to be a major factor in winning or losing Bathurst, and the event provided Hardie Ferodo with an outstandingly practical laboratory in which to develop its product. Holden returned in 1968 with their Supercar, the Monaro GTS 327. Ford continued with the Falcon GT and Alfa Romeo was represented by the new 1750 GTV. Alec Mildren realised that the Alfa Romeos could not match the speed of the V8 competition, so he imported a number of 1750 GTVs with enlarged 25 gallon fuel tanks to try to save time on the fuel stops. 1968 was also the first year that cars were allowed to carry advertising - thus began a new, commercial era for the Great Race.

In practice, the Holdens were reaching 127 mph on Conrod Straight, compared with the Fords' 120 mph and the Alfas' 115 mph. The fastest of four Alfa Romeos was only on the fourth row of the grid. The race turned into a battle to the death between flocks of Holdens and Fords, with the Alfas trying not to be left behind. Wheel troubles returned, with two GTVs tearing the centres out of their wheels, although several other makes also suffered from this problem. Despite these mishaps, Alfa Romeo again finished 1-2-3 in Class E, while the new Monaro GTS 327 (Bruce McPhee/Barry Mulholland) took outright honours. The fastest Alfa Romeo (Kevin Bartlett/Doug Chivas) was a creditable fourth outright, behind three Monaros and ahead of all the Falcons.



The class-winning 1750 GTV of Kevin Bartlett / Doug Chivas coming out of Murray's Corner in 1968.

1969 - Brute Force Succeeds

In 1969, Alfa Romeo was back at Bathurst with entries of three 1750 GTVs and a 1750 Berlina, but they were no longer outright contenders. Interest centred on the first Falcon GTHO which had come to do battle with the latest Monaro GTS 350.

This race is remembered best for the almighty pile-up on the first lap

which was triggered by the rolling GTHO of Bill Brown. In the melee which followed in which a quarter of the entire field was damaged, two of the Alfas were eliminated, dashing hopes of another 1-2-3 in Class E for the third year running. For the second year the Hoidens triumphed with Colin Bond/Andy Roberts taking the champagne, and Alfa Romeo secured first (1750 GTV) and third (1750 Berlina) in Class E. The best Alfa Romeo position was eighth outright (Kevin Bartlett/Len Goodwin).

1970 to 1972 - The Supercars Reign

For 1970, the Phase 2 Falcon GTHOs were the cars to beat, and they also fell into price Class E, so Alfa Romeo disappeared temporarily from the Bathurst scene. 1970 was also the debut year for the Torana GTR XU-1 which initially suffered the teething problems of a new car. Ford and Alan Moffat won in 1970 and again in 1971, this time with the mighty Phase 3 GTHO which immediately outmoded Chrysler's newly released 'six pack' Charger. A solitary Giulia Super (Bryan Thomson/John Mann) represented the Alfa Romeo marque at Bathurst in 1971, but was unplaced due to covering insufficient laps.

In 1972, a single 1750 GTV was entered by Beninca Motors (Mal Robertson/Ray Harrison) but was uncompetitive in a class dominated by Torana XU-1s. And in 1972, the XU-1 and Peter Brock were finally victorious in wet conditions in the last Hardie Ferodo 500 that was run to Series Production rules. It was clear that the spirit of the production car races of the early sixties had been lost. The major Australian manufacturers had simply produced limited numbers of road-going racers for the purpose of winning at Bathurst and benefiting from subsequent publicity.

Additionally, cheating (illegal modifications) had become rampant, particularly in the smaller classes, and there was unwelcome criticism in the press about the manufacture of 160 mph 'supercars' for use on public roads. This caused Ford to cancel its Phase 4 Falcon GTHO and Chrysler its four speed V8 Charger, while GMH postponed plans for a V8 Torana. It was the end of an era.

Bruce Thomas

To be continued next month. (Parts 2 & 3 to follow.)





'CUORE SPORTIVO' TOUR 2021

An Alfisti Autumn Tour

Edited from an extended article written by Peter Atkinson. Photos are by Alpine Alfisti Association of Australia (AAAA) members, Kat Marmara-Stewart, Leon Cottle, Peter Atkinson & Kim McConchie.

The Alfisti Autumn Tour of March 2021 was greatly welcomed after the previous 18 months of pandemic-induced road tour hiatus. 'Cuore Sportivo' organisers, Clyde Hay and Peter Atkinson (members of both AROCA VIC and the AAAA) held the event as another joint grand alpine tour.

Thirty-nine Alfisti signed up, driving in 23 Alfas, one Abarth, and a Volvo. The Autumn 2021 tour marked the 11th Anniversary of the original Alpine Tour and, just like the original tour, it was held over four days, visiting the Victorian High Country and the Victorian Alps.

Day 1: Lilydale - Yea - Bonnie Doon - Mansfield - Whitfield - Beechworth

Cuore Sportivo Tour participants assembled at Lilydale for coffee and/or breakfast before starting out through the Yarra Valley and on to Mansfield, driving under overcast skies. Peter and Clyde had begun proceedings with a briefing and a UHF radio demo, before the command was to "Start Your Engines".



The tour group's Alfas are lined up at Dartmouth dam.

Day One followed a scenic route via Dixons Creek, Yea and Bonnie Doon; along the way collecting more Tour members. On reaching Mansfield, the group enjoyed the first driver-reviver break. Next came some wonderful Alfisti roads, through Tolmie, past the Powers Lookout at Whitlands, then on to lunch at Whitfield in the King Valley. After lunch, the group drove towards Beechworth. Some went there directly to savour the delights of that historic town. Others checked out various King

Valley wineries or sampled local cheeses in Millawa on the way. All arrived in time for dinner at Beechworth's Bridge Road Brewery.



Day 2: Stanley - Myrtleford - Mt Buffalo - Bright - Tawonga Gap - Wodonga

Day Two began at Beechworth Bakery for breakfast with the day's obligatory caffeinated heart starter plus another morning briefing.

Breakfast at Beechworth Bakery



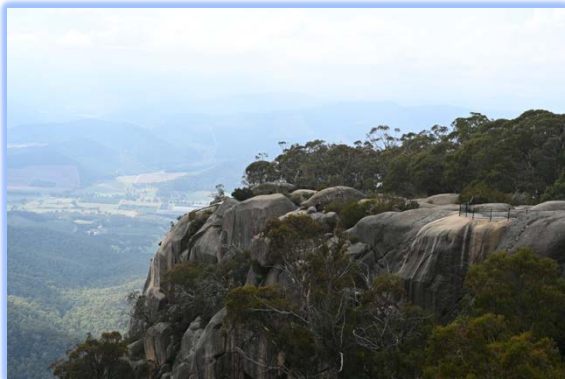
Leaving Beechworth, the tour route headed through Stanley, Barwidgee and on to Myrtleford; including a two-minute detour to view some of Myrtleford's stately old homes. Back on the highway, after passing through Porepunkah, we took the turn-off on the mountain road towards Mt Buffalo.

However, the ascent of Mt. Buffalo proved to be slow over most of the climb to the top. Soon after starting the ascent, a slow moving 4WD steadfastly refused to make use of any of the turnouts for slower vehicles. All Alfas bided their time, until a last passing opportunity occurred, but this was shortly before the car park near the derelict Mt Buffalo Chalet. There, a coffee van had been strategically located, just for us! Nearby, we took in the stunning Ovens Valley vista. After the mountain-top sightseeing, and a group photo, our tour proceeded back down the mountain to an al fresco lunch at the Bright Brewery, sitting outside under the pergola.



Alpine-heading Alfas seen winding up to Mt. Buffalo

Next, we headed out of Bright, towards the Tawonga Gap. This gap is steeped in drama, since the beginning of time – or, at least, since the first Alfisti visited! This visit was no exception. The alternator of one tour member's 159 went into meltdown in the car park while we were stopped at the gap. Unfortunately, this terminated the tour for two group members. We bade farewell and good luck to Claude, Leanne, and their stricken 159, once we were sure that a tow truck was on its way. Now, one vehicle fewer, the group wound its way back down the hill and into Mt Beauty before heading north beside the Kiewa River to Tangambalanga.



View from Mt. Buffalo - looking over Ovens Valley

There, on one of north-eastern Victoria's back roads, we had a very surprising encounter with a mobile speed camera! Were they expecting us? No-one incurred any violation penalty nonetheless. We then skirted around Lake Hume and headed into Wodonga for the Tour's Gala Dinner that night.



Who let the smoke out?

Day 3: Tallangatta - Dartmouth - Mitta Mitta - Bogong High Plains - Falls Creek

Breakfast was at Wodonga's old rail station on the original platform between the rails. From Wodonga, the Tour headed south east as the group carried on through Yackandandah and then on to Tallangatta. A brief stop in Tallangatta was

needed before we continued on for the run to Dartmouth Dam and then to Mitta Mitta.



Breakfast at Bean Station Café

The route to Dartmouth Dam provided for some scenic travel, but also spirited driving. Lunch was at the tried & true Mitta Pub where a good lunch is served by friendly staff in very convivial surrounds. As it was a coolish day, most opted to dine inside.

From Mitta Mitta, the Omeo Highway took us through Glenn Wills and on to the Bogong High Plains. The original plan for the Tour had included a visit to Wallace Hut which is out on the Bogong High Plains, but just before you reach Falls Creek.



The visit to this hut would have been a short invigorating walk in bracing mountain air, but unfortunately, our visit coincided with a Falls Creek “Long Lunch” celebration, coincidentally being held at Wallace Hut!

Coffee stop - Tallangatta

Therefore, we continued to our overnight destination of Falls Creek. But we were not alone as we had to share with a surprisingly large contingent of Renault Alpines - all of recent vintage!



The Tour Group at Dartmouth Dam.

Dinner in Falls Creek was at the ‘Last Hoot’ – one of the very few eateries open there that night, possibly due to anticipated overindulging by the locals, some of whom could have still been up at the Long Lunch.



Day 4: Anglers Rest - Omeo - Mt Hotham - Bright - Wangaratta

The Wallace Hut in 2011

Breakfast for our penultimate day on tour was at QT's Stingray Bar before the group continued towards Omeo. Although the tour's leaders had been quite definite about **NO** stopping at ‘Anglers Rest’; they grudgingly admitted that members of

previous Alpine Tours had been known to wax lyrical about the Blue Duck Inn, which is located there. Fearing a mutiny by the touring Alfisti, the tour's leaders quickly came up with a tour plan change involving a stop at the Blue Duck Inn. Later, after the Blue Duck visit, some were overheard calling for a future "Blue Duck Inn Pilgrimage Tour"!

While the road from Anglers Rest to Omeo is reasonably flat, it is also quite narrow and twisty, with tight bends. This is not a road for the feint hearted, nor for speed demons, nor for fools! It demands respect, in case you should encounter oncoming traffic, or, maybe just run out of driving talent!



On our arrival in Omeo, it was notable that post-Covid, there now was a greater choice of cafes available than there had been during the last Tour through Omeo several years ago. The coffee was excellent this time - especially at the bike shop!

A 105 Giulia Super on the run

At 1,861m height, Mt. Hotham is Victoria's third highest peak (i.e., after Mt. Bogong at 1,986m and Mt. Feathertop at 1,922m.) However, the average daytime temperature there in March is only 13.7C. On the day of our visit, this was advised to be an optimistic target, with heavy rain and low temperatures forecast. Everyone did come well rugged up, but also keen to get off the mountain before the rain arrived. Therefore, after consuming a quick lunch at "The General" pub at the Mt. Hotham ski resort, we soon began our run down the mountain. But, only a little way down the road, another spot was found for photos of the touring Alfas, this time with a mountain back drop.



Alfas arrayed at Baldy Hollow, near Mt Hotham

The winding road back down from Mt. Hotham ended in Bright, but that town was busy, with few parking spots available. We abandoned our Bright option and, instead, stopped in Gapsted. Although heavy rain was predicted, the first raindrops arrived only as we drove into Wangaratta that evening, though apparently, there had been a deluge back in the mountains soon after we had left. Our luck continued with dry roads all the way. Dinner for our final night was at 'Hollywoods' in Wangaratta's main street.



Day 5: Cheshunt - Mansfield - home

The final morning arrived. Remaining members of the Tour Group assembled for breakfast at Café PreVue in 'Wang' before heading south, again via the King Valley, to Cheshunt, for a morning tea stop. Thereafter, some of us headed back through the Snowy Mountains to Canberra, via The Alpine Way, while others continued to Mansfield for lunch before dispersing southwards towards Melbourne, as we all headed for home. ♦



NO COVID? "SET MY GT FREE!"

7,000 kms travelled, driving an Alfa GT V6 over 25 days

By Leon Cottle (AROCA Vic.)

Many friends in AROCA like to say "An Alfa is for driving, not sitting in the garage!" During my 38 years of Alfa ownership, very often I have taken that advice to heart. In a 'normal' year, my 2004 Alfa GT V6 travels about 15,000kms, including trips between Ballarat and South Australia, plus enjoying various Alfa club tours. But in 2020, the COVID-19 pandemic eliminated this normal travel plan. My GT rested dejectedly in the garage, only used on the short daily commute to work. However, as travel restrictions relaxed in 2021, borders reopened. Time to loosen up the Busso V6!

Twelve months earlier, 5-weeks of annual leave had been locked in for the period around Easter 2021. My plan was to cover a few Alfa events, including the long-awaited, but deferred Alpine Alfisti Autumn Tour, driving through the Victorian Highlands. As well, Alfesta 2021 was to be held in McLaren Vale SA, which allowed for a long overdue visit to see family in SA. In total, this promised



the pleasure of driving a total of 7,000kms in 3½ weeks, while visiting 4 states (including SA twice) - all so much better than working!

The GT explores Rocky Plains Rd near Jindabyne

Drive No. 1 – 5th - 8th March. Ballarat to Port Elliot SA & return (1,275km).

The Cottles usually drive over to SA about 3 or 4 times each year to visit parents and other family members. Last year, with state borders closed, we couldn't - not even for a 90th birthday celebration! But we were delighted to make it

over for the parents' special 70th Wedding Anniversary recently and to catch up with family once again. It was a wonderful family celebration, not to mention, another lovely, extended GT drive.

Drive No. 2 – 10th- 15th March. Alpine Alfisti Autumn Tour & drive to Canberra (1,861km).

After just one night back at home again in Ballarat, I was back on the road again, but, this time, travelling solo. First, I headed East to Lilydale, in the Yarra Valley on Melbourne's outskirts, to meet up with an Alpine Alfisti touring party. Driving an Alfa through the Victorian High Country is always exciting, touring on excellent mountain roads. The trip includes great scenery together with a wonderful group of fellow Alfisti. Once this tour concluded, I tagged along behind Peter & Helen Atkinson on their drive up to Canberra via 'The Alpine Way', through Khancoban, Jindabyne & Cooma. What a great piece of road that is!

Drive No. 3 – 16th- 20th March. Solo Snowy Mountain Alfa Tour – then to Canberra & return to Ballarat (1,412km).

Originally, my plan was to incorporate Canberra's annual 'Auto Italia' together with the Alpine Alfisti's Snowy Mountains Tour within the GT's Easter Touring Schedule. Alas, the weekend of Auto Italia was shifted to 11th April. Next thing, the Snowies Tour was shifted to the following week too!

Unfortunately, my work wasn't going to allow an extra week off, despite any amount of persistent begging. As compensation, I decided on my own 'Solo' Snowies Tour; tracing out the route that had been planned, but as a solo expedition. It was my first drive through this region and the roads were



fantastic. The scenery is awesome, despite the large areas devastated by bushfires during the previous 18 months. It was great to note that a lot of the trees are showing signs of regrowth.

I had recently read a book about the history of the Snowy Mountain Hydro Scheme, so it was fascinating to tour and check out sites that had been detailed in the book. What an incredible engineering achievement it was for the time.



At Tawong Gap Lookout on the Alpine Alfistis' tour

Ten Days of 'Rest'

Back in Ballarat again and with a few days to rest. The GT was serviced and detailed, ready for its trek to SA to attend Alfesta'21. In addition, I squeezed a drive down to Melbourne into the agenda to visit Damon Earwaker, the marketing manager at Zagame Alfa and to 'kick a few tyres' on some of his new Alfa Romeos.



The hydro tunnel at Tumut #3 Power Station near Talbingo.

Drive No. 4 – 1st - 10th April - Ballarat to Alfesta in SA & return via Bendigo (2,465km)

The Cottles next headed west again; this time driving to McLaren Vale for the South Australian Alfesta plus AROCA SA's post-Alfesta 'Targa Fleurieu' tour. Alfesta was a thoroughly enjoyable few days, in perfect Autumn weather, visiting one of the great areas of SA and joining up with many Alfisti in their Alfas. Following this, we stayed on at

Victor Harbour for a few extra days to catch up with family once again. Then it was back east, home to Ballarat, but this time, also deviating via Bendigo.

Note on Alfesta 2021

The total distance I travelled during those 3½ weeks was 7,013kms. The GT achieved an average fuel consumption of 10.4l/100km (27.1mpg), but this did include spirited driving through winding hill roads. The best economy occurred during highway driving over to SA at 8.4l/100km (33.6mpg), while the thirstiest was at 13.5l/100km (20.9mpg) while on one of the winding Alpine stages.

The V6 sang beautifully through the entire trip. It seemed to enjoy being 'loosened up' over twisty roads through the Victorian High Country and in the Snowies; which included some extended periods in low gear where high revving was required. It seemed that a few cobwebs were well shaken out. On the final homeward leg from Bendigo the GT clicked over yet another major milestone as the odometer showed 290,000kms. I do love the GT's Busso V6 – a lot! On many long-distance interstate



trips, the GT's "Grand Tourer" qualities have been highlighted during the car's 11 years and 160,000kms under my ownership.

While this black GT might now look a little tired to some and perhaps it is a tiny bit 'battle-scarred' with its stone chips, all courtesy of a lot of highway travel, the car still purrs while cruising, but roars whenever stirred. Better still, the GT remains an incredibly comfortable Alfa for long distance travel. This last Easter period, each of these 7,000kms travelled was a sheer joy for me with the perfect weather, wonderful Alfa roads and great scenery. The additional matter of not working for a few weeks certainly added to the pleasure. (Roll on retirement!)



The GT is seen at 'The Bend' near Taillem Bend, during Targa Fleurieu, Easter 2021.

My new Alfa is pending.

After many months of deliberation, the decision to 'invest' in a new Alfa Romeo has finally been reached. The last 11 years with the V6 GT has been a delight; to the point that the only suitable new car option now seems to be a Giulia QV. Will it offer as much pleasure as has the GT? Discussions with current Giulia QV owners and then watching countless YouTube videos, reveal that the answer must be a resounding "YES!"

Nonetheless, I plan to retain my GT as a 'daily' driver. It would be just too sad to occasionally be missing out on that Busso V6 with its 6-speed manual gearing otherwise! ♦

RECENT OVERSEAS ALFA SALES

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

RM SOTHEBY'S ONLINE



1952 ALFA ROMEO 1900 Berlina sedan. S/N AR190003671. Eng. # AR130603800. Black/grey cloth. Odometer: 31,619 km. 1,884-cc I4, 4-speed. Full restoration done in Italy about 10 years ago, with modest use since then. Body and paintwork appropriate to original quality. Almost devoid of chrome, but bumpers, headlight surrounds and outer grilles re-chromed; centre grille and hood ornament have flaws. Chrome hubcaps excellent; wheels have minor paint chips. Inviting interior fully restored, neatly done with authentic-looking cloth and carpets. Some chips in dash, steering wheel

is cracked and the centre logo has faded. Instruments and switches are aged but in nice, likely original, condition. Engine compartment is restored, clean and authentic-looking except for its red spark-plug wires. Underbody is quite nice with no wear evident since restoration. Cond: 2+.

NOT SOLD AT US\$41,388. This car was part of a group of five Alfas offered from Italy. While the overall styling is about as exciting as a 1950 Ford, this Alfa would be rarer in the USA than a Ferrari F40. The classic grille is a work of art, the trefoil shape is as striking as ever, even on this plain sedan. The 1.9-litre engine is impressive to look at and probably offers enough power to enjoy, even now. Some examples have sold for less in the USA and Europe - this one could not quite get to the number needed. Given the cost of restoration already undertaken, you can't blame the owner for holding out. ♦



S O T H E B Y S I S T O A U C T I O N T W O A L F A R O M E O 1 5 5 s

Edited from a longer article appearing in www.ClassicDriver.com on 24th May 2021

Two Alfa Romeo 155 race cars are for sale by RM Sotheby's at its Milan auction on 15th June.



When Alfa Romeo joined the [Deutsche Tourenwagen Meisterschaft](#) (DTM) series in 1993, the Italian brand was a welcome addition to the German championship after it had grabbed the attention of motorsport fans across the world.

Another popular championship for touring cars around that time was the British Touring Car Championship (BTCC), greatly famed for its incredibly close racing.



On 15th June 2021, in Milan, RM Sotheby's will be auctioning Alfa Romeo 155s which are examples of two of the winning 155 cars from DTM and BTCC races.

The 1994 Alfa 155 TS was driven by Gabriele Tarquini to take out the 1994 BTCC title.

The Alfa 155 V6 TI ITC of 1996 was the final iteration of the successful DTM car. In 1996, the DTM was transformed into the International Touring Car Championship (ITC). The Martini-liveried 155 V6 TI is the final evolution of the works touring car from Alfa Course. Its 2.5-litre V6 engine was rated to 490bhp, capable of revving to 11,900rpm and coupled to a six-speed, semi-sequential gearbox.

Chassis 005 was driven by Nicola Larini to pole position at Magny-Cours and Mugello, where Larini also took the win. Winning also at Interlagos in Brazil, this car remains as a pinnacle in the development of the racing Alfa Romeo 155 and in its original, iconic Martini livery. It is a fantastic historic competition car.

Earlier, in 1994, Gabriele Tarquini had won both the driver's and manufacturer's BTCC title for Alfa Romeo. This car was used for rounds 18, 19 and 20 of that season. It finished 2nd and 1st at Silverstone. The lower rear spoiler on this car is a key recognition point for aging this car, as rival constructors had raised an appeal earlier in the season, when Alfa Romeo had entered the car with a higher-level rear spoiler.

Which of these two Alfa Romeo 155 touring legends would you pick? The 1994 car is expected to go for between Euros 700,000 to 800,000, whereas the 1996 vintage 155 is anticipated to achieve between Euros 300,000 to 400,000. ♦



1996 Alfa Romeo 155 - V6 TI ITC



1994 Alfa Romeo 155 - TS BTCC





STOPPED BY AN ARRESTING ALFA GIULIA 'FAMILIARE' POLIZIA

Edited from an article by Mike Snelgar in www.classicdriver.com, 3rd June 2021.

This beautifully restored Alfa Romeo is an ex-Polizia Stradale Giulia Familiare that benefits from many parts from the Alfaholics catalogue. It is a strong contender for the coolest car of the year.



1972 Alfa Romeo Giulia Super 1600 'Familiare' Giorgetti Polizia. Fully Alfaholics prepared, now for sale by Straderial, Paris.

We are fortunate to live at a time where there is no shortage of fast estate cars – at least not in Europe. In fact, if you venture into a European city centre, you may find an RS4 or E63 wagon on almost every street. This proliferation of the super wagon has restored some faith in humanity, but, arguably this frequency of appearance has diminished the excitement associated with glimpsing one of these once-rare beasts.

This incredibly rare Alfa Romeo Giulia 'Familiare' is currently for sale with Straderial in Paris. (The price is on application). It suffers no such issues of super-wagon over-familiarity, instead reading like a petrol head's Christmas wish list.

With the estate-conversion carried out by Giorgetti, plus time spent in the past serving under the Polizia Stradale (presumably stopping casino heists), and with a full host of Alfaholics parts, this car is what Classic Driver imagines weaponised cool must look like.

In a separate report found on the sales site, the Straderial company noted that, according to Alfa Romeo records, this Giulia left the factory on 18th October 1972 and was sold to "Societa Autostrade" in Rome. Thereafter, it was used by the Polizia Stradale, as evidenced by the additional police gear fitted in the original dashboard (kept with the car) and the police siren which also remains!

During the 2014 Retromobile show in Paris, this Giulia was first shown to the general public. While it looked extremely authentic then, it appeared quite tired, requiring a complete overhaul. A 4 year-long restoration project then followed, with 2 years devoted to the complete recovery of the bodywork and

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Issue 50, July 2021



the partial reassembly. The last 2 years involved equipping this car with Alfaholics parts - achieving a parts bill, not counting labour, of over €70,000.

The interior is a wonderful setting of subtle details. It is entirely dressed in leathers from the renowned Dutch specialist HVL. The skins used are among the finest and are the same type as those fitted in Ferraris of the period. The dashboard is in 'Mousehair' which gives the cockpit a very plush and luxurious effect.

The Straderial company observes that this car is even more incredible to drive in than it is to look at. This unique model cultivates originality and perfection in all its technical aspects as well as in its presentation.

If the trifecta of race-prepared, ex-police and estate car hasn't left you stunned in front of your computer screen, then it is worth repeating the extent to which this beauty has been reworked. The car was put through a full bare metal respray in its original colour, "Polizia Stradale Green". Then this Giulia had the majority of the current Alfaholics' GTA-R catalogue thrown at it. It now boasts a 185 horsepower Alfaholics engine, with GTA transmission, GTA-R suspension, GTA-R brakes, and a stunning GTA interior.

So, if you have functioning eyes and a pulse, there won't be any need to further describe why this Giulia is nearly as desirable as winning the lottery. After all, it's hard to think of a car where green-over-tan colour coordination ever has been better executed. ♦





ALFA ROMEO'S PREFERRED PARTNER PROGRAM FOR AROCA WA MEMBERS



Preferred Partner Program

Welcome to the Alfa Romeo® Preferred Partner Program

You can now take advantage of some incredible discounts across the Alfa Romeo® range.

Just head to www.alfaromeo.com.au/fleet using the Preferred Partner Login code below.

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
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 Ommanney hill climb	Saturday 10 th April 2021	VSCCWA EVENT HELD	See: www.vscwa.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.vscwa.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.	29 th April until 3 rd May, 2021	Eddie Bernardi EVENT NOT HELD	POSTPONED DUE TO CYCLONE SEROJA
May Pub Club Night	Tuesday 5 th May	John Reed, Greg Smith EVENT HELD	Mount Henry Tavern Como – start time is 7PM.
British car day raid to Gin Gin	Sunday 16 th May 2021	John Reed, Ivan Olsen EVENT HELD	Meet at Stirling Square Guildford at 09:00.
New Members BBQ & Motor Museum Tour	Sunday 30 th May 2021	Ivan Olsen	BBQ/tour to Wightman Park Motor Museum including 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 Romeo's 111th birthday dinner.	Saturday 3rd July, 2021	Andrew Murray, Greg Smith	Only 4 tkts left for Papagallos Italian restaurant in Leederville. Book via: https://www.trybooking.com/BRGPX
Club meeting/Zoom Presentation Andrew Stevens Zoom presentation of his Alfa experiences in Europe	Late July Sat or Sun afternoon meeting	Andrew Murray Greg Smith	Details to be announced shortly. We include a members meeting with drinks and snacks at a city or inner suburbs venue.
Wildflower run, inc. rustic pizza lunch at new Gargagnos, in Bullsbrook.	Early to mid august – details to be provided	Eddie Bernardi,	A Trybooking link will be set up to book for thre pizza lunch.



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 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 th or 12 th December	TBD	Date and details to come
50th AROCA WA Anniversary Dinner	Mid-February 2022	Andrew Murray Greg Smith	Venue TBD
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.

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 20th June 2021!**

CLASSIC CARS & COFFEE

Classic, Exotic & Prestige Cars Welcome

9.30-11.30am
Sunday, June 20

Next:
July 25, August 22, Sept 26, Oct 17, Nov 21

University of WA, Hackett Drive, Crawley

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

classiccarsandcoffee.com

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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	
5 th June 2021		Vintage Sports Car Club WA- http://www.vscw.com.au/	Albany, Mt Clarence/Hill Climb	
6 th June 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.



THE 111TH BIRTHDAY DINNER OF ALFA ROMEO



This year, the 111th birthday dinner for Alfa Romeo will be held on Saturday 3rd 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 partners. Event capacity set at 60. Only 4 tkts left on 19th June, 09:00. Be sure to book soon via this 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
Email any questions to us at admin@alfesta2022.net



N O M I N A T E F O R T H E 2 0 2 1 - 2 2 A R O C A W A C O M M I T T E E

Election of the 2020/2021 committee will be conducted at the WA Alfa Club's Annual General Meeting on Tuesday 7th September 2021; 7:00 for 7.30pm

Venue: WA Light Car Club, 22 Moojebing Street, Bayswater.

The WA Alfa Club's activities "don't just happen". They depend entirely on the active club members who contribute to the running of the club, either as an office-holder or as a general committee member.

With that in mind, you are invited to nominate for election onto the Club's Committee for the current financial year using a Nomination Form which is provided below.

As a WA Alfa Club Committee member, you will have the opportunity to help improve club activities. At the same time, you can enjoy the camaraderie of engaging with other dedicated Alfa enthusiasts; all of whom are working towards the success of the club.

You are encouraged to seek election, or perhaps to work with the committee in another volunteer role.

Each year, it is usual for the club to also anticipate a few committee retirements and/or to some needing to readjust their commitment levels due to work, travel or, perhaps, relocation.

The Annual General Meeting represents a great time for you to decide how you might best help AROCA WA enhance its future activities as an Alfa Romeo auto enthusiast group.

The club is currently seeking multiple nominations for all of AROCA WA's committee positions.



Nomination Form for Committee of AROCA WA

Name of Nominee: **Nominee's Membership #:**

Note: A person being nominated should be a current financial member of AROCA WA. He or she is hereby nominated for one (or more) of the following position(s).

(Please Circle)

President	Secretary	Treasurer
Membership Secretary	Social Secretary	CMC Representative
CAMS Representative	Web master	Competition Secretary
General Committee Member (x 2)		Club Shop

Nominated by: **Membership number:**
Person being nominated (may nominate self) being a financial member of AROCA WA

Seconded by: **Membership number:**
Being a financial member of AROCA WA¹

Acceptance of Nomination:

I accept nomination for the position(s):

Name: _____ **Date:** _____

Signature: _____
(Signature of person being nominated)

Nominations preferably should be **emailed** to the current Club Secretary.

Email to: secretaryarocawa1@gmail.com

Alternatively, nominations may be mailed to the P.O. Box address that is shown below.

Mail to: The Secretary, AROCA WA,
P.O. Box 8231,
Perth Business Centre,
WA, 6849.

All written nominations should be received by C.O.B. Friday 28th August 2020.

¹ Note that a "financial member" above named as a nominee, nominator and/or seconder, for the purpose of this nomination, is limited to being either a Full, Associate, or Life Member of AROCA WA.



FINANCIAL REPORT JUNE 2021

Treasurer's Report as at 16th June 2021 2021

Opening Balance b/f 21/05/2021 \$5,266.48

INCOME

Memberships			
20/05/2021	G. R. Smith		\$80.00
21/05/2021	P. Blank		\$80.00
	J. Greaves		\$80.00
24/05/2021	E. Johnson		\$80.00
	E. Barrenger		\$80.00
	T. Davies		\$80.00
	R. Pierce		\$80.00
26/05/2021	E. Jones		\$80.00
	I. McDonald	Bank ref 7631 Member No 1)	\$80.00
27/05/2021	M. Polkinghorne		\$80.00
	M. Jones		\$80.00
28/05/2021	M. Okaby		\$80.00
	A. Daly		\$80.00
31/05/2021	S. Sugglen		\$80.00
	C. Gueff		\$80.00
	C. Reuben		\$80.00
1/06/2021	J. Reed		\$80.00
	D. Fell		\$80.00
2/02/2021	P. DeLeo		\$80.00
	J. Crute		\$80.00
	R. Cecchete		\$80.00
4/06/2021	Glover & Glover	Banked Mt Hawthorn Branch	\$160.00
	D. Zito		\$80.00
7/06/2021	S. Calabro		\$80.00
8/06/2021	E. Simeone		\$80.00
9/06/2021	K. Chee		\$80.00
	L. Hennemann		\$80.00
10/06/2021	L. Choinowski		\$80.00
11/06/2021	A. Lamond		\$80.00
14/06/2021	I. Townsend		\$80.00
	P. Redman		\$80.00
16/06/2021	S. Boyle		\$80.00
	T. Quinn		\$80.00
			\$2,720.00

Shark Bay Grand Tour

20/05/2021	P. Pagano	Incorrect A/C Details Payment Returned	\$800.00
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Total Income **\$3,520.00**

PAYMENTS

10/06/2021	P. Pagano	Shark Bay Grand Tour Refund	\$800.00
	K. Lee	Shark Bay Grand Tour Refund	\$800.00
	CMC of WA	Council Motoring Clubs 21/22 subs	\$75.00
TOTAL PAYMENTS			\$1,675.00

Net Movement **\$1,845.00**

Closing Cash Book Balance \$7,091.48

Closing Balance Westpac 16/06/2021 \$7,091.48

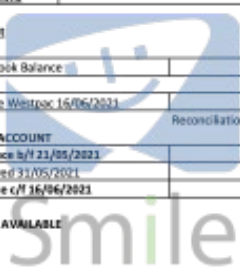
Reconciliation Variance \$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 21/05/2021	\$14,180.36
Interest Received 31/05/2021	\$0.12
Closing Balance c/f 16/06/2021	\$14,180.48

TOTAL FUNDS AVAILABLE **\$21,271.96**

EDDYE BERNARDI
TREASURER
16th June 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.

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Issue 50, July 2021



FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

ADDRESS: _____

_____. POSTCODE: _____

LANDLINE: _____ MOBILE: _____

EMAIL: _____

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

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

Manufacturer	Type	Year	Colour	Registration OR Concession Plate # (if applicable)

Please complete the above form and email it to AROCA WA at secretaryarocawa1@gmail.com

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

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



OWNER DECLARATION – CODE 404 CONCESSIONAL VEHICLE LICENCE

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

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

Name of Owner:.....

Alfa Club Membership number:.....

Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

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



DRIVING YOUR CONCESSIONALLY LICENSED ALFA

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

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. <https://www.alfaclubwa.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 & 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. & 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	<i>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.</i>
Anita Percudani	40	10	<i>Anita joined AROCA WA in 2018. She has owned her 1969 Alfa 105 GT Junior since she first qualified for her WA driver's license.</i>
Kyle Atwood	42	14	<i>New AROCA WA member, Kyle, drives a 2003 Alfa spider. An auto photographer, he has made many impressive car photoshoots.</i>
Peter Mathews	44	22	<i>In 2020, Peter became national coordinator of AROCA. He has owned some very well-prepared Alfa Romeos over a long period.</i>
Aidan Daly	47	12	<i>IT security guru and AROCA WA member, Aidan Daly, talks about the new Stelvio QV he recently drove out of the showroom.</i>
Sam Calabro	48	18	<i>Long-term AROCA WA member, Sam can't count how many 105 series Alfas he has owned (plus the Porsches, Alpines, Ferraris, etc.)</i>
Enzo Simeone	49	16	<i>Enzo loves driving his new Giulia QV, but worries about his beloved 105 GTV, which still waits for him, idle under its dust cover.</i>
Andrew Stevens	50	13	<i>Former club secretary, Andrew has lived in the UK since 2006. He drives his 1750 GTV to car events everywhere across Europe.</i>
Steve Sudgen	51		
Someone you know ?			<i>Alfa Occidentale is keen to interview more Club members to further extend this series of profiles.</i>

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

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 L A S T P A G E

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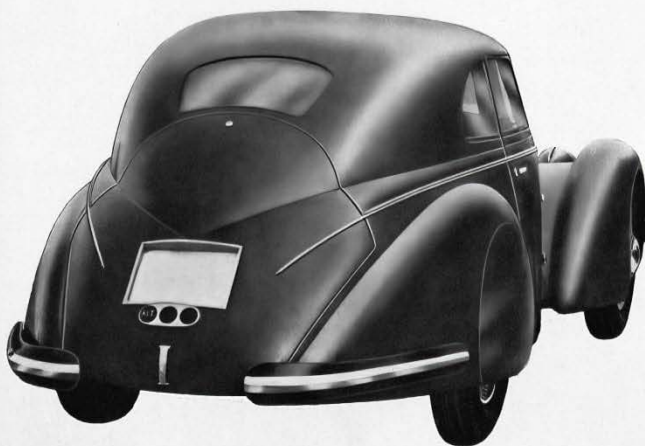
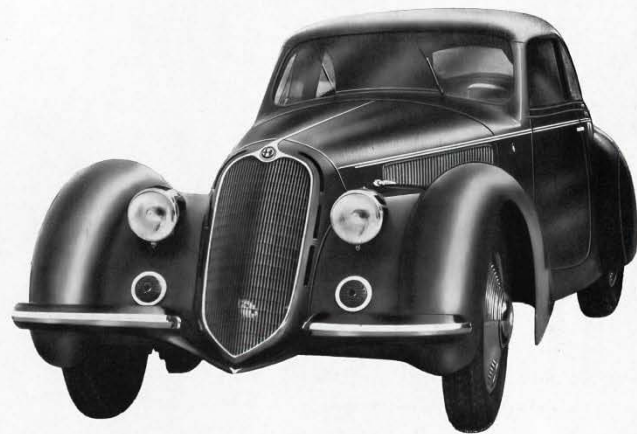
*Carrozzeria
Touring*



65 - VIA LUDOVICO DE BREME - 65

*Il peso è il nemico
La resistenza dell'aria è il pericolo*

COUPÉ SUPER LEGGERO
INTERAMENTE METALLICO
SU TELAIO ALFA-ROMEO
8 CILINDRI "2900 CMC."



MODELLO DEPOSITATO
SISTEMA DI COSTRU-
ZIONE BREVETTATO
SEDILI BREVETTATI

"La vettura più bella del Salone di Parigi" ("Gazzetta dello Sport" - 8 ottobre 1937 - XVI)