

ALFA OCCIDENTALE

Issue 51, August 2021



Rémi Dargègen.com

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



This is the **51st 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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FY 20/21 AROCA WA COMMITTEE

Andrew Murray	President/webmaster	ajmurray58@gmail.com
Vacant	Vice-President	
Greg Smith	Secretary	secretaryarocawa1@gmail.com
Eddie Bernardi	Treasurer	ebernardi007@gmail.com
David Hamlyn	Membership Sec.	dhamlyn@resourserve.com.au
Ivan Olsen	Comp. Sec./CAMS	ivanolsen51@gmail.com
Steve Sugden	CMC representative	steve.sugden@yahoo.com.au
Sam Calabro	Gen. Cttee	samcal49@yahoo.com.au
John Reed	Gen. Cttee	jnreed59@gmail.com
Peter Mathews	National Coordinator	national.coordinator@alfaclub.org.au



AROCA WA PROGRAM AUGUST '21

- The latest version of the 2021 calendar for the Club is provided in this edition.
- **Sunday 25th July**, at 4PM, the club will meet at the **WA Light Car Club in Bayswater to hear from Andrew Stevens**, direct from London in a **Zoom videoconference**. Andrew will talk about the many Alfa and other sports car related events he has attended in the UK and Europe. An informal discussion will occur after the seminar. Complementary beer, wine, nibbles and pizza will be provided. The event is free but please confirm attendance by Trybooking for catering management purposes by using <https://www.trybooking.com/BTANQ>. We remain uncertain whether we can offer remote connection to club members to call in from home.
- The **111th birthday of Alfa Romeo** occurred on 24th June 2021. Each year, the AROCA WA celebration of this birthday is always scheduled to be close to this date and so, this year it was intended to be held on Saturday night 3rd July. However, that date had to be postponed due to a pandemic-related lockdown in Western Australia. **The club's rescheduled the birthday dinner now will be held on Friday 30th July**. It still will be at Papagallo restaurant in Leederville. Arrive by 6:30 for pre-dinner drinks. Seating is at 7PM. Attendance at the birthday dinner had been booked out, but some previously booked attendees might have trouble with this new date. If so, please contact Greg Smith to discuss. If you weren't booked for July 3rd, but you could make it on the 30th, then contact Greg too. Email to: secretaryarocawa1@gmail.com
- The club's next monthly meeting is on **Tuesday 3rd August**. It will be held at the **Captain Stirling Hotel in Nedlands**, starting at **7:00PM**. A social gathering with an informal dinner is planned. See announcement below.
- The club is also holding a morning run and pizza lunch at the **Red Shed Pizzeria** (formerly new Gargagnos) in Bullsbrook early on **Sunday 8th August**. Use this Trybooking link to book for this event: <https://www.trybooking.com/BSXET>. Numbers are limited, so do book early.
- On **Tuesday, 7th September** the **WA Alfa Club's annual general meeting** for the 2021/22 Financial year will be held. Again it will be at the Light Car Club of WA in Moojebing Street, Bayswater. The election of the coming year's committee will occur during the meeting. Complementary drinks and pizza will be served to attendees.
- It is planned that the 50th anniversary dinner of the AROCA WA club will be held in mid-February 2022 at a new location for the club. This special gala event, will be a unique occasion, occurring only once in 50 years, so it should not be missed by anyone in the WA Alfa club.

NOTE FROM THE EDITOR: The next edition of Alfa Occidentale #52 will come out early in August. Thereafter, I will be having a few months break from my regular production of the club's electronic magazine. Penelope, and I are departing on a long caravan trip around Australia early in August. We have bought a small 'T-Van' off-road camper, but plan to pull it using an SUV rather than one of our Alfas. I anticipate withdrawal symptoms from magazine preparation during our long 'grey nomad' trip, but, in order to make up for any lack of writing/editing busy-ness, occasionally may decide to update you on our progress. ◆



ALFA CLUB TOUR TO ESPERANCE

Photos by Aidan Daly



When the WA Alfa club's planned Grand tour to Kalbarri and Shark Bay had to be postponed at the end of April due to cyclone Seroja, some of the intending tourists soon decided to head south-east instead, given that the cyclone had seriously damaged some of the intended touring sites up north.

This smaller group took off over the same long weekend at the end of April, driving towards Esperance via an overnight stop at a pub in Lake Grace.

Apparently, Aidan Daly always shot to the front of the convoy after any stops along the way, driving in his new Stelvio QV. Aidan also provided these accompanying photos of the trip, in which his prized new Stelvio does often seem to feature for some reason.



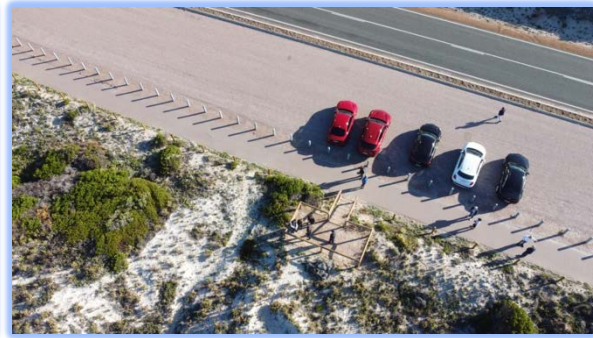
Tour highlights included the wonderful coastal drive at Esperance, plus the beach at Lucky Bay in the Cape Le Grand national park. Below, Aidan's Stelvio is seen at that wonderful white-sand beach, although the kangaroos normally found resting on the sand there are nowhere to be seen. Were they all frightened away by Stelvio exhaust noise?



A lowlight of this quickly arranged replacement Alfa expedition proved to be some poor accommodation encountered at Lake Grace, together with that pub's under-prepared Asian food buffet that was quickly devoured by a large group of touring cyclists who were also in the restaurant. Whenever a new platter of food emerged from the kitchen, the cyclists always raced to the buffet table and cleaned up any new food ahead the Alfa travelling team.

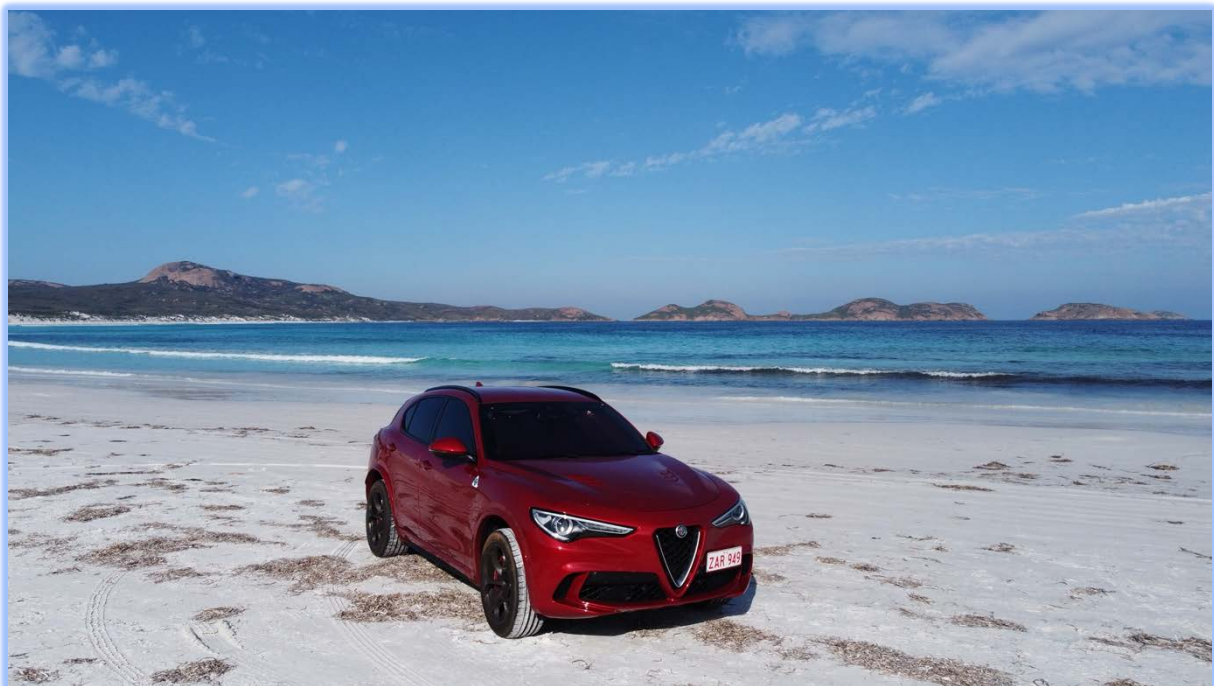
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As the story of this evening in Lake Grace was recounted by President Andrew Murray to all attendees at the Alfa club pub night held in Como last May, it gradually became clear that some had found their overnight Lake Grace visit a lot more amusing than did others. However, no-one seemed overly anxious for a repeat of the experience.

After overnighting in Esperance, the tour drove on to Bremer Bay for another overnight stay, although they didn't get to take that famous boat ride out to see the Orcas of the Bremer Canyon. Thereafter, drivers departed on various routes back towards Perth; some via another overnight stay, this time in beautiful Denmark, while others headed home via more direct routes. ♦



Aidan's Stelvio QV is seen parked alone on the unusually 'kangaroo-less' white sand beach at Lucky Bay, east of Esperance, in the Cape le Grand National Park.



THE GIULIETTA SPRINT SPECIALE & THE LEGACY OF ALFA ROMEO

Edited from an article written by Robert Ross for the 'Robb Report'

A 1962 example of the model, designed by Franco Scaglione for coachbuilder Bertone, was recently offered for sale by Fantasy Junction in California. Nearly any Alfa Romeo made prior to the mid-1970s can be viewed as an expression of the Italian sports car in its purest form. It also will offer near certain proof that it doesn't take a V-12 engine to get your blood racing.



A twin-cam inline-four engine car, this Alfa is as delightful to drive as can be imagined. On any sunny day, a twisty road presents an invitation to dance with this classic Alfa; a partner that is as lithe and accomplished as it is elegant and rare.

The 1962 Alfa Romeo Giulietta Sprint Speciale offered by Fantasy Junction in Emeryville, California, USA. All photos are from Fantasy Junction.

There was a formidable number of pre-war Alfa models (though not many examples are now left of any of them), and many were beautiful beyond words. After shaking off the wreckage of World War II, the Italian car industry and Alfa Romeo was reborn. A transition from bespoke, coach-built luxury cars occurred and series-production of Alfa's sports cars and sedans commenced. Most of these post-war cars were powered by economical four-cylinder engines. Design houses such as Pininfarina and Bertone became the primary suppliers of bodies for spiders and coupes.

Alfa's first series-production cars were introduced in 1954, with the Giulietta (Tipo 750 and, later, the Tipo 101) in coupe, spider and sedan form, as well as numerous specials. Throughout the company's 110-year long history, Alfa has shown the world that great design can be expressed as eloquently in a modest city car as it can in a concept-car masterpiece.

While there is no shortage of seductive Alfa Romeos, of all the production models built in any quantity, the Giulietta Sprint Speciale (SS) is one of the most remarkable. The Giulietta SS was made between 1959 and 1966. It was designed by the mercurial Franco Scaglione for coachbuilder Bertone. The car offers eccentric flair with the SS vaguely recalling the appearance of the outrageous B.A.T. concept cars, 5, 7 and 9, which Franco Scaglione also designed.

Although it was first shown at the Turin Motor Show in 1957, the final design of the Giulietta SS did not appear until 1959. The first 101 examples that were produced featured a "low nose" front end with aerodynamic body styling sufficiently advanced that the coefficient of drag of those first early examples was not improved upon by any production car for the next two decades. Today, that first series of the Alfa Romeo Giulietta SS is still the most collectible of the SS variants.



When first introduced, the Giulietta Sprint Speciale was Alfa's shining star. Essentially, it was a hand-built, but series-production vehicle. Its 1,290 cc, DOHC inline four-cylinder engine produced about 100 hp; enough for the diminutive 860 kg coupe to achieve a brisk pace, with power delivered through a five-speed transmission. There are twin Weber carburettors under the hood, while the front brakes reveal some mechanical wizardry with three-shoe drums. To convey the small scale of this exquisite little Alfa; you need to park one alongside a modern sports car. The comparison shows how ill-bred and overstuffed automobiles have become in the decades since the late 1950s. About 1,366 examples were made, which include a 1.6 litre Giulia SS that was produced from 1963 until 1966.

This particular 1962 Giulietta Sprint Speciale was offered at US\$125,000 by Fantasy Junction. It has a numbers-matching engine and fresh red paint.

While many of Fantasy Junction's offerings may be higher in price and profile than this particular Alfa, there are few more endearing or rewarding to drive.

The term "automotive sculpture" has been a much overused one, but it seems perfectly authentic terminology to describe this Alfa Romeo Giulietta Sprint Speciale.





ALFA ROMEO AT BATHURST PT. 2

By AROCA WA Life Member, Bruce Thomas.

In Part 1 of this story, we recalled how Alfa Romeo first appeared at Bathurst in 1967, when the 1600 GTV was a contender for outright victory. Unfortunately, its debut coincided with that of the first Falcon GT which was even faster, but the little Alfas managed a creditable third and fourth place outright. In 1968, the new 1750 GTV, specially fitted with a long-range fuel tank, managed fourth outright, with the new Holden Monaro GTS 327 victorious over the Falcons. In 1969, the first GTHO Falcons arrived, and Alfa Romeo was no longer in outright contention; from 1970-72, the local 'Series Production' Supercars reigned supreme and Alfa Romeo almost disappeared from the entry list at Bathurst.

1973 - Alfa Romeo Returns to Bathurst

In 1973, the race was lengthened and a considerable degree of freedom was allowed in modification of engine and chassis for the renamed Hardie Ferodo 1000 (kilometres). In the meantime, the Alfa Romeo 2000 GTV had become available and appeared to be very competitive in its class, which was now determined on engine capacity. Once again the main interest lay in the battle of the giants - Falcon GT versus Torana XU-1. A little further back in the field, the Alfas had to contend with competition from various Mazda rotary devices and several Ford Escort Twin Cams, which were making their Bathurst debut.

Three 2000 GTVs started in Class B (1301-2000 cc). Brian Foley Motors in Sydney entered an all female crew (Chris Cole/Sue Ransom), but this car withdrew after only five laps with a blocked fuel line. The Ray Gulson/Peter Brown entry from Canberra lost time with exhaust problems, but the third 2000 GTV, entered by Beninca Motors (Ray Harrison/Mal Robertson), ran faultlessly throughout, easily winning Class B and taking eighth outright. At the same time, it beat all cars in Class C (2001-3000 cc) which included Mazda RX2s and Torana GTRs. Alan Moffat and Ian Geoghegan were outright winners in the big Falcon GT 'Superbird' with Torana XU-1s in second, third, fourth and fifth places.

1974 - First Alfettas at Bathurst

Alfas were back in force in 1974 with nine entries in two classes - four 2000 GTVs and two Alfetta sedans in the 2-litre class, and three 1300 GT Juniors in the 1.3 litre class. The battle for outright winner was now Ford versus the new 5-litre Torana SLR 5000, with a bunch of older XU-1s waiting by in case of unreliability in the V8 brigade. The new Toranas proved to be very fast but troublesome, and John Goss's privately entered Falcon GT, with former Alfa pilot Kevin Bartlett as co-driver, had a popular win on a very wet track.

The Beninca 2000 GTV (Jim Murcott/Al Robertson) again was the fastest Alfa, quietly working its way through the field as faster cars retired to finish sixth outright. Unfortunately, the car was later disqualified for engine modifications outside the rules. Fortunately, the next in class was another Alfa, the 2000 GTV of Ray Gulson and David Crowther. The 'Torque' sponsored 1.8 litre Alfetta (Brian Foley/Peter Wherrett) was third in class. The little 1300 GT Junior had a weight penalty compared with the Cooper S and Honda Civic, and the best of them was the Ron Gillard/Gordon Rich car with a third in class.

1975 - A Touch of Class

A total of eight Alfa Romeos started at Bathurst in 1975 spread over two classes. Two of the 1300 GT Juniors tried again in the 1.3 litre class, and an Alfasud TI also appeared at practise, but withdrew with a blown engine. Six 2000 GTVs, including three official 'Alfa Romeo Dealer Team' cars, entered the popular



2 litre class which was becoming very competitive. They faced six of the new Ford Escort RS2000s, as well as two BMW 2002s (in their first appearance at Bathurst) and one of the very fast Triumph Dolomite Sprints.



In the open class, the field was dominated by 12 of the new Torana L34s, which turned out to be still very fragile, but good enough to take Peter Brock to his second win (with Brian Sampson) at Bathurst, this time leading his own team. None of three Falcons finished the race.

Alfa Romeo introduced an international flavour by pairing French woman Marie-Claude Beaumont with local hot-shoe John Leffler in a 2000 GTV. The other two ARDT entries were driven by Englishman John Fitzpatrick with Fred Gibson

and Tim Schenken/Paul Bernasconi.

Early in the race, an Escort and a BMW set the pace and fought for class honours. However, Bathurst is a war of attrition, and at the end of the day the Beaumont/Leffler car was in the lead, ahead of a failing Escort and the sole Dolomite Sprint.



A tyre blew on the Schenken/Bernasconi 2000 GTV in 1975 with unfortunate results

Alfa Romeo honour was served, but the failure rate was high. The Fitzpatrick/Gibson car dropped a valve and Schenken wrote off his car while leading the class when a tyre blew at the top of the mountain. The other three 2000 GTVs were well down behind a swarm of RS2000s. The two Juniors

finished but could do no better than fourth and seventh in the 1.3 litre class.

1976 - The Alfetta GT Am Appears

Since 1973, when the Hardie Ferodo changed to Improved Production regulations, Alfa Romeo had consistently won the 2-litre class. However, over the years other marques had increasingly challenged this record, and in 1975 it was apparent that there was a serious threat from the best of the Escort RS2000s, as well as from BMW with their 2002 Tii and the very quick Triumph Dolomite Sprint. All of these cars seemed to have the edge in speed over the 2000 GTVs in 1975, but none had stayed the distance.



A possible answer for Alfa Romeo was seen in the Alfetta GT, newly released in 1975, but unfortunately it had the disadvantage of being normally fitted with a 1.8 litre engine. As the American version of the Alfetta GT had a fuel injected 2-litre engine, a special batch of 25 right hand drive cars was built for Australia and arrived late in 1976. These few 'Alfetta GT Am's were sufficient to homologate the model for Bathurst that year.

A total of six Alfas entered the 2-litre class in 1976, three of the faithful 105 series 2000 GTVs and three Alfetta GTs. In addition, a solitary 1300 GT Junior tried in the 1.3 litre class (a second failed to qualify).

The race was again dominated by Torana L34s, with Alan Moffat leading a small but determined Ford opposition. The race demonstrated once more the reliability problems of these cars when raced over 1000 kilometres, and the finish was worthy of a Hollywood production when John Fitzpatrick nursed his dying Torana to the chequered flag, while his co-driver Bob Morris was overcome by emotion on national television.

The casualty rate was high in the 2 litre class too, with all of the BMWs and Dolomites retiring during the race. At the end of the day the best Alfa Romeo was the old 2000 GTV of Phil McDonell/Jim Hunter in second place behind the Escort RS2000 of Eric Board and Tom Tymons, with other Alfas in fourth, fifth and sixth. Robin Dudfield, running a 1300 GT Junior for the third year in a row, could do no better than eighth in his class.

1977 - An Alfa Romeo Revival

In 1977, seven of the Escort RS2000s turned out to defend their 1976 win and were faced by five Alfa Romeos (two Alfetta GTs, three 2000 GTVs) in the 2 litre class. The 1.3 litre 'tiddlers' class had been abandoned this year. A portent of things to come was seen when a sole Toyota Celica, in its first appearance at the mountain, set the fastest practice time. It was driven by Peter Williamson, who had piloted one of the very fast but unreliable BMW 2002 Tiis in 1975 and 1976.

The outright race was the traditional Ford- Holden confrontation, with GMH represented by the new Torana A9X hatchback. As usual, the Toranas were more numerous, but the Fords looked very strong from the outset, as they had been throughout the season. The usual decimation of the field occurred during the race, and Falcon won in a 1-2 staged finish, giving Alan Moffat his fourth win at Bathurst, albeit at the expense of team-mate Colin Bond who could have easily passed his ailing leader in the final laps.

In the 2 litre class, the Escorts and a Dolomite set the early pace, but Derek Bell in the Brian Foley 2000 GTV kept in contact. The very fast Celica lasted only one lap before it was in the pits. As others fell by the wayside, Bell worked his way up to second place and finally wore down the leading Escort in a great display of Alfa Romeo supremacy in long distance events. It was to be the final victory for an Alfa Romeo in the 2 litre class at Bathurst, and the Derek Bell/Gary Leggett car was followed home by other Alfas in third, fourth and seventh places.

1978 - The Japanese Serve Notice

The mix of cars in 1978 was much as the year before. The Torana A9Xs were back determined to answer the humiliating defeat by the Falcons in 1977. In this they were successful, with the HDT Torana of Peter Brock/Jim Richards taking line honours in a faultless demonstration.

From the beginning, the 2 litre class was a battle between the exceptionally fast Toyota Celica of Peter Williamson/Mike Quinn and the Ford Escort RS2000 of Rod Stevens/Bill Evans. The 1977 class winner Gary Leggett was back (with Patrick Neve this time) in a Brian Foley Alfetta GT, but retired after only

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two laps. The Stevens/Evans Escort finally took the class from Williamson/Quinn when the latter lost time in the pits, having to resort to an axe to open the Celica's boot after being hit in the rear by Dick Johnson's Falcon. The best of the four Alfas at the end of the day was that of Ray and Paul Gulson in their venerable 2000 GTV in third place in class, but well off the pace – it was six laps behind the two leading cars. The other surviving Alfa, the 2000 GTV of Peter Brown/Graham Ritter, was in sixth place.

1979 - The Alfettas Show Some Late Promise



Although the Alfetta first appeared at Bathurst in 1974, soon after its arrival in Australia, the model had never succeeded at the Mountain. The best placed Alfas were invariably the old 105 series 2000 GTVs which recorded class wins in 1973, 1974, 1975 and 1977.

The Phil McDonnell/Derek Bell Alfetta 2000 GTV coming into Hell Corner in 1979. It was second in class and 10th outright.

The homologation of the Alfetta GT Am in 1976, which provided a full 2 litre engine and a larger fuel tank, did not have the desired result. At first the lightweight Escort RS2000s became the cars to beat, later the Toyota Celica assumed the same role.

In 1979, the Alfettas made one more bid for glory. Peter Williamson set the pace in a new Celica which was fitted with the first of the Channel 7 Racecams. Williamson delighted all as he showed Australia the driver's view of the circuit as he ran the little car up to 7,500 rpm on the tachometer. Derek Bell, in the Brian Foley/Alfa Romeo Australia Alfetta GTV, looked like he had the measure of the Celica at first, but soon fell back with brake problems, leaving the Frank Porter/Tony Niovanni Alfetta GTV to take up the challenge, ably supported by the faithful Gulson 2000 GTV. In the end, the Toyota succeeded, with Alfas second (McDonnell/Bell), third (Porter/Niovanni) and fourth (Gulson/Gulson) in class.

The race for outright victory was a triumph again for Peter Brock and Jim Richards who led from start to finish in this final appearance of the Torana A9X at Bathurst. Toranas filled the first eight positions, and to cap it all, both Ford and GMH announced they were withdrawing entirely from motor racing in Australia.

Bruce Thomas

To be concluded in Alfa Occidentale #52.





PROFILE OF CLUB COMMITTEE MEMBER, STEVE SUGDEN

Originally, Steve Sugden had written his own profile for the AROCA WA club's then hard-copy magazine, "Al Volante", but that was way back in 1998. Quite a lot has happened to Steve since then. In this article, Steve updates his interest in classic cars and, particularly, in his Alfa GTV6.

Steve's car collection and ownership has included the following:

Currently owned	Previously owned
1986 Alfa GTV6 Grand Prix	Alfetta GCL sedan
1994 Jaguar XJ12	Mitsubishi Colt hatchback
2003 Land Rover Discovery 2 TD5.	Mazda 323 hatchback
	EF Fairmont
	AE93 Corolla SX
	N16 Pulsar
	Nissan Terrano 2
	Soft Dash Classic Range Rover
	Plus various Toyota, Nissan, Mitsubishi & Land Rover 4WD's.

After offering these vital statistics, Steve asks himself: "Where does one start, but at the beginning."

For Steve, the Alfa bug was not destined to bite him until later in life. As a child he was more preoccupied with aircraft than he was with cars. His dad was not a car enthusiast either. However, when Steve was a child, the family car was always a little different compared to the norm for 1960s Australia.

Steve's dad was one of the first in town to go Japanese when he bought a Toyota Crown, which was soon traded in for a sportier version that had a highly tuned, twin carb engine (which required the addition of Methyl Benzene to the fuel), plus a 4-on-the-floor gear shift and a tachometer. This car survived in the family to become the chariot for Steve's first driving lessons, before its final demise. The Crown was replaced by a Datsun 240K, which boasted further advances such as a 5-speed gearbox, plus air-conditioning and reliability!

Looking back, Steve says that he was amazed by how he survived his P plates without injury to body or car; learning all about skidding and flooded creeks - plus the effect they could have on forward progress. However, gradually gaining the skills necessary to handle these situations required further experience.

Steve headed off to university in Brisbane. It was there that the Alfa bug first surfaced. A lack of capital kept him on a bicycle, even after he first met a couple of friends who were owners of an Alfa Sud Ti and an Alfetta GTV 2000. He immediately fell in love with the shape of the Alfetta GTV and, despite the strange interior, Steve decided that this was the car for him.

Dreaming aside, he finally learnt the arts of skid control and how to successfully cross flooded creeks, but that only occurred when he was driving in a SWB Landcruiser during his summer vacation employment as a geologist trainee at Mt Isa.



After graduation, Steve headed to Western Australia and bought his first car. Here head overruled the heart. The result was that a 323 Mazda hatchback overtrumped an Alfa Sud or a Peugeot 504. It took Steve another 6 years before the heart managed to gain control in matters automotive.

About that time, Steve also discovered a correlation between Alfas and geologists when he noted that the car park at the site office contained a couple of 105 GTVs and a Berlina. He worked with one of the GTV owners for a while and remembers the arrival of a magazine in the geologists' camp which included a test that compared the newly released GTV6 with the Porsche 944. A great deal of bargaining ensued to secure first read of that article. At this point, the desire to own an Alfetta GTV was quickly upgraded to Steve's need to own a GTV6.

After 4 years in WA, Steve was moved to Adelaide, and a short period working at Cobar in central NSW. His Mazda was then equipped with a set of Cibe Oscars and a nudge bar. On his weekends off, he did some quick 960km long night drives to and from Adelaide. These trips mostly passed without incident, except for occasional encounters South Australian police who had acquired the bad habit of occasionally setting up speed traps at midnight between Broken Hill and Burra.



Finally, in 1988, the heart decided that it was time to pension the Mazda off and join the ranks of the Alfesti. A great deal of looking around then ensued.

Adelaide 1988 - Alfa the First.

At last, a 4-year-old Alfetta GCL was purchased. Even then, the head had made a last-minute lunge for the finish line and it managed to convince the heart that a GTV6 was neither an affordable or sensible proposition!

After the Mazda, here was torque and acceleration in abundance in the GCL, with an engine which eagerly sought the redline with its lovely howl. However, the very short honeymoon was finished only 2 hours after purchase when the GCL's first speeding ticket was collected!

Things soon settled down thereafter and Steve learnt how to better control his right foot and how to appreciate and live with the idiosyncrasies of his Alfetta. As a touring car, it excelled with several very quick trips made between Adelaide and the family home in Rockhampton (i.e., 2,500km each way). After his experiences with the Mazda and some Landcruisers, where 110+ kph cruising speeds, 35+°C temperatures outside and any air-conditioning on inside led to engine overheating, a car which could cruise at 120-140 kph in similar conditions and yet keep its cool was quite a revelation. Not so good though was the GCL's small fuel tank which meant refilling was needed every 300km or so.

Around this time a certain girl noticed the "nice red car" with 2 men in it (Steve and his brother), plus a kayak on the roof, all on the way to the same canoeing weekend. At the time, the Alfetta was much admired, however 9 years on, including 5 of marriage, Steve's then wife, Linda, swore that she only noticed the kayak!! However, ultimately, it wasn't to last and, in 2006, they parted ways.

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Steve was transferred to PNG in 1992, which triggered the sale of his Alfetta GCL. The funds received for that car were then set aside for the GTV6 of his dreams when he returned to Australia.

His marriage in 1993, with Linda joining him in PNG, resulted in a Mitsubishi Colt of unknown vintage being bought for transport. This time, the head had ruled supreme, with reliability and spares availability being the paramount considerations for their personal safety.

Eventually, in 1994, Steve returned to Australia and to Cobar, NSW, where it was quickly noted that the only 2 Alfas in that town (a gold Alfetta and 105 GTV 2000) were both owned by other geologists.

Steve's search for a good GTV6 then commenced. Several trips were made in Linda's Laser (which also received the nudge bar & Cibe Oscar treatment) heading to Adelaide and Sydney to view likely candidates. Eventually, a month before their son Andrew's birth - and coincident with a move to Orange and buying their first home - Brian Foley in Sydney phoned with the news that he had a red GTV6 Grand Prix which he thought might meet Steve's requirements.

Yet another quick trip to Sydney occurred and, after a lot of agonizing over the negatives of the GP's body kit aesthetics and its 45 profile 16 inch Simmons wheels, versus the positives of a standard unleaded petrol

engine and a perfect service history, a deal was done. The car joined the family just in time for Andrew's birth a week later.



Very soon, original 15-inch alloy wheels were fitted. After the Alfetta, the improved fuel economy of the GTV6 and its 68 litre fuel tank, made touring a breeze with up to 600km travelled before the need to refuel.

GTV6 in 1996 and baby Andrew

A change of job in late 1996 resulted in a move back to WA. Soon after, contact was made with the WA Alfa club. After living in Orange, where it was difficult to get to any NSW Alfa Club activities, it was good to be able to attend meetings and weekend events, although the conspiracy of a semi fly-in/fly-out work roster, plus buying a house, not to mention the arrival of daughter Emma, did put a limit on opportunities for participation at the time.



The GTV6, was renamed "The Big Red Car" by Andrew and was firmly set to stay in the family. With the growth in

family size, the Laser needed replacement. The short list of cars then included a Subaru RX Liberty wagon and a Land Rover Discovery, but no Alfa family car as the 156 wagon was still to be released.



Steve had almost committed to buying the newly released Land Rover Discovery 2 when he was retrenched and then became a house husband for 6 months. After regaining employment, a Spanish Nissan Terrano 2 diesel wagon was acquired. It was soon called the "Coke Can" after its red and silver colour and it performed admirably. After sticking an Alfa badge onto its front grill, they were able to bluff their way into a club show and shine display one year, confusing a lot of people in the process.



"Coke Can" & GTV6, ca. 2000

Jumping forward to 2005 and following the separation, Steve needed something more practical to cart his children, cargo and canines around in. While a Land

Rover Discovery or an Alfa 156 wagon was firmly out of the price range at that time, Steve found that old Range Rovers were very cheap (unlike today's situation) and so a 1994 soft dash classic Range Rover joined the GTV6.

"Ricky" the Range Rover, as named by daughter Emma, was very luxurious. However, its V8 engine did have a terrible thirst for hydrocarbons and never dropped below 20 litres/100km around town. After 7 years of ownership, this Range Rover had an unfortunate electrical fire and was written off. The search began again for yet another family carrier.

After a few months, Steve found a late model Discovery 2 diesel which, to this day, is still his daily driver. It was amazing to see the progress Land Rover had made since his classic Range Rover. The Discovery was quieter and more refined on the highway, but also more capable off-road. Although less powerful than the Range Rover, it could pull a caravan more easily. Steve's wallet also appreciated the halved fuel consumption.



Around this time, Andrew and later Emma reached the point of learning to drive. Both parents agreed that the children would need to have a manual license, but, of course, teaching them to drive in the GTV6 was not an option, so 'trainer cars' were bought for both.

Andrew received a lovely 1992 Corolla SX Twin Cam. Its 4aGE engine with a 7800rpm redline was so addictive and it

became Andrew's car once he earned his license. Sadly, it incurred sufficient damage during Andrew's P plate period that he moved it on, replacing it with a Subaru, otherwise, Steve would have bought the Corolla back from him. But the seed of auto enthusiasm had been sown and Andrew now owns an MX5 for fun and a Sirion GTI for daily use.

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A 2002 Pulsar was sourced for Emma. It did survive the P plate era in slightly better shape (unlike a few curbs and fence posts it encountered.) She has only recently sold it to buy an ASX. Happily, both children still only own manual cars.



GTV6 2021 - 25 years later & a grown-up Andrew

Once the Pulsar went to Emma, Steve began to itch for another classic. At the time, a friend gave him a classic car magazine for Christmas. In it, there was an article comparing the series 3 Jaguar V12 with the equivalent Mercedes of the era. Another seed was sown and it began the hunt for a Jaguar V12 saloon. This took a couple of years, initially looking at series 3 saloons before reaching the conclusion that the cramped driver's foot well,

umbrella hand brake and 3-speed auto really weren't acceptable. Steve then took a second look at the late model XJ40 V12. He liked what he saw to the point that, after another 6 months, he purchased "Lady Penelope" in Melbourne. She then made her regal journey to Perth.

The GTV6 meanwhile has stayed in the family. It now leads a gentler life on the WA concessional vehicle register. Beside keeping on top of regular maintenance and the odd paint touch-up, the GTV6 hasn't been restored. It now has a patina befitting a 35-year-old car. Steve's son Andrew continues to consider it to be his inheritance.

Meanwhile, as for the future, Steve wonders what might grace his garage next But unless he receives some crazy money offer the GTV6, he insists that this car will be the very last to go. ♦



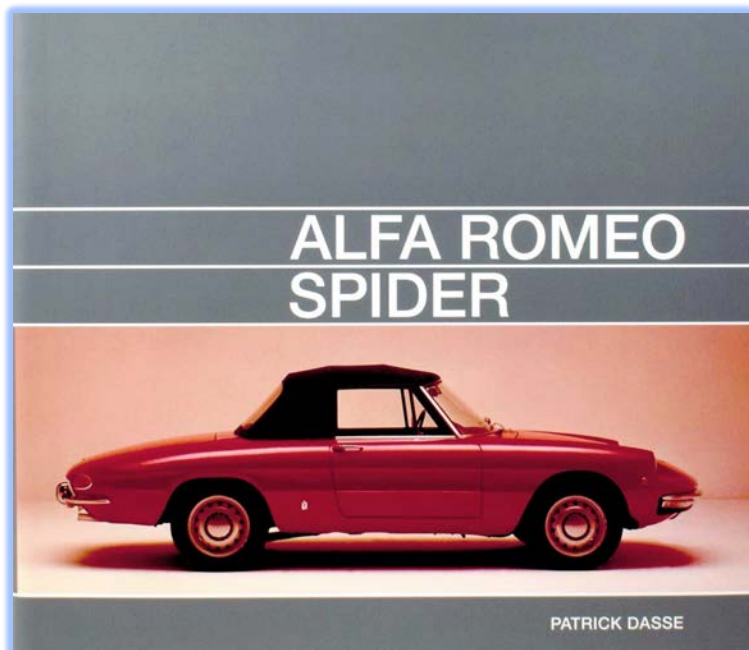
Father and Son Cars. "Lady Penelope", Andrew's MX-5 and the GTV6



BOOK ON 105 SERIES ALFA ROMEO SPIDER IS REVIEWED

Edited from a book review by Pete Vack appearing in www.velocetoday.com, on 25 May 2021.

Thanks are due to Pete Vack and www.VeloceToday.com for permission to publish this edited article.



"Alfa Romeo Spider"

Author: Patrick Dasse.

312 pages, 226 black and white photographs & 30 colour photographs. Size: 26 x 23 cm. Weight: 1.6 kg. Language: English/German. ISBN 978-3-87166-126-6. Free shipping within Germany. 79 Euros. [Order here](#)

It is now summer in the northern hemisphere, temperatures are up and hood-tops are down – but, in addition, Patrick Dasse's latest book on the 105 series Alfa Romeo has arrived. If you own a 105 Alfa Spider, AKA, a Duetto, 1600, 1300, 1750 or 2000, but only if it was built between 1966 and 1975, then this book is essential reading.

In Dasse's book on the Alfa 105 series Spider, he follows the now familiar format of a brief discussion of the book's intent and organization, then quickly proceeds to a wonderful cornucopia of factory photos of each model; all taken at the point of introduction. Dasse's goal is to provide as much contemporary information regarding each model type as is possible to assist in the chosen car's proper restoration and identification.

Dasse provides documentation covering the following models, all of which were produced by Alfa Romeo between 1966 and 1977:

- Tipo 105.03 Spider 1600
- Tipo 105.57 1750 Spider Veloce
- Tipo 105.91 Spider 1300 Junior
- Tipo 105.62 1750 Spider Veloce (U.S.A.)
- Tipo 105.24 2000 Spider Veloce
- Tipo 115.02 2000 Spider Veloce (U.S.A.)
- Tipo 115.07 Spider 1600 Junior

While the 105 series Alfas have been collectable for years, at the same time, these cars were prone to being changed, restored, or modified in various strange ways (particularly in the USA, some might politely say).

Dasse's book on the Spiders soon reminded reviewer, Pete Vack, of his experience in making some non-standard modifications to a lowly 1970 vintage, 1300cc round-tail Spider. When that car was originally purchased second-hand by Vack in 1974, it had a blown head gasket and so it only cost him US\$1,500. However, the 1300cc junior was still totally stock otherwise. A few years down the road,



Vack had repainted it (and had the rusted panels repaired). He then added vent windows from a 1600. But why? To save production costs, the 1300 was not built with opening vent windows. Their presence was a very nice touch, but it was only found on the 1600cc- and other larger-engined spiders.

While Vack was at it, he added 'plexiglas' headlight covers, but these were never available on the 1300, nor on any other USA-bound Alfa Spider. Then, the front bumper/grilles were replaced. These came from the 1600 and were also nicer than those less expensive 1300 items. He found a perfect Pininfarina hardtop for it too. The two-spoke 1300 steering wheel was replaced with a nice Nardi wheel, while the steel wheels with the small hubcaps were shed in favour of five-spoke Cromadora alloy wheels.

Before too long, it became very hard to determine if the Vack spider was actually a 1300 or a 1600 – that is, unless it was driven. At that point, the lower performing 1300cc engine was a giveaway. If that car was to be put on the market today, Patrick Dasse's book certainly would provide great help to the new owner to enable him to figure out what was incorrect on that car (or, perhaps, what was correct!) But, next finding correct 1300 parts as replacements might become a challenge!



It follows that Alfa Spiders of all types, after their long and perhaps rough life, may have been changed, repaired, restored and/or modified over the years. Which cars did not have a brake booster? Which cars had one? Which cars had two? What was the correct cam cover for a Tipo 115 car? When did the transition from Webers to Spica F.I. occur and on what models? What did the car's original tool kit look like? What exactly was each of the numerous, annoying additions necessary for the USA DOT/EPA specification cars?

Prototype undergoing wind testing at the Balocco test track in 1965

which, as pointed out above, focusses exclusively on several model variants of the Tipo 105 series Spiders produced between 1966 and 1977.



The book contains solely contemporary photographs. A few are republished with this book review for the first time, documenting different variants of the Spider.

Is this a 1300 square tail? By 1972, a 1300 Alfa could also be had with the 1600 engine.

In www.velocetoday.com, Pete Vack has also reviewed other Patrick Dasse books on 105 series Alfas, including.

[Review of Book 1: Berlina](#)

[Review of Book 2: RHD Alfas](#)

[Review of Book 3: Junior Zagato Alfas](#)





AN ALFA ROMEO GIULIETTA SPRINT UNLIKE ANY OTHER

Edited from an article by Mick Walsh. It first appeared in www.classicandsportscar.com on 24 March 2020. Images are by James Mann.



Most major classic car restoration projects are a challenge, but when the car you are working on is the oldest-surviving example - with hundreds of handmade, pre-production differences - this task may become much more involved - as the Alfa enthusiast Paul Gregory discovered.

When a prototype [Giulietta Sprint](#) was launched to the public in April 1954 at that year's Turin show, Alfa had no

idea of the demand that this brilliant little 1290cc, 65bhp GT was going to achieve. However, the company found out quickly enough when, after a few days, orders for these new Giuliettas had to be suspended.

To cope with overwhelming sales, the car was rushed into pre-production late in 1954 with an initial series of hand-built cars, co-produced by Alfa, with Bertone (bodywork) and Ghia (interior and electrics). Later on, further builds focused around Bertone, with work subcontracted to a myriad array of artisan specialists, all located near to Turin, before a new production facility was finally completed at Grugliasco.

How many of these so-called 'transition' Giuliettas were actually built has remained a mystery, with various estimates ranging from as low as 200 to as many as 1,000.

Chassis 24, which is the turquoise beauty featured here, is believed to be the oldest survivor. It has body number 16 stamped and etched all over its inner skin.

On initial inspection, it might look like a standard early Sprint, but then details such as the lower roof, curved rear wheel-arch and lack of badging offer clues to a fascinating history that includes an order from a young Swedish racer called Jo Bonnier. The 25-year-old came from a wealthy publishing family and, after studying at Oxford for a year, had decided to pursue a motor-racing career as well as dealing in sports cars in Sweden.



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Jo already had links with Alfa, having ice-raced and rallied various 1900s including a Disco Volante. He later drove a Giulietta Sprint Alleggerita in the 1956 Mille Miglia, which was in the same year that he entered Formula One.

From its completion date of 5 January 1955, the early history of 00024 remains a mystery. After the order was confirmed, Jo Bonnier waited until May before his mechanic KG 'Kage' Kanrell drove this dazzling new Giulietta back from Italy to Sweden on Milanese licence plates.

The compact *Blu Chiarissimo* coupé was probably the first in Sweden. No doubt it created a stir around Stockholm before Bonnier sold it to Ivan Blom, a wealthy company director, who was also well known in Swedish racing circles. "We think it was used by Bonnier for demonstrations, but we found no evidence of competition," Paul Gregory had concluded.



Frustratingly, Stockholm registration records were destroyed in 1955. However, with the help of local *Alfisti*, Paul Gregory was able to piece together its ownership history. In 1963, 00024 was acquired by Bo Dahlström, a Stockholm-based local who lived life to the full. Dahlström took the Alfa on various dates, but over the winter he rolled it while on snow-covered roads. While the Giulietta wasn't badly damaged, it required body repairs, including being resprayed in a different blue and being retrimmed.

Over the years, the car was upgraded to later specifications including the engine, while a floor-mounted five-speed gearbox replaced the original column change, before the car was finally taken off the road in the 1980s.

As with so many restoration projects, this Giulietta Sprint found its saviour in Alfa expert, Gregory, but that was almost by accident. Paul Gregory is a respected engineer and has been an Alfa addict since 1971, first starting with a '64 Giulia Sprint GT.

He was looking for something more practical for his commute and spotted it in *Exchange & Mart*. Later, he rebuilt the engine in his kitchen. Like all Alfas, it was mechanically wonderful, but the body had started crumbling away.

Gregory says: "My friend, Nick Savage, introduced me to earlier Giuliettas. I've been hooked ever since. For me it's a nicer car than a 105 series. With just enough grip to be involving but not at stupid speeds; it's the perfect package. Great engine, good brakes, superb steering and beautiful aesthetics. From just 1290cc, it can pull over 100mph and it cruises quite happily at 80mph."

In 2006, Paul Gregory was contacted by Axel Lind from Gothenburg, Sweden who phoned to say that he had a very early Sprint and he needed it valued. Gregory's estimate, for insurance purposes, was generous. Twelve months later Lind made contact again to report that he was thinking of selling the car.

The idea of owning this early car greatly appealed and immediately Gregory set about a trip to Sweden to investigate.



Gregory found that the car's condition was just as described. Someone had started the restoration in the 1970s, but they hadn't spoilt the car. Gregory says that he had no idea that he was about to become a self-confessed expert on these early cars, but that this process of learning has been great fun."



The car's handmade early construction became very clear as soon as the bodywork paint was removed; the standard of workmanship was high and very labour-intensive. The body was made of fabricated panels, which had been skilfully formed and welded together. Once stripped, all the body pieces and fillets of beaten and shaped metal became clear. For reference, all the sections were marked out for photographs that have recorded the reconstruction.

Gregory's contact, John Holden, took on the task of the bodywork. It turned out that the biggest challenge was to convince perfectionist Holden not to make improvements to the original workmanship. The body was sandblasted because they didn't want to dip it. However, with none of the structural members of the later production Sprints, it was a little floppy. From the start, they decided to return it as closely as possible to the original specification, just as it had left Carrozzeria Bertone. Ultimately that task became both fascinating and frustrating in equal measure.

As the rebuild continued, the nature of the car's construction was further revealed, with surprising bodes in previously unseen places, such as at the front bumper brackets and floor. From the fabricated chassis legs and front frame to the flat sheet for the rear bulkhead, the secrets of a hand-crafted inner structure were revealed.

There was little stiffening and even the tops of the shock-absorber columns just used folded metal for reinforcement. The inside of the boot was really patchwork, and the simple door construction was made of folded box-sections. The prop shaft cover had been crudely hammered down just to make the seats fit properly. When the door trims were remade, it was discovered that the door lengths differed by 10mm on each side. It did badly pain John Holden to leave such bodging in place in the interests of preservation.

Once the body was repaired, the paintwork of the shell needed to be redone. Although the car had been resprayed blue, and later red, there was evidence of a bold original *Blu Chiarissimo* (clear blue) inside the glovebox. The original code, AR310 was tracked down. It is a pretty lively blue with a hint of green. Although Gregory was apprehensive about the tone at first, after it was sprayed using authentic Lechler cellulose and fitted out with the grey trim, he gradually grew to love it.

The interior's unique details provided more challenges. Although the door panels had been changed, the original seat frames and covers were discovered underneath their later retrim.

"The style of this Giulietta was unique to the first 100 cars," notes Gregory. "We had the original fabric remade. None of the original carpets were left so these were also remade using early photographs. The headlining and sun-visors were trimmed with grey cloth."



With a distinctive early-style, the body-coloured painted dashboard and a lower-hinged glovebox, the finished painted result looks very stylish. Gregory says that it is easy to imagine the reaction that there must have been at the Alfa stand when the prototype Sprint was first unveiled at the 1954 Turin show.

The restorers discovered that the windscreen on these early Giuliettass is a different size due to the lower roof profile and a higher bottom edge, so the replacement had to be specially formed by Pilkingtons. However, the green-tinted rear screen just required a polish, although all the sides were too scratched, and needed to be recut. As a final touch, the 'Vitrex' logo was etched onto the replacement windows.



Yet another challenge was the engine: the original had long since been replaced. Again, the casting of the early 750 series engines is different, with narrow vertical strengthening ribs, unique front cover stud spacing, and a contrasting backplate.

“As with many of the Giulietta’s revisions, changes were made following customer problems. Thankfully, I eventually found an early block in Italy,” remarks Gregory.

Paul Gregory’s pursuit of authenticity continued throughout the mechanical specification. A Solex 32PAIAT twin-choke carb was sourced, but the early manifold was rebuilt from scratch using factory drawings and photographs. He says, “We knew it would hamper performance, but it had to look correct. To complete the engine bay, I really wanted an early coal-scuttle-style air cleaner rather than the later canister type.” Again, Paul Gregory’s Swedish friends came to the rescue, rebuilding the engine while he set about the challenging task of finding further parts.

The first Giulietta Sprints had a cable-pull starter mounted under the dash, so Gregory had to fit this early design. Setting up the starter pinion slide to engage the flywheel proved difficult.

Another mystery feature of the early Giuliettass was the use of Lucas electrics including dynamo, distributor, coil and starter.

“It’s amazing that Alfa didn’t use an Italian supplier such as Magneti Marelli, but maybe timing was the problem,” notes Gregory. “Early engine photos show a coil mounted on the front of the head, but during testing, the factory quickly found that heat and vibrations caused problems. This was soon replaced by the fuel pump high at the front of the engine. We retained this, but to make it more driveable, we fitted a modern pump at the back to avoid problems with vaporisation and modern fuels.”

For the wheels, the Fergat Torino original specification was restored. These featured rolled rims, which were used until 1955 but were later changed by Alfa Romeo due to inherent corrosion problems. A successful search for a set of early hubcaps with 72mm badges was another final detail to complete the project. Cosmetic touches included making a toolkit bag in the original-style canvas and then tracking down a set of factory tools at considerable cost. “I’ve bought cars for less,” Gregory joked.

He continues: “A Giulietta Register member kindly found me an original *provvisorio* instruction manual, while Claus Menzel helped source a correct original jack.” The final touch was a set of period-style Italian plates sourced via an American specialist based in Florida.

Further fettling occurred until the historic day when, for the first time in four decades, 00024 was finally driven.

“After some fine-tuning, it ran well. With the small-bore exhaust system, it produced a lovely note. There was discussion about upgrading the suspension, but I love the soft ride quality. The column change was a little rubbery too, but with additional miles it is getting better,” he says.



Gregory's determination to keep the car authentic proved very challenging: "A frustrating vibration was traced to the prop shaft fork support. The centring design was made of aluminium, which was later superseded by a stronger steel version. Again, it would have been easy just to modify it but, amazingly, we sourced an original replacement."

Now, the restored car is still running in, with a current rev limit of 3500rpm, so its performance has yet to be fully tested. "It's frustrating because this is the point at which the engine comes on cam," Gregory says. "The early cars were considerably lighter than the production versions. At some stage the car was fitted with a 10/41 back axle which might prove a little sluggish with just 65bhp, so I have a replacement 9/41 on the shelf, just in case."

Since completion, 00024 has been proudly exhibited and much admired, including at the Concours of Elegance at Hampton Court Palace, but Gregory is not really a concours man; he always prefers to use his cars. "The predicament is that it's too important a car to use as a daily driver. It really should be displayed at Arese at the Alfa Museum, but I hate the idea of it being locked up," he says.

So far it appears that 00024 is the earliest survivor of the first batch of Sprints. "Ten cars were completed before mine", says Gregory, "and nothing about any of them has popped up yet. But you never know; there could still be one out there that is stashed away in an Italian barn."

Collector Corrado Lopresto has chassis 002, but this is little more than a chassis plate because the car was re-shelled in 1958 by the factory and rebuilt to Veloce specification.

Gregory and his team of specialists all feel very proud of their achievement. Their decade-long project now is the perfect tribute to the original design team, the engineers and artisans who had created a car that changed the course of Alfa Romeo's history.

Clearly, the early handmade features of chassis 00024 tell a vivid story. Paul Gregory's inspiring passion for Giuliettas shows through in his dedication to fully preserve them. ♦



A L A M B O R G H I N I A V E N T A D O R I S W R E C K E D B Y A G I U L I E T T A

Article based on a report from the London Daily Mail of 6th July 2021

A Lamborghini Aventador was completely wiped out after being hit by an Alfa Romeo Giulietta on the outskirts of Grimsby in Northern England with the road then closed by police. The Alfa Romeo driver was found to have been drink driving and was five times over the legal drink-drive limit.

This 2016 vintage Lamborghini, currently worth between £250,000 and £300,000 second hand, was left torn-up and lying across the road after the accident, close by to dark skid marks and churned up verges. Meanwhile, the Giulietta was found several hundred metres away, at the side of the road.



Lamborghini Aventadors remain today in the UK. This car, capable of 217mph and can reach 0-60mph in 2.9 seconds.

Last year the same Lamborghini model hit headlines around the world when two identical yellow Aventadors actually managed to collide at a roundabout in Singapore.



The police patrol noted that the Lamborghini was completely wiped out by the suspected drink driver, but luckily, nobody sustained any serious injury.

The report also noted that fewer than 600



WILL ALFA REVIVE THE GTV AS AN EV IN ITS RANGE RENEWAL?

Will an electric coupé top the potential line-up of three SUVs, a saloon, a supermini and a Spider?

Adapted from an article written by Greg Kable, first published in www.autocar.co.uk.

Apparently again viewed as a technological flagship for the future line-up at Alfa Romeo, the modern-day GTV is again one of the proposed new models under consideration by the Italian brand's new CEO, Jean-Philippe Imparato, as he leads Alfa towards embracing electrification and other new technologies. "There's no announcement at this stage, but [in] the GTV I'm very interested," Imparato has said. It appears that proposals for the revival of the GTV may extend from a retro-inspired two-door coupé to a contemporary four-door coupé, with both electrified combustion engine and pure-electric drivetrains being possible.



There is no clear indication yet as to the direction it will take, but some planning documents referenced by Alfa Romeo insiders suggest that it could be targeted at [the Tesla Model 3](#) and at some new [BMW i4 electric saloons](#). In the past, the GTV tag has been used for various Alfa Romeo coupés; most recently for the two-door 2+2 that was sold between 1995 and 2005.

Under an earlier strategy, the Alfa GTV name was intended to be revived in a two-door version of the Giulia. Although this new model was developed to production maturity, its introduction was cancelled last year during the Stellantis merger.

Imparato has shown past form in his use of retro designs to promote electric technology. During his time at Peugeot, he approved a much-admired e-Legend concept as an electric coupé with muscle car styling, but inspired by the Peugeot 504 Coupé. Eventually, Peugeot decided against its production.



It seems that Imparato thinks Alfa's more upmarket position might offer better justification for a premium-priced electric coupé.

Imparato is preparing Alfa Romeo for a ground up renewal of the marque's line-up by the middle of this decade, with Alfa's future models all set to be based around new common platforms and electrified drivetrains from Stellantis. This revamp is designed to achieve greater economies of scale and profitability.

The Alfa president says that he believes Alfa "has the potential to be the global premium brand of Stellantis". However, Alfa Romeo's sales had been on a dramatic decline with its existing two models, the Giulia and Stelvio, already in the latter half of their planned seven-year cycles. Imparato is looking to a newly developed range of hybrid and pure-electric models that can drive growth. In that line-up

there will also be successors to both the current Giulia and the Stelvio.



By 2025, it is anticipated that just one Alfa Romeo model, the upcoming Tonale compact SUV, will be using an FCA-developed platform. The rest will be based around one of three passenger car platforms made available to Alfa Romeo by Stellantis; giving the Italian brand access to pure-electric drivetrains in all but one of its planned future models.

Alfa Romeo is building on existing design as it seeks to produce future models with the characteristic Italian stylistic flair and driving dynamics that Imparato says he considers central to Alfa's brand identity.

Recently, Alejandro Mesonero-Romanos arrived at Stellantis to head Alfa Romeo design. Mesonero-Romanos was formerly head of design at Dacia, VW's Romanian brand. However, the Spaniard is best known for work he produced at another VW brand, Seat, where he was responsible for the latest 'Leon', as well as for the 'Arona', 'Ateca' and 'Tarraco' SUVs.

Alfa Romeo continues to operate in close company with Maserati under Stellantis ownership. It is said that these two Italian premium brands will pool more areas of their engineering and development activities as well as some sales and service operations in moves aimed at improving their exposure in Alfa's key expansion markets of USA and China.

Imparato's arrival at Alfa Romeo occurred too late to significantly influence its next model, the Tonale, which had been conceived and largely developed under some of his predecessors. However, he has taken measures to ensure that this Alfa rival to the Audi Q2 and BMW X1 lives up to expectations. The Tonale has been delayed until mid 2022 while engineers continue to work on improving the performance of its plug-in hybrid version. The mid-sized Tonale SUV will indirectly replace the Giulietta, which recently ended a decade-long production run.

The first Alfa Romeo model to really benefit from Imparato's leadership will be a third SUV, known internally as the Brennero. It is set to arrive in 2023. The Brennero will be produced alongside successor models to the Fiat 500X and Jeep Renegade in Poland and will form the future entry-level access point to the Alfa Romeo line-up.



The Brennero is to be based on as the Stellantis STLA small platform that is expected to eventually underpin a wide range of models, including the Citroën C4 and Peugeot 2008. The Brennero will be offered in both combustion-engined and pure-electric forms. It is expected to be Alfa Romeo's first electric production model. With a 134bhp electric motor driving its front wheels, in combination with a 45kWh (net) battery, it should deliver a claimed range of around 300 kms.

One more key element of the new plans at Alfa Romeo is the adoption of the STLA Large platform. This Stellantis platform is intended for use in future combustion-engined Alfa Romeo models. It is seen as a replacement for the Giorgio platform which underpins today's Giulia and Stelvio.

Unlike the Giorgio, STLA Large was developed to support electrification too. This should allow Alfa Romeo to offer mild-hybrid and plug-in hybrid variants of its future models without undertaking an expensive redevelopment of the Giorgio platform; something seen as vital to growing sales and moving to profitability within the increasingly tight emission regulations.

The version of the STLA Large platform to be adopted by Alfa Romeo is planned to feature unique chassis components. Apparently, engineering is already underway to adapt various systems used by the Giorgio platform, including its steering and suspension, into the new structure. Apparently, this will also be used by Maserati in its next-generation Ghibli saloon and Levante SUV.

The head of Alfa Romeo products, Daniel Guzzafame, recently said: "We want to keep the good things from the Giorgio platform. There are opportunities that we are studying now." However, it is yet to be confirmed when the Giulia and Stelvio will formally adopt the STLA Large platform.

In a similar manner to the next Giulia and Stelvio, a newly developed GTV is expected that will be sold in mild-hybrid and plug-in hybrid forms, as well as with the option of a pure-electric variant.

In a recent media presentation, Stellantis suggested that the STLA Large platform will support pure-electric drive with ranges of up to 750 kms. Apparently, the platform's pure-electric drivetrain is already well under way in a program with electric motor specialist, Nidec, and battery cell and battery production company, Saft.



Imparato also revealed his personal liking for the Alfa Spider; suggesting that it could be brought back to the company's line-up.

"I love the Spider", but allow me to bring Alfa Romeo to a certain level of economic performance, and then we speak," Imparato commented on recent reports about reviving Alfa's legendary two-seater convertible. ♦



RECENT OVERSEAS ALFA SALES

From the August 2021 on-line editions of Sports Car Market (SCM)

RM BONHAMS MONTECARLO, MCO



#109-1964 ALFA ROMEO GIULIA 1600 Spider Veloce. S/N AR1390059. Red/black vinyl/black leather. 1,570-cc I4, 2x2-bbl, 5-speed. Tidy and well-kept older restoration. Some fettling since and still quite low mileage. Nardi steering wheel. Monaco registered. Cond: 2-

NOT SOLD AT US\$94,115. Previously sold at Bonhams' Goodwood Revival meeting in September 2017 (despite being recorded as not sold) with a high bid of \$92,497 (SCM# 6853403). Some €48,471 (\$58k) spent since on refurbishment. Now unsold at \$94k against a €90k–€120k (\$110k–\$150k) estimate.



#125-1965 ALFA ROMEO GIULIA GTA 1600 Competition coupe. S/N AR613552. Eng. # AR00502A18975. White/black velour. Odometer: 48,436 miles. 1,570-cc I4, 2x2-bbl, 5-speed. Road car converted to race spec in 2002, but original parts retained including complete interior. Repainted in original white from previous red in 2012. New motor fitted in 2016, original engine block (holed and repaired) and gearbox included. Sparco race seats fitted (still in date) but originals are also included. Cond: 3+

SOLD AT US\$312,208. Delivered new to Switzerland. Did the Tour Auto 2013 and 2015, but the motor was new afterwards, so it might not be too shagged out. In which case, this is a sum-of-its-parts valuation, though it will need new FIA papers in order to race again. Spare motor (bearing the same number as the other two) was the next lot up, with a set of wheels and tires, selling for €16k (US\$19k) against an €18–€28k estimate. ♦

TOP LOT AT GOODWOOD SALE

To be auctioned, a 1972 Alfa Romeo Tipo 33 TT3 3-litre Racing Sports Prototype (est: £1.8-2.2m)



Given the Goodwood Festival of Speed sale is this July, it is very appropriate that this ex-Autodelta works-entered 24 Hours of Le Mans racer is the headline lot.

This is the car in which Andrea de Adamich and Nino Vaccarella secured a 4th-place finish at the French endurance epic in 1972. Running number 18, the duo qualified seventh. They achieved their impressive 4th place result after 307 laps, despite losing an hour in the pits while they fixed the car's clutch. ♦



Owners' Club of Australia (W.A Division) Inc.

ABN 75 478 073 135

P.O. Box 8231, Perth BC, WA, 6849

www.alfaclubwa.com.au

5th July 2021.

Mr. Giles Wilson, President, Fiat Lancia Club of WA,
Mr. Steve Boyle, Vice President, Fiat Lancia Club of WA,
Mr. Dan Zorde, Secretary, Fiat Lancia Club of WA.

Dear Giles, Steve and Dan,

The Alfa Romeo Club of WA has noted that you are about to celebrate the 40th Anniversary of Western Australia's Fiat Lancia Club. From the members of AROCA WA, please accept our congratulations on this achievement.

AROCA WA also anticipates that the WA FLC will continue its successful development into the future.

We are looking forward to continuing interactions between our two clubs at annual events such as the Italian Car Day and the annual Pasta Run, but, perhaps also via a few smaller future collaborations that could just involve many Fiats, Lancias and Alfas.

We hope that your 40th Anniversary Dinner at the Chef and Co. restaurant in Bedford on Saturday, 14th August is a great celebratory event. Additionally, AROCA WA members are looking forward to viewing the special display of Fiats and Lancias that will be held at Classic Cars and Coffee on Sunday, 22nd August.

Please pass on AROCA WA's expression of congratulations on the achievement of your 40th Anniversary to all WA FLC members.

Yours sincerely,

A handwritten signature in cursive script that reads "G. R. Smith".

Greg Smith
Secretary AROCA WA.

www.alfaclubwa.com.au



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
<i>Auto-Italia Canberra, Exhibition Park, ACT.</i>	<i>Sunday 18th April 2021</i>	<i>Book tickets directly through Auto-Italia</i>	<i>Check with Canberra chapter of AROCA NSW for more information.</i>
<i>Kalbarri & Shark Bay Run – extended weekend away.</i>	<i>29th April until 3rd May, 2021</i>	<i>Eddie Bernardi</i>	POSTPONED DUE TO CYCLONE SEROJA
<i>May Pub Club Night</i>	<i>Tuesday 5th May</i>	<i>John Reed, Greg Smith</i>	<i>EVENT HELD</i>
<i>British car day raid to GinGin</i>	<i>Sunday 16th May 2021</i>	<i>John Reed, Ivan Olsen</i>	<i>EVENT HELD</i>
<i>New Members BBQ & Motor Museum Tour</i>	<i>Sunday 30th May 2021</i>	<i>Ivan Olsen</i>	<i>Mount Henry Tavern Como – start time is 7PM.</i>
<i>Albany motor sport long weekend</i>	<i>5th & 6th June 2021</i>	<i>Andrew Murray</i>	<i>Meet at Stirling Square Guildford at 09:00.</i>
Club mtg / Zoom Presentation	Saturday 25th July at 4PM	Andrew Murray, Greg Smith	<i>BBQ/tour to Wightman Park Motor Museum including new members' Alfa display. Meet at Kings Park at 10:00.</i>
<i>From London, Andrew Stevens talks about Europe and Alfas.</i>			<i>Sunday night dinner in Albany for event attendees.</i>
Alfa Romeo's 111th birthday dinner. Papagallo resto. Leederville	NOW Friday 30th July. 6:30 for 7PM	Andrew Murray, Greg Smith	Includes a members meeting with drinks and snacks at Papagallo restaurant in Leederville.
August Club night	Tuesday 3rd August at 7PM	Greg Smith	Book via Trybooking: https://www.trybooking.com/BTANQ
<i>Captain Stirling Hotel, Stirling Hwy, Nedlands</i>			Now rescheduled. If you booked, see you on Friday 30th July. If you can't make it - contact Greg Smith.
Wildflower run & woodfired pizza	Sunday 8th August	Eddie Bernardi	Informal dinner and pub social gathering
AROCA WA AGM	Tuesday 7th Sept. 2021	Andrew Murray	See announcement below. Book via Trybooking at https://www.trybooking.com/BSXET
Club run to Annual 'fly-in'	Sunday 17th October 2021	TBD	AGM at WA Light car club, Bayswater – food & refreshments provided.
<i>Serpentine Airfield</i>			We meet at a Perth location (TBD) to drive to Serpentine for the annual fly-in of the Sport Aircraft Builders Club.
Rotary Italian Car Day, Mulberry Estate	Sunday 7th Nov. 2021	Andrew Murray	Date is scheduled, other details to come
Annual Pasta Run	Sunday 5th December	TBD	Lunch at Pasta in the Valley. Ferrari club is this year's Pasta Run organizer.
Annual Christmas lunch	Date TBD	TBD	Date and details to come
50th AROCA WA Anniversary Dinner TO BE ANNOUNCED	Mid-Feb. 2022	Andrew Murray	Venue TBD

ALFA OCCIDENTALE

Issue 51, August 2021



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



STARTS FROM: Boatshed café, South Perth.
See: <https://goo.gl/maps/KVSxLuP4Atx>
Every 3rd Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park near the Boatshed café and the water ramp in the foreshore park. These informal trips depart soon after 10:00am.
A run can commence once participants decide to depart from this starting point. Either individuals or groups can do so as soon as they like after 10:00.

Photo by Remi Dargegnan

This informal monthly event continues as per normal during 2021.

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.





OTHER MONTHLY EVENTS

Classic Cars & Coffee Next meeting: Sunday 25th July 2021!

CLASSIC
**CARS &
COFFEE**



9.30-11.30am
Sunday, July 25

Note Winter start time

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

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	08:00am	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 to be notified..



ZOOM SEMINAR FROM LONDON WITH ANDREW STEVENS

SUNDAY 25th JULY 2021

4:00PM UNTIL 6:00 PM

AT THE WA LIGHT CAR CLUB, MOOJEBING STREET, BAYSWATER



We will meet at the WA Light Car Club in Bayswater for an informal Zoom seminar with AROCA WA life member, Andrew Stevens, who now lives in London, UK.

Andrew intends to provide an entertaining Zoom presentation about his many Alfa-related experiences at great events and famous places across Europe.

After the seminar, members will have an opportunity to catch up with Andrew during informal Zoom discussion.



The club will be providing complementary wine, beer, nibbles and pizza for club member attendees. To enable us to accurately cater for the event, please complete the attached TryBooking request (*Note this link is only to determine the number attending; there is no charge*).

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



At this point, we are not certain whether non-attending members will be able to join this zoom meeting remotely. We will let you know once we determine whether the limited bandwidth for internet connection available at Moojebing Street is adequate to permit numerous separate links into our 25th July Zoom meeting.

Above: Andrew's wonderful 105 series Alfa 1750 (which he took with him to the UK from WA) is seen near a mothballed Concorde, racing at Goodwood, and ascending a mountain road in the Alps.



THE 111TH BIRTHDAY DINNER OF ALFA ROMEO



The rescheduled 111th birthday dinner for Alfa Romeo will be held on Friday 30th July 2021 at the Pappagallo Restaurant in its private function room.

Papagallo is at 250 Oxford Street, Leederville. Dinner is at 19:00, pre-dinner drinks at 18:30.

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

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

While the birthday dinner was fully booked ahead of the original date, the club understands that some members might not be able to attend on this new date. Please advise the club secretary by email at secretaryarocawa1@gmail.com

Also, other members who originally couldn't attend on the 3rd July date, but might be available to attend on July 30, should also connect with the club secretary. There is the possibility that a few tickets held by booked members now unable to attend on 30 July could become available for re-sale.



SUNDAY RUN & PIZZA LUNCH

Sunday 8th August, 2021.



Pizza Lunch at the "**Red Shed Pizzeria**" (formerly known as new Gargagno's), located at **1769 Neaves Road, Bullsbrook, WA, 6084.**

The WA Alfa Club's meeting point on **Sunday 8th August** is **Mia Cucina Restaurant in the North Car Park at Hillary's Boat Harbour**. We will meet at **10:30AM for coffee** before driving eastwards via Old Yanchep Road to Bullsbrook. John Reed has prepared a country route getting us to Red Shed Pizzeria in good time for the lunch around 12:30PM.

On arrival at **Red Shed** we will enjoy a Pizza lunch (plus appetizer and dessert). The cost per head is **\$25.00**.

Book here using TryBooking: <https://www.trybooking.com/BSXET>

This lunch price includes a starter of Garlic Bread and Italian Meat Balls served at the tables. Pizza will then be served, with various varieties emerging from the wood-fired oven on an ongoing basis (including vegetarian options). Patrons should grab a plate and then select pizza slices of their choice. When you decide you want more, then, no problem, as it is a pizza buffet. A dessert of Affogato will follow (i.e., ice cream with coffee & liqueur). You may choose to have both coffee & liqueur in your affogato icecream, or perhaps only one option, or the ice-cream alone.

There will be about seven types of pizza to choose from.

You can bring your own wine, beer, bubbles, etc., as BYO out to Red Shed. Any other drinks, including soft drinks, mineral water, juices and coffee, are available on a "pay-as-you-go basis".

Numbers are limited at the Red Shed Pizzeria. Do book early!



AUGUST ALFA CLUB NIGHT

TUESDAY 3rd AUGUST 2021

CAPTAIN STIRLING HOTEL

80 Stirling Highway Nedlands

Meeting starts at 7:00 PM



Meet at Captain Stirling Hotel, 80 Stirling Highway, Nedlands for an informal club night dinner and social meeting on Tuesday 3rd August.

There is ample parking alongside the hotel, especially early in the week.

The club looks forward to seeing you there!

ANNUAL FLY-IN

At Serpentine Airfield

SUNDAY 17TH OCTOBER 2021



We will meet in the city (details TBD) to drive down on a club run to the Serpentine Airfield where we can view the annual fly-in of the WA Sport Aircraft Builders Club.

A huge range of interesting and unusual (often home-built) aircraft will arrive, plus exhibits of historical aviation items, classic cars, etc.

A food stall is available, but perhaps you might consider bringing a picnic. Although there isn't a formal flying display scheduled, in the past, many pilots have sought to impress attendees with impromptu flying displays.

The fly-in and display at Serpentine Airfield begins at 10:00 and runs until 16:00. Some attendees at last year's event reported that it was a great day full of amateur aviation bravado and excitement.



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.



TREASURER'S REPORT JULY 2021



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

Treasurer's Report as at 15th July 2021

Opening Balance b/f 17/06/2021 \$7,091.48

INCOME

Memberships

21/06/2021	C.Troth		\$80.00	
	V.Ozich		\$80.00	
	A.Wilks		\$80.00	
	A.Lucas		\$80.00	
	N.Whitehorn		\$80.00	
	R.Ammann		\$80.00	
	A.Percudani		\$80.00	
22/06/2021	M.Trowell		\$80.00	
23/06/2021	P.Pagano		\$80.00	
24/06/2021	G.Zanello		\$80.00	
	G.Fuller		\$80.00	
	W.Milner		\$80.00	
	S.Bartolo		\$80.00	
25/06/2021	D.Lopresti		\$80.00	
28/06/2021	R.Marchetti		\$80.00	
	R.LeTessier		\$80.00	
	J.Rowe		\$80.00	
29/06/2021	S.Riccelli		\$80.00	
30/06/2021	D.Stevens		\$80.00	
	J.Court		\$80.00	
5/07/2021	S.Constable		\$80.00	
	P.Blyth		\$80.00	
	L.Benino		\$80.00	
	K.McIntyre		\$80.00	
	R.Domansky		\$80.00	
	A.Cheah		\$80.00	
	L.Hannemann		\$80.00	
6/07/2021	B.Tech		\$80.00	\$2,240.00
22/06/2021	Tryboking	Annual Dinner		\$3,070.00
30/06/2021	J.Foster	Sundry Advertising		\$30.00
Total Income				\$5,262.25

PAYMENTS

21/06/2021	Trybooking	Fees Annual Din		77.75
28/06/2021	A.Murray	Reimb New Member's Day exp		\$331.25
	I.Olsen	Reimb New Member's Day exp		\$608.41
TOTAL PAYMENTS				\$939.66

Net Movement

\$4,322.59

Closing Cash Book Balance \$11,414.07

Closing Balance Westpac 15/07/2021 \$11,414.07

Reconciliation Variance \$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 17/06/2021	\$14,180.48
Interest Received 30/06/2021	\$0.11
Closing Balance c/f 15/07/2021	\$14,180.59

TOTAL FUNDS AVAILABLE \$25,594.66

EDDIE BERNARDI
TREASURER
15th July 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.

FIRST NAME(S): _____

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Issue 51, August 2021



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 # <i>(if applicable)</i>
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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.

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

Profile	Issue	Page	Comment
Glen Phillips	5	22	<i>Glen is AROCA WA life member #2. A club hero of the WA Alfa & 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>

ALFA OCCIDENTALE

Issue 51, August 2021



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 Sugden	51	12	<i>Club committee member and Alfa representative to the CMC, Steve Sugden loves his long-owned Alfetta GTV 6</i>
Someone you know ?			<i>Alfa Occidentale is keen to interview more Club members to further extend this series of profiles.</i>

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Who in the club knows the model name of this superb Alfa and its vintage?