

# ALFA OCCIDENTALE

Issue 53, September 2021



This is the **53<sup>rd</sup> 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 activities.



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## NEW FY 21/22 AROCA WA COMMITTEE

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## AROCA WA PROGRAM SEP / OCT 21

- The latest version of the 2021 calendar for the Club is provided in this edition.
- On Tuesday, 7<sup>th</sup> September, the WA Alfa Club's Annual General Meeting for the 2021/22 Financial year was held at the Light Car Club of WA in Moojebing Street, Bayswater. The election of the current financial year's committee occurred during the meeting. The newly elected committee for the current financial year is as shown above on the previous page.
- Below is listed a significant number of upcoming events and meetings that you should note in your calendar. Details of these meetings are also outlined in brochures and announcements that appear later in this edition of the magazine.
  - On Sunday 19<sup>th</sup> September 2021, there will be a "Celebration of Motor Sport" display organized by Targa West. It will be held at Langley Park from 10:00 until 15:00. You can register to display your car at the event by emailing [rita@targawest.com.au](mailto:rita@targawest.com.au).
  - On Sunday 3<sup>rd</sup> October 2021, Como Rotary will be running its annual Classic Car Show at Wesley College in South Perth. Do register to display your Alfa at [www.comorotary.com](http://www.comorotary.com). Also let Greg Smith know that you are planning on attending.
  - On Sunday 17<sup>th</sup> October 2021, our club run will travel down to the Annual "fly-in" at Serpentine Airfield. We will meet at a Perth location near the city (to be announced) and then drive down as a group to the Sport Aircraft Builders Club's annual event. Bring your own picnic. Otherwise, you can buy your lunch at the airfield (but note that food options there may be limited).
  - On Tuesday 4<sup>th</sup> November 2021, an Italian Car Display will be held at Trinity College. This short lunchtime display of Alfas, Fiats, etc will run from 12:45 until 13:30 at Trinity College. It is held each year in support of Italian language classes at the school.
  - The Northbridge Rotary Club's annual Italian Car Day, "Bella Italia" will be held again at the Mulberry Estate in the Swan Valley on Sunday 14<sup>th</sup> November 2021. Do bring your Alfa along to this event for a great turnout of AROCA WA members' cars.
  - The Annual Pasta Run is scheduled for Sunday 5<sup>th</sup> December with the pasta lunch to be held in the Swan Valley. The Ferrari club of WA is this year's Pasta Run organizer. Details will be announced soon.
  - Given the revised early December date of this year's Pasta Run, AROCA WA will postpone its usual December Sunday club run and Christmas lunch out to the new year. Details will be provided soon.
  - The 50<sup>th</sup> anniversary dinner of AROCA WA will be held in mid-February 2012 at a new location for the club. This gala Jubilee event is a unique occasion, occurring only once in 50 years and should not be missed by anyone in the WA Alfa club. ♦





## AUGUST RUN TO BULLSBROOK





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Photos courtesy Eddie Bernardi. ♦

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## NEWSLETTER FROM THE UK

By Andrew Stevens

*Andrew writes to us from London about his recent UK Alfa and other Classic Car Adventures.*

After my recent Zoom seminar meeting with members of AROC WA, it got me thinking that I've not been a very good supporter or contributor to the WA Alfa Club in recent times. I really should be making more of an effort! AROCA WA has given me so much in terms of friendship, support, adventures, fun and fellowship since I first joined back in early 1985. I do want to keep up that connection as best I can, despite being 9,000 miles away - or 14,500 km as you probably prefer.

Hopefully I can keep up an occasional column in Alfa Occidentale, along with some photos - if the Editor accepts my contributions. I would like to keep you updated about what Alfa life is like in the UK.

As the UK slowly comes out of lockdown - and despite a large number of cases still happening - events have been coming thick and fast as organisers try to catch up and fit in events while there is still some sort of summer here.

Last weekend, as I was thinking about writing this - for example - we went to the British Museum to see an special exhibition on the Friday (booked a day off), headed to Silverstone for the Silverstone Classic historic race meeting and also fitted in a trip to Goodwood on Sunday morning for the Classic Car Breakfast Club event. In the end, I had to go to work again on Monday to relax a bit!

This weekend, we have an option of a celebration of the 95<sup>th</sup> Anniversary of the British GP at Brooklands, a Vintage Sports Car Club hill-climb at Prescott, a Classic Car Club meet at a pub in Surrey and the Ferrari Owners Club Concours in Northampton. And that's just the events that I know about.



There are plenty of other smaller/localised gatherings all over the country.

The Events schedule will continue to be like this until about the end of September - or early October - when it will quieten down, moving to indoor shows. In the meantime, we've got to fit in gardening, DIY chores and all the usual everyday domestic stuff too.

*Giulietta Sprint race car at the Silverstone Classic*

To wind back a little, as discussed in my interview in Alfa Occidentale Issue #50, I work at Maranello Classic Parts ([www.ferrariparts.co.uk](http://www.ferrariparts.co.uk)) which is a division of Maranello Ferrari (maybe better known historically as Maranello Concessionaires when they were responsible for the importation and distribution of all RHD Ferraris worldwide, including Australia). We are part of the Sytner Group in the UK, the biggest prestige car dealer group here, but, ultimately, we are owned by the USA's Penske Corporation, which you may have heard of! Roger Penske is a famous name in motorsport worldwide, even in V8 Supercar racing in Australia.

I work in the Purchasing and Technical Section of Classic Parts, mainly involved with placing orders with the Ferrari and Maserati Factories for parts they have available, plus sourcing parts from suppliers





or manufacturers around the world for the older models of Ferrari. I also spend a lot of time working on our database which contains over 400,000 part numbers, trying to fix errors, translate from Italian and generally tidy things up. It is the perfect job for an OCD nerd, one might say.



*In the engine bay of the TZ2 racer at the Goodwood Festival of Speed*

As a general motoring guide/comparison for you, as my GTV now is over 40 years old, it has free road tax as an Historic Vehicle (e.g. the registration is free - you just have to renew it each year).

Also, as an Historic Vehicle, it no longer is required to have an annual roadworthiness check (MOT test), although I have chosen to keep doing that as I feel it's important to have someone independent look over the car and check underneath etc as, to be honest, we would hardly ever do that ourselves (and few people have the right facilities at home to check under the cars). But problems do have a habit of building up, especially in the UK's damp climate. Annual cost of this check-up ranges from £40-50 depending upon where you go.

*1981 Alfa 179C F1 car at the Goodwood Festival of Speed (sorry about the legs!)*



One of the other aspects of UK motoring is that there is no stamp duty when you buy or sell a car privately. President Andrew Murray would be pleased about that! There is VAT tax to add in when buying parts and cars from a Dealer though, and the rate is 20% compared to the 10% GST in Australia, but that is not charged on private car sales. There is also the general issue of things like parts and tyres being cheaper overall because of less shipping costs and greater volume, etc.

*Ex Rob Walker/Stirling Moss Goodwood TT Winning Ferrari 250 SWB 'SEFAC Hot Rod' at the London Concours - next to a Giulietta SZ.*



Now, to the less-fun-filled aspects... To buy premium unleaded, ranging from 97 to 99 Octane starts at about £1.35 per litre and I

have paid up to £1.51 per litre.

The tip is to try and avoid buying fuel at any Motorway service centres! They are also in the process of introducing 10% Ethanol level fuels in the UK - which will be the 95 Octane 'standard' fuels - so not





a big issue for me, but it will mean that people who own Classic cars will need to buy the more expensive Premium fuel to avoid any problems due to the potential for the higher levels of Ethanol to damage the fuel systems in old cars.

Insurance is hard to equate between the UK and Australia as everyone's circumstances are different, but overall to run a Classic Car in the UK doing (on average) about 3,000 miles per year is not an expensive proposition. It previously used to be exempt from the Congestion Charge in Central London, but the rules changed on that a couple of years ago and the Congestion Charge zone now operates 7 days a week from 7am to 10pm and it costs £15.00 a day. This change has rather hammered the option of weekend car events in London unfortunately.

Event spectator entry fees can be high - especially for high profile events like the Silverstone Classic or Goodwood events and some of the other more exclusive events about the place, but often you get to see special/rare/unusual cars in special locations.

It often surprises us that you can attend an event in Germany (say) like the Oldtimer Grand Prix at Nurburgring where the admission cost may only be a third of what it costs to attend Goodwood Revival, but I guess you have certain other costs associated with attending events overseas – if or when we are allowed to do that again!

To balance that, there are a lot of low key 'local style' events held around the country which are free or which may just require a nominal donation of some sort. You could attend an event somewhere in the UK on almost every day of the summer season between May and October!

If you have any queries about life in the UK - motoring or otherwise - feed them back via Greg Smith or other members of the Committee. I'll cover them as best I can for you in some future UK Newsletters.

Cheers, Andrew Stevens.



## STELLANTIS NEW BATTERY PLANT

### ***New Italian-based factory to boost electrification push***

*Partly based on [www.europe.autonews.com](http://www.europe.autonews.com) (Source: Reuters, 8<sup>th</sup> July 2021)*

### ***But, what is the future for those who prefer an internal-combustion powered Alfa?***

MILAN, 8 July 2021: Stellantis has reached an agreement to establish a new battery plant in Italy.

In a very heavily marketing-oriented press release, the company announced that the plant will be built at its engine facility in Termoli, Italy, joining previously announced factories in Germany and France. The automaker also said that it will put another plant in the United States.

Stellantis is aiming to secure more than 130 gigawatt hours (GWh) of battery capacity by 2025 and more than 260 GWh by 2030. It has signed MOUs with two lithium geothermal brine process partners in North America and Europe to ensure sufficient supplies of lithium, one of the critical raw materials for batteries. The company is targeting 40% lower battery pack costs by 2024 with an additional 20% or more by 2030. It plans to use two battery chemistries by 2024; one a high energy-density option and the other a nickel cobalt-free alternative. By 2026, it intends to introduce solid-state batteries.



"We have agreed with the Italian government to establish a giga-factory (battery plant) in Termoli, Italy," CEO Carlos Tavares said during the group's EV Day 2021 strategy event early in July.

Since forming in January, after merging Fiat Chrysler Automobiles and PSA, the group has put in place battery plant projects in France and Germany. On 8<sup>th</sup> July, Stellantis said it plans to invest more than 30 billion euros through 2025 on electrification of its entire vehicle line-up.

Elsewhere, in a Stellantis press release circulated on the same day, the company stated that it:

- Plans to invest more than €30 billion through 2025 in electrification and software, while continuing to be the automotive efficiency frontrunner, with investment efficiency 30% better than the industry average;
- Is targeting over 70% sales in Europe and over 40% in USA to be low emission vehicles (LEV) by 2030;
- Has all 14 brands committed to offering best-in-class fully electrified solutions;
- Will deliver BEVs that meet demands of customers, with ranges of 500-800 km and class-leading fast charging capability of 32 km per minute;
- Now has four flexible BEV-by-design platforms, a scalable family of three electric drive modules and standardized battery packs to cover all brands and segments;
- Is designing platforms for long life via software and hardware upgrades;
- Has a Global EV battery sourcing strategy of over 260GWh by 2030, supported by five "giga-factories" between Europe and North America;
- Has plans that include dual battery chemistries: a high energy-density option and a nickel cobalt-free alternative by 2024;
- Will introduce solid state battery technology in 2026.

According to Stellantis, its comprehensive electrification strategy is designed to deliver exciting, class-leading vehicles for the Company's iconic brands, while leveraging in-house expertise, partnerships and joint ventures that deliver advanced technology at affordable prices. It will allow the Company to target mid-term sustainable, double-digit Adjusted Operating Income margins.

"The customer is always at the heart of Stellantis and our commitment with this €30 billion plus investment plan is to offer iconic vehicles that have the performance, capability, style, comfort and electric range that fit seamlessly into their daily lives," said Carlos Tavares, Chief Executive Officer, Stellantis. "The strategy we have laid out focuses the right amount of investment on the right technology to reach the market at the right time, ensuring that Stellantis powers the freedom of movement in the most efficient, affordable and sustainable way."



Stellantis intends to become the market leader in low emission vehicles (LEV). Through 2030, its LEV mix for passenger cars in Europe is targeted to steadily grow to over 70% – i.e., 10% more than the current industry assumptions for overall market mix.

In USA, Stellantis' LEV mix for passenger cars and light-duty trucks is expected to be more than 40% by 2030.





The Stellantis electrification roadmap encompasses the entire value chain. The Company's EV battery sourcing strategy will secure more than 130 gigawatt hours (GWh) of capacity by 2025 and more than 260 GWh by 2030. The EV battery and component needs will be met with a total of five "giga-factories" in Europe and North America, completed with additional supply contracts and partnerships to support total demand.

The Company intends to maximize the full value of the battery life cycle through repair, remanufacturing, second-life use and recycling, as well as ensure a sustainable system that prioritizes customer needs and environmental concerns.

Stellantis also announced that electrification will not be a "one size fits all" plan as each of the Company's 14 iconic brands is committed to offering best-in-class fully electrified solutions and doing so in a way that enhances the DNA of each brand. Electrification-oriented bylines for all 14 brands were also announced. Examples include:

Abarth	"Heating Up People, But Not the Planet"
Alfa Romeo	"From 2024, Alfa Romeo Becomes Alfa e-Romeo"
Fiat	"It's Only Green When It's Green for All"
Lancia	"The Most Elegant Way to Protect the Planet"
Maserati	"The Best in Performance Luxury, Electrified"

It is generally accepted that driving range and rapid recharges are key to widespread consumer acceptance of BEVs. Stellantis's BEVs will deliver ranges between 500-800 km and with class-leading fast charging capability of 32 km per minute. Solutions for private, business and fleet customers should simplify ownership including by providing day-to-day smart charging using green energy sources, tapping into existing partnerships to expand charging options and in the acceleration of smart grid use.

MOUs were signed between Stellantis and Free2Move eSolutions as well as with Engie EPS. These MOUs have the intention of reproducing Free2Move eSolutions' business model in the North American market.

Battery packs will be tailored for a variety of vehicles – from smaller city cars to energy-dense packs for performance vehicles and trucks. The use of two different battery chemistries is planned by 2024 to support various customer needs: a high energy-density option and a nickel cobalt-free alternative. By 2026, the first competitive solid state battery technology should be introduced.

"Our electrification journey is quite possibly the most important brick to lay as we start to reveal the future of Stellantis just six months after its birth, and now the entire company is in full execution mode to exceed every customer's expectations and accelerate our role in redefining the way the world moves," said Carlos Tavares.

Tavares continued: "We have the scale, the skills, the spirit and the sustainability to achieve double-digit Adjusted Operating Income margins, leading the industry with benchmark efficiencies and delivering electrified vehicles that ignite passion." ♦



## STELLANTIS TO CLOSE A JOINT VENTURE FACTORY IN CHINA

Edited from an article in CarScoops.com by Brad Anderson posted on 8<sup>th</sup> September 2021.

Stellantis will close one of the factories that it operates in China alongside joint-venture partner GAC. The car manufacturer is restructuring operations in the country due to low sales. It managed to sell just 12,288 vehicles in China during the first seven months of 2021, all of which were Jeeps. This is despite the two factories it operates having the ability to produce 328,000 vehicles annually.

In a statement to *Reuters*, GAC said it will transfer its current production from its Guangzhou site to its Changsha factory in a move to "increase [the] utilization rate of plants and lower cost." This Changsha site has the capacity to make 164,000 vehicles a year.

Stellantis CEO Carlos Tavares says the company is studying a new strategy for the Chinese market. This will see the carmaker launch its Opel brand in the local market where it plans to offer a number of fully electric vehicles. Tavares indicated that this new strategy will be in place by the end of 2021.

In addition to the venture with GAC, Stellantis runs a joint venture with Dongfeng Motor Group. This venture has previously closed two plants to tackle overcapacity although between January and July, it sold 47,788 vehicles.

Stellantis is not the only car manufacturer forced to make changes in the Chinese market. Mazda recently ended its joint venture with FAW while Hyundai and its joint venture partner BAIC recently sold a factory to electric vehicle start-up Li Auto. ♦

## ALFA'S BIALBERO ENGINE

Edited from an article published in [www.AutoEvolution.com](http://www.AutoEvolution.com) on 22 July 2021, written by Vlad Radu.

*In the 1950s, most Italian manufacturers were busy developing large engines, but Alfa Romeo moved in the opposite direction and created the Twin Spark inline-four. This small unit powered some of the most iconic road and track-oriented new Alfas for over forty years, earning its place among the greatest four-cylinders ever built.*

Even though it was not the first or the last twin cam engine ever produced by Alfa Romeo, no other has reached the legendary status of the unit affectionately known as Bialbero (i.e., twin-shaft). The first work on this engine, as part of the Giulietta project, started in 1951. It was overseen by legendary designer Orazio Satta who gave Giuseppe Busso the task of developing it. After three years of development, both car and its new engine were introduced at the 1954 Turin Motor Show.

### The Early Versions

Although it was a small four-cylinder engine, the Bialbero was extremely advanced for its era. It featured an aluminum alloy block with cast iron "wet" cylinder liners, together with five main bearings that supported the forged steel crankshaft. The crossflow design cylinder head was also made from lightweight aluminium. It housed hemispherical combustion chambers along with two overhead camshafts driven by a double row timing chain that operated two valves per cylinder directly through bucket-type tappets.





Although the engine was a small four-cylinder block, the Bialbero was extremely advanced for the era. The hemispherical combustion chambers, along with two overhead camshafts, were driven by a double row timing chain that operated two valves per cylinder directly through bucket-type tappets. While this engine was conceived with high-performance and racing applications in mind right from the start, not even Busso himself could envision how it will evolve over the next four decades.

On the Giulietta, bore and stroke measured 74.0 mm (2.91 in) and 75.0 mm (2.95 in). It displaced 1.3 liters (1,290 cc) and could produce from 52 to around 100 hp, depending on the model. At the bottom of the range was the Berlina which was fed by a single Solex carburettor while the rabid Sprint Speciale and Sprint Zagato editions which joined the line-up in 1960 came with the most powerful versions of this first iteration of the Twin Cam.



## Increased Displacement and the Debut of the Twin Spark

With more than 131,000 Giulietta units sold between 1954 and 1965, Alfa Romeo now had the funds and customer base bigger, better, and faster road cars so next in line was the Type 105 Giulia.

When it was launched in 1962, the new model used a completely redesigned unit of the Bialbero. Engine displacement was increased to 1.6 litres (1,567 cc), with the

diameter of the valve stems increased by 1mm to 9 mm, the bore spacing was different, with the timing chain longer and the crank revised.

Throughout the 1960s and 1970s, both this new 1.6-litre engine with a single carb configuration and the old 1.3-litre version were used on the Giulia entry and mid-range models. Output stood between 77 and 94 hp. A more powerful double-carburettor variant of the bigger displacement engine was available on the higher-spec Super sedans as well as the GT coupes and convertibles. Here, power ranged from 97 to 108 hp.



In 1965, Alfa Romeo also introduced the Giulia GTA, which was a lighter and faster homologation model that was designed specifically for touring car racing in Europe.

It also received the redesigned engine, but this was equipped with larger 45 mm carbs and a new head with two spark plugs per cylinder. In the Stradale (street) version, it achieved 113 hp, whereas in the race-spec Corsa, power rose to no less than 170 hp.

The Giulia proved to be very successful both on track and in the dealerships, but because of its small size, it wasn't taken very seriously in other markets except in Europe.

To address this issue, Alfa Romeo released a larger 1750 Berlina in 1968. This luxurious sedan was powered by a new iteration of the Twin Cam which now displaced 1.8 litres (1,779 cc) and produced close to 120 hp. Additional changes included a new cylinder head, offset big-end conrods bearings and the addition of sodium-filled exhaust valves.



Three years later, the displacement further enlarged to 2.0 litres (1,962 cc). Output rose to 130 hp and the larger engine was used to power models such as the 2000 Berlina and the 2000 GTV. It was also carried over to the 1972 Alfetta and also to the Tipo 116 Giulietta that was produced from 1977 to 1985.

## The Forced Induction Era

In 1979, a GTV Turbodelta homologation model was released. This was the first mass-produced Alfa Romeo

to use a turbocharged engine, i.e., the 2.0-litre Bialbero. It was aided by a turbocharger which blew air through a pair of Dell'Orto pressurized carbs that achieve its 150 hp.

Another turbocharged version was launched in 1984 with another homologation special, the Giulietta Turbodelta. This engine featured several modifications including a more efficient Alfa-Avio turbo that offered an additional increase in power up to 170 hp.

In 1986, forced induction was introduced to a revised 1.8-litre iteration of the Twin Cam. It was used on the Alfa Romeo 75 1.8 L Turbo, Evoluzione (with a slightly reduced displacement), and on the Quadrifoglio Verde models. Once equipped with electronic fuel injection and a Garrett intercooled turbocharger, the engine generated 165 hp in the road-legal cars and around 300 hp on Group A race machines.

The Twin Cam is considered the first mass-production automobile engine to employ a form of variable valve timing (VVT). This technology was first made available on the US-specification 1980 Spider, but





then carried over to the Euro Alfetta 2.0 Quadrifoglio Oro. The electro-mechanical system employed a variator to adjust the timing of the intake valves on the 2.0-litre engine. By 1989, this technology had also made its way to the 1.6 and 1.8 litre versions.

The last naturally-aspirated single-spark Twin Cam was fitted to a 1993 fourth-generation Spider, whereas the Bialbero-based Twin-Spark was produced until 1997 and used in the Alfa Romeo 155 (until 1995) and on the 164 models. Alfa continued to use Twin Spark technology on future units that utilized similar features but were based on Fiat's "Pratola Serra" engine series.

The Bialbero engine series was in service for more than four decades. This Twin Cam is regarded as one of the best four-cylinder engine designs of all time. It is one of the most iconic powerplants to ever come out of Italy. ♦

## T Z - I N G L Y Y O U R S

*Edited from an article by BS Levey appearing in [www.velocetoday.com](http://www.velocetoday.com) on 16<sup>th</sup> February, 2021.*

Burt Levey says: "The very first time I saw a picture of a Giulia TZ 'Tubolare Zagato', I fell in love. I was already weak-kneed for Alfas (although, I was not yet an Alfa owner), but I loved how they looked and sounded as they rasped and gargled by."



Burt Levey had been hanging on every word of all the glowing magazine reports that inevitably referred to a TZ1 as a 'little jewel'. Indeed, the TZs were little jewels, complete with sexy and unique Italian styling, advanced technical specifications (all-alloy twin-cam motors, hot cams and twin Weber

carburettors), as well as supple, well-dampened coil-spring suspension, excellent brakes and lovely road handling. Although some grudgingly called them "poor man's Ferraris", even so, Levey says, they were beyond his means.

*Driving the TZ1. Photo by Art Eastman, courtesy Burt Levey*

During the immediate post WW2 era, Alfa had endured an enormous transformation in order to survive. While Alfa Romeos had always been performance-oriented, brilliantly engineered and wonderfully crafted, until the 1940s they were solely marketed to well-born, fortunate, successful individuals - they were not so much built for the middle class.

However, as the world changed after WW2, Italian industry began crawling out from under the rubble and dealing with the lingering stigma of fascism. Alfa's pre-war supply of sporty, upper-bracket clients had dwindled and so the company headed down-market towards the rump of the bell-shaped curve of Italy's population in order to pursue greater sales volume and increased production.



*The Alfa factory entrance at Portello, ca. 1960, welcomed a larger audience for its products.*

Throughout the turmoil, Alfa's historic passion and engineering brilliance remained. In 1954, the introduction of the 1,290cc Giulietta models arguably offered more style, sex appeal, sophistication and performance-per-cc than anything else on offer. While a 1,290cc engine wasn't a lot to play with in a

competitive world where 3.0- and 4.1-litre Ferraris, 3.4-litre Jaguars and the Mercedes' 300SL were now available, the special, lightweight, alloy-bodied Giulietta "Sprint Zagato" (SZ) models were nearly unbeatable in the 1,300 GT class.

Although there was no "factory team" as such, SZs found many enthusiastic privateer owners, all eager to buy and run them. Although the SZs were occasionally bested (particularly at Le Mans) by Colin Chapman's lithe and lightweight Lotus Elites, wherever ruggedness and stamina were required as well as speed and handling, the SZs held sway. They won while looking and sounding wonderful doing it!

In 1962, Alfa introduced an upgraded, 1,567cc Giulia model in sedan, GT coupe and Spider configurations, but also deciding that a lightweight, limited-edition, racing model should be part of the mix too.



*Assembly line 1962. The Giulietta made Alfa a serious auto maker.*

Again, Alfa turned to racing-specialist Carrozzeria Zagato to design some slippery new light-alloy bodywork, but, this time, there was more magic lying underneath

the flyweight aluminium skin. Now, a light, low-slung, state-of-the-art tubular space frame, a first for Alfa, held the engine, canted over to one side for a lower hood line. In another first, a fully independent suspension appeared at both ends, with dual A-arm at the front and a coil spring/strut-type rear. The disc front brakes, a petite, slippery body, an extreme Kamm-tail rear and a weight of only 660 kgs, made the Tubolare Zagato (or TZ) both an endearing and formidable package.

That new Giulia TZ from Alfa soon changed the competitive landscape. While Porsche had thoroughly dominated 1600cc GT racing with its various 356 models, and with a new 6-cylinder 911 still to debut, there was certainly an opportunity for Alfa's new TZ.





In the TZ's first competitive appearance at a minor F.I.S.A. race at Monza in November 1963, four TZs entered and steamrolled the 1.6-litre class to finish in the 2nd-through-5<sup>th</sup> positions. The 4 TZs were beaten only by a pure-racing Ferrari 196SP sports prototype.

However, the serious business of winning races truly began at the international level in the 12 Hours of Sebring in March 1964. A total of 66 cars started in this race, but only 30 classified as finishers. The TZ of Chuck Stoddard and Jim Kaser (entered by Italian privateer team Scuderia Sant Ambroeus) won the 1600cc GT class. The TZ came home in an impressive 13th overall position, finishing five full laps ahead of a GT Corvette that won the over-5.0-litre class.

More major-event successes followed, including an astounding first and second in class, 3rd and 4th overall (coming in ahead of the 3.0-liter class winning Ferrari GTO and the over-3.0-liter class-winning Shelby Cobra!) at the 1964 Targa Florio. Next the TZ was first and second in class, 13th and 14th overall at the tortuous Nurburgring's Thousand Ks. Then it came in first and second in class at Mugello, 1st in class/13th overall at Le Mans and appeared in another class win a week later at Watkins Glen.

Alfa built only 112 Tubolares (a dozen of which were the faster, dry-sumped/twin-plug, fiberglass-bodied—but not nearly so lovely—"TZ2" versions). These TZs continued to compete and win hearts and races for half a decade or more. However, as always happens to racing cars sooner or later, changes in the rules and classes, the evolution of tire and chassis technology, improvements in aerodynamics and the appearance of newer machinery, gradually eased the TZs gracefully towards the sidelines. But only after they had enjoyed one hell of a run!

You can still see TZs on the track in Europe and the USA from time to time.



*Alfa Romeo Giulia TZ chassis number 105.11.AR75003 is in a prominent European collection. It is resplendent in its originally specified white with black racing stripes. (Photo: Jonathan Sharp).*

You can still see TZs on the track in Europe and the USA from time to time.

Burt Levey says that, for his part, he didn't believe that he would ever get a chance to actually drive a TZ. While he had seen a few TZs at early Vintage events (before the value of TZs began to skyrocket), he remembers budding

US driver and enthusiast, Ernie Prisbe, bringing a beautiful, deep red example to the short-lived but vividly remembered Bahamas Vintage Grand Prix.

Being fellow Alfisti, Prisbe and Levy soon found each other in the paddock. A closer inspection of Prisbe's TZ only increased Levy's affection and admiration for Alfa's stunning Tubolare. It was amazingly taut, compact and elegant, thought Levy. The genuine speed and track capability that came with all that style was so impressive. While the TZ's face might look like Audrey Hepburn is pursing to plant a kiss, the rest is all Olympic gymnast; lean, strong, spirited, supple and lovely, with incredible moves and unbelievable balance.



But Levey notes that he was still worshipping from afar, still with no idea what a TZ might feel like from the inside. All he knew was that he dearly wanted to find out.

*Lawrence Auriana's TZ at the 2019 Goodwood Revival, driven by Joe Colasacco. (Photo by Jonathan Sharp).*

Burt Levy's great friend, Tom Mittler, a vintage racer, had an unbelievably eclectic car collection, including a Giulia TZ1, and Tom liked to use all of his cars the way their designers and builders had

intended; out on a racetrack! On occasion, Tom was also kind and generous enough to let Levy tag along and try a few of these cars himself.

While in Florida enjoying some balmy winter weather, Levey finally found the opportunity to drive a Tubolare and quickly discovered that the car did not disappoint.

That session stands out in his memory as one of the most exciting and enjoyable that Levy ever had the pleasure of experiencing. The TZ's vibrating howl, the splutter and gurgle of the exhaust note as it revved through the gears, then again as it downshifted for the corners - this is a car enthusiast's symphony. Then there is the willingness of the driveline, the intuitive feel of the controls and supple, balanced handling, all of which blends to mate an amusement-park-like level of fun with impeccable poise and grace.



## DROP-TOP DUEL: ALFA 105 VERSUS FIAT 124 SPIDERS

*Edited from an article written by Malcolm Thorne for Classic & Sports Car  
published on 16 July 2020. Images by Tony Baker.*

The year of 1966 was an exciting one for those devotees of high-performance Italian machinery.

Lamborghini grabbed the headlines in 1966 with its ground-breaking breath-takingly beautiful Miura, but its masterpiece was far from being the only Latin supermodel to have broken cover that year. Pininfarina's radical Ferrari 365 Tre Posti made its debut in Paris in the autumn, rubbing shoulders with Maserati's new Mexico, while the Trident showed off its exciting new Ghibli at the Turin show in November.

While that is quite a selection, it was the stuff of dreams that only the wealthiest of buyers could afford.

The real heroes of 1966 came from humbler stock. With a production total of 320,000 units over a combined 46 years, between them, Alfa's 105 Series Spider and its counterpart from Turin, the Fiat 124 Spider, epitomised the classic Latin sports car.





Both models have feisty twin-cam four-pot engines, five-speed transmissions, fine handling and top-drawer styling from the biggest name in the business, Pininfarina. These two endearing convertible sports cars represent to the Italian motor industry what the MGB and Triumph TR did for the British, but without any antiquated ironmongery.

The Fiat and Alfa spiders both also enjoyed remarkably long careers which took them from modern, forward-thinking designs on to achieving the status of national treasures.



*The front is little changed from the S1*

That achievement now means that there is no shortage of cars still out there today, should you be tempted by a bit of Italian chic.

Although based on the Alfa Romeo 105 series Giulia, first introduced in 1962, it wasn't

until the Geneva Salon of March 1966 that the new 105 series Spider model finally replaced the outgoing Giulia Spider.



*Alfa's twin-cam (left) is a gem; while there is a superb, free-revving twin-cam 'four' in the Fiat*

It was viewed as a radical departure from its predecessor's styling, with a silhouette that was a productionised version of a theme first begun with Pininfarina's Superflow concept car. The Superflow was first seen in 1956 and, by 1959, that car had acquired an open two-seater body



which effectively previewed many of the lines of the later 105 Spider; from the heavily sculpted flanks to its long, tapering tail.

This was a rich period for Alfa show cars. The Giulietta SS Pininfarina Spider unveiled at Geneva in 1961 gave an even stronger clue as to how the forthcoming sports car would eventually look.

However, it would be another five years until the first *Osso di Seppia* (or 'cuttlefish', as the Italians nicknamed the Spider) would roll off the assembly line from Pininfarina's Grugliasco factory. That final project, with Battista Farina himself playing a hand, was a fitting epitaph to that great man's talent.

That first incarnation, the Duetto, still remains the most sought-after (and priciest) variant today. It was replaced in 1970 by what would go on to become the best-selling and longest-lived version of the classic Spider – the Series 2. The first and second series cars are largely similar from the front, with the most obvious difference in the 2<sup>nd</sup> series being the neatly squared-off Kamm-tail



with its more substantial full-width bumper and larger lights. A host of other modifications included an altered windscreen, smaller-diameter wheels and tyres.

### *The Alfa's neat Kamm-tail*

While the series 2 update may have robbed the Spider of some of its "feminine delicacy", for the forward-thinking 1970s, it was considered that the Kamm-tail looked more modern. In addition, it did offer a trunk with increased luggage space. The 2<sup>nd</sup> series Alfa Spider also provided some better

protection from the knocks of those ham-fisted idiots who plague the world's car parks. The author argues that, for him, this is the definitive Alfa Spider.



Inside, the series 2, the painted metal fascia of the series 1 "Duetto" was replaced in this Kamm-tailed spider by swathes of black plastic, but it was still a delightful place in which to sit.

As you cast your gaze over the cockpit, it seems that every last detail has come under the closest scrutiny. It appears that the designers were intent on creating an environment so bereft of anonymity that nothing could escape their tinkering.





From the supplementary gauges, all angled towards the driver, to the heavily hooded speedo and rev counter, on to the deeply dished wheel, there is an ambience that approaches the baroque in its level of unabashed detailing. Even the unusual circular pattern of the pedal rubbers transforms them into objects of beauty.



*The Fiat's deceptively simple profile was inspired by Tom Tjaarda's Chevrolet Rondine.*

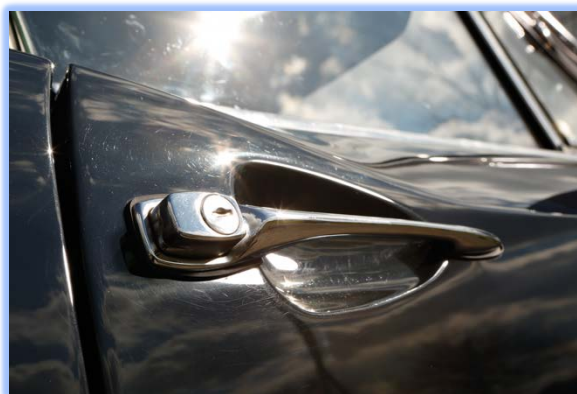
Alongside such exuberance in the Alfa Spider, in contrast, the Fiat 124 Spider is almost apologetically understated, although it doesn't lack finesse or appeal. It was also penned and built by Pininfarina, in a shape that was the work of American architect-turned-car-designer, Tom Tjaarda. The last version, the Spider Europa, even carried Pininfarina

badging, losing the Fiat name from 1983.

As with the Alfa, the Fiat 124's outline can be traced back to an earlier show special. However, unlike its Milanese rival, the inspiration for the Fiat's contours had first been previewed on another manufacturer's chassis and, perhaps surprisingly, that was a Chevrolet.

After seeing Tjaarda's Corvette-based Rondine coupé in Paris, the bosses at Fiat requested a remake for the sporting 2+2 that they were planning as a replacement for the Fiat 1500 Cabriolet.

The Fiat 124 Spider was launched at the Turin Salon in November 1966, based on a cut-down platform from the 124 saloon. This new Fiat Spider then impressively enjoyed a 19-year long career.



*Slender Fiat doorhandle (right). Note that the Alfa's doorhandle was also used on a later Fiat.*

Of the two, the author believes that the Fiat looks the more modern car today; although its sharper, chiselled lines do place it firmly at the tail-end of the 1960s. While the Fiat's shape is more generic and less instantly recognisable than is the quirky, barrel-sided Alfa, it is a superbly slick piece of industrial design.



Walking around the 124 Spider, the deceptively simple styling offers fine coherence with some gorgeous detailing. These include how the waistline kicks up sharply above the sculpted doorhandle recess; the angled rear wings that echo the Ferrari 365 California (also by Tjaarda); not to mention what must be the best hood in the business.



Equipped with proper glass rear quarterlights that pivot into the flanks when the top is lowered, it is simple to operate and wonderfully airy once raised.

### *Minimalist interior of the Fiat 124*

The Fiat's cabin follows a similar theme. Minimalism replaces ornamentation. Plain flat surfaces take the place of the Alfa's curved surfaces,

but it feels classy and sophisticated. This sensation is heightened by the Italian script on the Veglia dials – *Benzine, Acqua, Olio*. The long, chromed gearstick is topped by a shiny black ball, and there is a shallower angle of the steering wheel. While Fiats are obviously mass-market, the 124 Spider does a plausible job of persuading you that it has noble descent. Nonetheless, the author of this article, Malcolm Thorne, argues that you wouldn't need a massive amount of imagination to convince yourself you are in a Ferrari 275GTS - at least until you fire up the engine.

Aurelio Lampredi's four-cylinder twin-cam, which was the world's first production powerplant to feature belt-driven valve-gear, is an excellent unit. In the carburettor-fed 1,756 cc version found in the car reviewed here, endows the Fiat with just the right level of performance.



This Fiat is quick, willing and fantastic fun, even though it does lack the aural thrill of the Alfa when heard from the driver's seat.

### *Like the Alfa, the 124 elegantly disguises its saloon-car origins*

The Fiat makes a pleasant enough noise, but the Alfa's twin-cam engine, even in 2-litre guise, acknowledged to be the least free-revving but the most flexible version, still eagerly sings its heart out. That wonderfully addictive

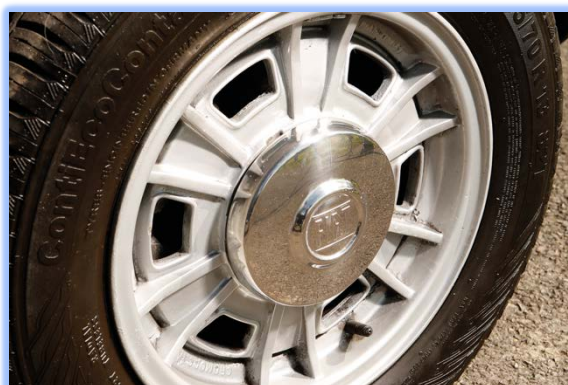
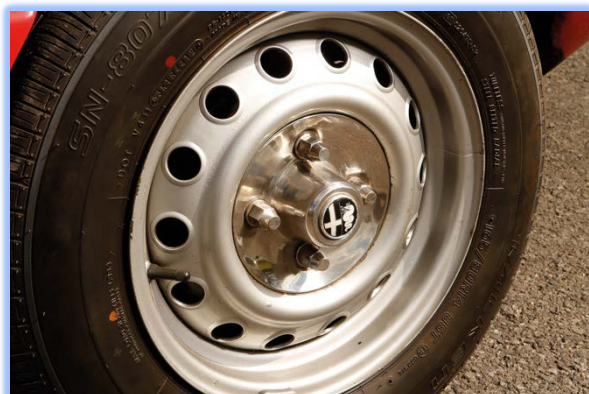
zing is one of the Alfa Spider's greatest virtues. There really is nothing mass-market about the way that it ensnares you and that is perhaps the best way to describe the whole Alfa Romeo experience. There is very little about it that feels mainstream.

From the floor-hinged pedals to the curiously angled, long-throw gear-lever spouting from high up on the centre console, to the dainty little horn pushes on the three spokes of the steering wheel, the Alfa Spider feels extraordinary. While its rubber floor mats do seem utilitarian, the Alfa can carry off such apparent contradictions with aplomb. It really is an exquisite example of Italian flair.





The Alfa goes and stops superbly. Both cars benefit from discs on all four corners, as well as having a slick gearchange. However, in Malcolm Thorne's mind the Alfa lacks something of the sporting nature that he finds in the Fiat.



*Pretty steel wheels on the Alfa, while this Fiat wears Cromodoras.*

He says that the Alfa feels narrower (though it is wider, as the fact file below shows – Ed.) and he argues that you perch higher in it than in the Torinese car, which conspires to give a greater sense of roll and inertia when hustled. In fairness, although the particular Alfa reviewed here is in beautiful condition; it's an original, unrestored 41,000-mile example, so it might be unfair to expect it to drive as tautly as the 124, which recently had been the subject of a painstaking full nut-and-bolt rebuild.

The consensus seems to be, though, that, when comparing like-for-like, in the handling stakes the Fiat may have a slight edge over the Alfa, though it does lose out in terms of pure performance.

Both cars are tempting propositions, but Paul de Turris of DTR Sports Cars summed up the 124 in this way; "Customers tend to love their 124s and rarely sell them for something more exotic."

To the author's mind, that is a sentiment that resonates strongly when applied to either car. Why pay more for a temperamental thoroughbred when these two beauties have so much to offer? Whether you belong to the Fiat or the Alfa camp, both are effortlessly beguiling and both spiders have a wonderful charm.



*Which is your pick?*

Thorne asks himself: "Which would I take home?"

Aesthetically, he prefers the Fiat. It is gorgeously subtle and, as a further bonus, in the UK it has the additional cachet of relative rarity, as it was never released in the UK. In fact, many British road users might struggle to identify it.



Choosing a favourite is a close call. In at least one respect, the Fiat can't match the Alfa; the Alfa Spider sounds so enchanting, that it tugs at the most sceptical of heartstrings.



Malcolm Thorne closes by saying "I would be happy with either, but I reckon that an Alfa Romeo twin-cam beneath the Fiat's bonnet would create a near-perfect hybrid." ♦

## Fact File

Information	Alfa 105 Spider	Fiat 124 Sport Spider
Sold / # built	1966 – 93, c 120,000	1966 – 85, 198,034
Construction	Steel monocoque	Steel monocoque
Engine	All-alloy, water cooled, DOHC, 1962cc 'four', twin Weber, dell'Orto or Solex Carbs	Iron-block, alloy-head, DOHC 1756cc 'four', with single or twin Weber carbs
Max Power	132 bhp @5,500 rpm	118 bhp @6,000 rpm
Max Torque	134 lb.ft @ 3,000 rpm	113 lb.ft@4,000 rpm
Transmission	5 speed manual rear driving wheels	5 speed manual, driving rear wheels
Suspension	Independent by wishbones, anti-roll bar f/r, rear live axle, trailing arms, coil springs, telescopic dampers	Double wishbones rear live axle, twin trailing links, Panhard rod, coil springs, telescopic dampers, anti-roll bar F/R.
Steering	Recirculating ball	Worm and roller
Brakes	Discs all round, with w servos (RHD)	Discs front and rear, with servo
Length	4130 mm	3970 mm
Width	1632 mm	1613 mm
Height	1290 mm	1125 mm
Weight	1038 kg	947 kg
0 – 60 mph	8.8 sec.	10.4 sec.
Top Speed	116 mph	109 mph (2 litre version)
MPG	24	26
Price new	£2949 in UK	Not listed in UK





## RECENT OVERSEAS SALES

Noted in the October 2021 on-line edition of Sports Car Market (SCM)

### REMLINGER COLLECTOR CAR AUCTIONS WINONA, MN



**1980 FIAT SPIDER 2000 convertible.** S/N 124CS20158441. Red metallic/tan rubberized cloth/tan leather. Odometer: 82,768 miles. 1,995-cc I4, 5-speed. One notch above driver-grade restoration, completed in 2016. Repaint aft of the doors shows sanding scratches on the trunk lid and tops of the rear quarter panels and uneven clearcoat application. The door fit could use some work; blaming the new seals isn't a valid excuse. Modern non-OEM windshield. Well-fitted rubberized cloth top. Brightwork on the body expertly reconditioned. Lots of road rash on the stock trim rings.

Newer tires. Generally well detailed under the hood, aside from missing the cold-air-intake hose and putting filler over the cracks in the radiator support (which are back to cracking again from body flex). Dry, chalky radiator hoses, with OE wire clamps. Reproduction seats, door panels and carpeting, all showing no appreciable wear. One gouge in the lower passenger's side of the dashpad. Modern DIN-mount CD system. Cond: 3+.

**SOLD AT US\$7,560.** *This car was produced early in the model year, before the transition to fuel injection. Still, it was also fitted with a 1976-model-year intake manifold and aftermarket carburettor, under the guise of "better performance," while also relegating all of its emissions-control components to the dumpster. For the few states in the USA that still insist that a 41-year-old car must have its OE smog gear, this will be an issue, but for most states these days, it is a moot point. The incongruity in the paint really hurt this car. While this is harder to detect in the online photos, in the end that didn't matter, as it was a dealer on-site who offered the highest bid.*

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**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.





## 1951 ALFA ROMEO 6C 2500 SUPER SPORT VILLA D'ESTE

*Market-correct price achieved for a beautiful Touring-bodied coupé*

Edited from an article by Toby Ross appearing in Sports Car Market's October 2021 online edition.

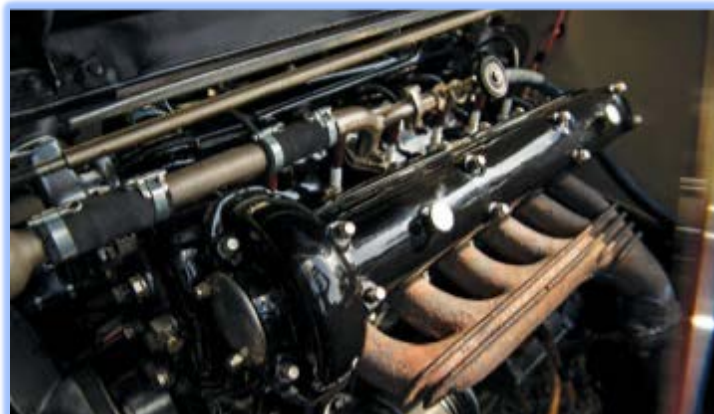


Chassis number: 915913

Engine number: 928316

Bridging the gap between the pre-and post-war eras, Alfa Romeo's 6C 2500 debuted in 1939 as the 3<sup>rd</sup> series of Vittorio Jano's legendary 6-cylinder Alfas. It was capable of 160 km/h. These cars benefited from four-wheel independent suspension and could be obtained in a handful of levels of tuning. This included an 87 HP Turismo, moving up to the 101 HP Super Sport (or SS) and culminating in the track-ready Tipo 256 with 120 HP.

Following the war, the first 6C 2500 that was offered was the Freccia d'Oro, which boasted essentially the same running gear as the pre-war cars. In 1949, Alfa Romeo introduced the Villa d'Este coupes. Boasting Superleggera coachwork by Touring of Milan, Alfa Romeo dubbed the car "Villa d'Este" following this design's success at the Concorso d'Eleganza at Villa d'Este on Lake Como, where it won the Gran Premio Referendum, also known as the 'People's Choice Award'.



From 1949 until 1952, just 32 Villa d'Este coupes were built, in addition to five cabriolets. This marked the end of 6C 2500 production (i.e., with the exception of a couple of racing cars built in 1953) and it signalled the end of the legendary era of hand-built Alfa Romeos.

Chassis number 915913 was delivered new to Paris in August 1951. Its early history is not entirely clear, but at some point in the 1950s, the car was involved in an accident.





It was shipped from France to the United States in the early 1960s. A photograph of the car is included in the history file, showing it fitted with an Aerlux sunroof. At this time, it was owned by Richard Martgan in Texas and was finished in red with a red-and-blue interior.

After passing through the hands of Jan Bruyjn in the Netherlands in the early 1990s, the 6C 2500 returned to the United States, where it remained until at least 2014, when it was exported to Italy. The car was acquired in 2013 by the consignor from Bruno Galatassi who, in his 10 years of ownership, had restored the car its present appearance, finished in maroon paintwork with a grey cloth interior.

Following the consignor's acquisition, this Alfa Romeo was driven in the 2015 Gran Premio Nuvolari, the 2017 Mille Miglia, the Coppa Milano-Sanremo in 2018, and has been shown regularly at the Concorso d'Eleganza Villa d'Este. The car's participation in those events demonstrates its desirability, and it would surely be welcome at a variety of further tours or concours.

## SCM's Evaluation:

*This car, sold as Lot 111, achieved a sale price of US\$775,669 (i.e., €640,625), including buyer's premium, at the RM Sotheby's Milan, Italy, auction held on 15<sup>th</sup> June 2021.*

*In 1934, Alfa had introduced the 6-cylinder 2300, aimed at a less-sporting clientele. It would be Alfa's mainstay for nearly 20 years. The twin-cam engine was not supercharged, and the chassis, made in various lengths, was traditional, with leaf springs all around. Power was adequate but not thrilling.*

*Generally the cars were sold to individual customers as rolling chassis and coachbuilders then bodied them as they saw fit. Results ranged from some boring 7-seater passenger cars to stunning 2-door cabriolets and coupes. Some ultra-light race cars with hot engines were reasonably successful in the myriad sporting events of the time, but the target for this car was the well-heeled middle class.*

## Pre-war to post-war



*The chassis evolved and was soon incorporating independent suspension. In 1939, just before World War II commenced, Alfa upgraded the engine to 2,500cc and offered it either in "sport" or "super sport" tune; the latter capable of speeds exceeding 100 mph. They weren't rocketships, but their power was sufficient for grand touring at the time.*

*A number of chassis were laid up during the war, so production restarted shortly after its end. Even by 1950, Alfa was stubbornly continuing to produce the cars in right-hand drive with a column shift. But if you wanted a luxury family car in Italy, no competition existed.*

## Coachbuilt tradition

*The early post-war period in Europe was a time of austerity, but the glamour of coach-built cars helped the image of Alfa's aging mechanicals. Alfa produced its own bodies for saloons, and these were the mainstay of the business.*



*Pininfarina and Touring, on the other hand, were simply unable to build a 2-door car that didn't look stunning. The designers at Touring, especially, produced coupes that were easily the best looking in the world. These cars found clients not just in the industrial heartlands of northern Italy, but internationally as well.*

*The Touring coupe was built in two different versions. The cars had almost identical lines and were available with either one or two side windows. The single-window cars look more sporting, while two-window "Villa d'Este" cars are more elegant.*

*Production of the two-window version didn't start until 1949, over two years after the single-window cars. After a little hesitation from potential customers, it soon dominated Touring's production. But the small market for these bespoke motorcars translated into a run of only about 30 examples during a 3 year period. (Although the catalogue states 32 were built, no exact production numbers exist.) Today, the Villa d'Este is slightly more desirable, perhaps due to its rarity.*

*To underline how special these cars were, chassis 915913 was delivered new to Paris. To legally import a foreign automobile at the time, the person or company had to earn the right by exporting French goods abroad. Very few could benefit from this privilege.*

*Our subject car retains its original Super Sport engine, which is not always the case with vintage Alfes. The car's condition appears to be very good, but it is not finished to a class-winning concours standard.*

*This was one of the last two coupes to leave the Touring workshops, with desirable wire wheels and an "Aerlux" sunroof. The sunroof was made in Perspex and did not slide, only opening slightly at the front leading edge. At some point in the car's life, it was removed and metaled in. If the car had still possessed the Aerlux sunroof, bidding probably would have gone higher, with the sale price possibly exceeding \$800k.*

*Body restoration on a Touring "Superleggera" construction is notoriously difficult and the Alfa engine is fairly complex. But this car has seen arduous driving since its restoration, so its new Swiss owner took a gamble that the work was done correctly. He can now compete in prestigious events, such as the Mille Miglia, or simply just wow everyone at Cars & Coffee.*



*The price paid was right on the money in today's market, with the prospect of some profit in the future. Of course, sartorial elegance never goes out of fashion. ♦*

*The SCM writer of this article, Toby Ross, owns the company, 'Ross Classic', which specializes in the sale of French and Italian exotica and has done so for over 30 years. Ross spends most of his time in either France or the island of Malta.*





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## LATEST CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
Kalbarri & Shark Bay Run – extended week-end away.	29 <sup>th</sup> April until 3 <sup>rd</sup> May, 2021	Eddie Bernardi <b>EVENT NOT HELD</b>	POSTPONED DUE TO CYCLONE SEROJA
May Pub Club Night	Tuesday 5 <sup>th</sup> May	John Reed, Greg Smith- <b>EVENT HELD</b>	Mount Henry Tavern Como – start time is 7PM.
British car day raid to GinGin	Sunday 16 <sup>th</sup> May 2021	John Reed, Ivan Olsen <b>EVENT HELD</b>	Meet at Stirling Square Guildford at 09:00.
New Members BBQ & Motor Museum Tour	Sunday 30 <sup>th</sup> May 2021	Ivan Olsen	BBQ/tour to Wightman Park Motor Museum including new members' Alfa display. Meet at Kings Park at 10:00.
Albany motor sport long weekend	5 <sup>th</sup> & 6 <sup>th</sup> June 2021	Andrew Murray	Sunday night dinner in Albany for event attendees.
Club mtg / Zoom Presentation	Saturday 25 <sup>th</sup> July at 4PM	Andrew Murray, Greg Smith	Includes a members meeting with drinks and snacks at Papagallo restaurant in Leederville.
Andrew Stevens talks about Alfas.			
Alfa Romeo's 111 <sup>th</sup> birthday dinner.	Friday 30 <sup>th</sup> July.	Andrew Murray, Greg Smith	Now rescheduled. If you booked, see you on Friday 30 <sup>th</sup> July.
Papagallo Leederville August Club night	Tuesday 3 <sup>rd</sup> August at 7PM	Greg Smith	Informal dinner and pub social gathering
Captain Stirling Hotel, Stirling Hwy, Nedlands			
Wildflower run & woodfired pizza Red Shed, Bullsbrook	Sunday 8 <sup>th</sup> August	Eddie Bernardi	See announcement below.
AROCA WA AGM	Tuesday 7 <sup>th</sup> Sept. 2021	Andrew Murray	AGM at WA Light car club, Bayswater – food & refreshments provided.
<b>Celebration Of Motor Sport</b>	<b>Sunday 19<sup>th</sup> September 2021</b>	<b>TARGA WEST</b>	At Langley Park from 10:00 until 15:00. You can register your car for the display. <a href="mailto:RITA@TARGAWEST.COM.AU">RITA@TARGAWEST.COM.AU</a>
<b>COMO CLASSIC CAR SHOW Wesley College, South Perth</b>	<b>Sunday 3<sup>rd</sup> October 2021</b>	<b>Greg Smith</b>	Register to display your Alfa at <a href="http://www.comorotary.com">www.comorotary.com</a> . Let Greg know if you are attending.
<b>Club run to Annual 'fly-in' Serpentine Airfield</b>	<b>Sunday 17<sup>th</sup> October 2021</b>	<b>Greg Smith</b>	We will meet at a Perth location (TBD, but near to the city) to drive to Serpentine for the annual fly-in of the Sport Aircraft Builders Club.
<b>Trinity College Italian Car Display</b>	<b>Tuesday 4<sup>th</sup> November 2021</b>	Greg Smith / Rob Rowbottom	Lunch time display of Alfs from 12:45 until 13:20 at Trinity in support of Italian language classes at the school.
<b>Rotary Italian Car Day, Mulberry Estate</b>	<b>Sunday 14<sup>th</sup> Nov. 2021</b>	Andrew Murray	Date is scheduled, other details to come next month.
<b>Annual Pasta Run</b>	<b>Sunday 5<sup>th</sup> December</b>	TBD	Lunch at Pasta in the Valley. Ferrari club is this year's Pasta Run organizer.
<b>Annual Christmas lunch</b>	<b>Date TBD</b>	TBD	Date and details to come





<b>50<sup>th</sup> AROCA WA Anniversary Dinner</b>	Mid-Feb. 2022	Andrew Murray / Greg Smith	Venue TBD
<b>TO BE ANNOUNCED</b>			
1st Tuesday events each month in 2021	TBD, after May 2021	Club night events in development	Let the committee know of new ideas for club nights that you may have.
Other runs/EMRs	TBD	TBD	Always seeking new volunteers to help organize these events.
New Events	TBD	TBD	Please offer your ideas for new events & other meeting concepts.

## AROCA WA'S 3<sup>RD</sup> SUNDAY INFORMAL RUNS CONTINUE IN 2021

**DATE:** Every third Sunday of the month

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



Photo by Remi Dargegnan

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

Every 3<sup>rd</sup> Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park near the Boatshed café and the water ramp in the foreshore park. These informal trips depart soon after 10:00am.

A run can commence once participants decide to depart from this starting point. Either individuals or groups can do so as soon as they like after 10:00.

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

## OTHER MONTHLY EVENTS

Classic Cars & Coffee's Next meeting is on **Sunday 12<sup>th</sup> September.**

It will be a French Car Festival.

See announcement on the next page.



**Announcing...**  
**September 12 2021**  
9am-midday  
University of WA,  
Hackett Drive,  
Crawley

**FRENCH  
CAR  
FESTIVAL**

**aem**

A special edition of **CLASSIC CARS & COFFEE**

**Free entry**

A side-profile illustration of a red classic car, likely a Renault 5, with a sleek, aerodynamic design and white wheels.





**CELEBRATION OF MOTORSPORT**

**CLASSICS ON THE SWAN**

**SUNDAY - 19<sup>TH</sup> SEPTEMBER 2021**

**CELEBRATIONOFMOTORSPORT.COM.AU**

**FREE TO ATTEND** | **10AM - 3PM!** | **500+**

**CITY OF PERTH FAMILY ZONE** | **CARS ON SHOW**

- SHOW CARS | HOT RODS | RACE CARS | RALLY CARS | OFF ROAD BUGGIES -
- SPEEDWAY | DRAG RACING | JET BOATS | BIKES | CLASSIC RALLY CARS -
- SUPER MOTO | MOTO X | RADIO CONTROL CARS | DEMO DERBY -
- CITY OF PERTH FAMILY ZONE & KIDS ACTIVITIES | FOOD TRUCKS & SO MUCH MORE -

**LANGLEY PARK & RIVERSIDE DRIVE**

City of Perth | 96FM | SHANNONS | TARGA WEST | TARMAC RALLY 21





## COMO CLASSIC CAR SHOW

Wesley College, South Perth. Sunday 3<sup>rd</sup> October 2021



Como Rotary's Classic Car Show is held in October each year on the campus of Wesley College, located in South Perth.

This year it will be held on Sunday 3<sup>rd</sup> October, starting from 08:30.

The Como car show is now in its 11<sup>th</sup> year.

It usually attracts over 200 cars of all makes and ages.

Last year, AROCA WA had about twenty Alfas on display.

Will you be there this year?

Please register your car for display at [www.comorotary.com](http://www.comorotary.com) or JUST **CLICK HERE**.

**Also let Greg Smith know whether you are coming, that you have registered your vehicle(s) and advise him which of your Alfas you will be bringing with you.**





## ANNUAL FLY-IN At Serpentine Airfield SUNDAY 17<sup>TH</sup> OCTOBER 2021



attendees with impromptu flying displays.

We will meet in the city (details TBD) and then 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

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.





**14 - 18 April 2022**

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



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



Select and pay for your accommodation directly with the hotel



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

Visit the Alfesta 2022 website at [www.alfesta2022.net](http://www.alfesta2022.net)  
Email any questions to us at [admin@alfesta2022.net](mailto:admin@alfesta2022.net)





## 2022 PLANS FOR ALFESTA AT PORT MACQUARIE NSW

**Alfesta 2022 will be held from the 14<sup>th</sup> to 18<sup>th</sup> April 2022 at Port Macquarie, NSW**

Alfesta is AROCA's national meeting, which after more than forty years has developed into a fun-filled four night, three day social event format, which allows you to meet like-minded Alfisti from across the country and to explore various attractions and roads near the Alfesta location that you may not know so well.

The last time AROCA NSW hosted Alfesta was when the Canberra Chapter invited everyone to the Nation's Capital in 2013, with Alfesta in Orange in 2009 being the time before that. It seems that a return to NSW is now well overdue.

Therefore, for 2022, we are inviting you to Port Macquarie, a town of about 50,000 on the NSW Mid-North Coast, and the Hastings River area. Alfesta will be based at the Waters Edge Boutique Hotel,



right on the Hastings River and less than 1 km from the Port Macquarie town centre. The hotel has 61 rooms and we currently have all the rooms reserved for Alfesta bookings until 30 November. After that date, room bookings will be open to the general public, but if any remain available you still will be able to book at the Alfesta hotel.

Currently, 32 of the 61 rooms have been booked and 69 people are already registered to attend the event. To book your place, take a visit the [Alfesta website](#). All Alfa Romeos are welcome;

whether you have a 101 Spider, or a 147 diesel; Alfesta is still a great event. Over the years, some people have come even when they have been unable to bring their Alfa.

In addition to the 32 rooms that have been booked, approximately another twenty people have registered an account or have joined the Alfesta Facebook group without either booking a place or making a hotel room reservation. So, if you are thinking about it, please book soon, as it will help the organising committee, and it may mean you avoid the disappointment of missing out on a great event.

The event will kick off on Thursday 14<sup>th</sup> April, with registration, a gift pack for each attendee, and then meeting up with new and old friends. The Good Friday activities are still being finalised. Saturday starts with the usual Show'n'Shine in the Town Green, where you can have your car cleaning skills tested, wander around the shops, before exploring the Port Macquarie area during a period of free time in the afternoon.

On Sunday morning will be the Ray Sharp Observation Run, involving a scenic drive to the west and south of Port Macquarie. Along the way, there are some optional questions to answer, as you follow the route. After our lunch at the Long Point Winery, there will again be free time in the afternoon before the Alfesta gala dinner.

For those not taking part on the post Alfesta Tour, Easter Monday will be when we say our goodbyes.





## Post Alfesta Tour

If you are coming all the way to Alfesta in Port Macquarie, then there is a good chance quite a bit of it (at least if you are driving up from Sydney) will be on the dual carriageway M1. To counterbalance that, how about taking a few days to tour some of the best driving roads in the country with the Post-Alfesta Tour for 2022?

This tour will feature three days criss-crossing the Great Dividing Range and you can drive these roads at your own pace. You don't have to be an Alfesta participant to join the group on the full tour and you can drive as much of the tour route as you like.

Our current plan is to spend the first night at Bellingen, and the second night at Tenterfield.

As Bellingen is only 90 minutes from Port Macquarie on the direct route, there is the option of spending your Easter Monday as a tourist day and then joining us for dinner, which is booked in for the Federal Hotel in Bellingen, with your own choice from the menu.

The nature of this tour is that you can pick your own accommodation to suit your tastes, and order what appeals to you off the a la carte menu.

The tour route will take the Oxley Highway up to Armidale for lunch, and then the Waterfall Way back to Bellingen on the first day for a drive of around 400 km.

The Oxley Highway was cut by landslides that were caused by heavy rain in March 2021, but this road is now open for through traffic, although work still continues, which may slow our trip a little.

The eastern half of the Oxley Highway is one of the more famous driving roads in the country. Peter Thoeming, in his Australian Motorcycle Atlas, says that this is his favourite road in the world. After lunch we will head east to Bellingen on the Waterfall Way, which is also a great tourist route that heads through several national parks with lots of Waterfalls to look at. It really is a fun drive.



On Day 2, we head back up Waterfall Way to Dorrigo and then take the Tyringham and Armidale Roads to Grafton, before following the Gwydir Highway across the Gibraltar Range to get to Tenterfield for our overnight stop, which includes dinner at the Rosenhof, after a driving distance of 350 km.

The final day of the tour takes us east across the Great Dividing Range once more, this time via the Bruxner Highway towards Lismore. While in the north of NSW, Queenslanders might decide to depart for home around Woodenbong. For those later heading south, you can continue to Coffs Harbour, (which, by the way, was one of the initial location ideas for Alfesta 2022 before AROCA NSW settled on Port Macquarie).

Martin Leaver  
Alfesta 2022 Convenor





## AROCA WA TREASURER'S REPORT LATE AUGUST 2021



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

#### Treasurer's Report as at 25th August 2021

Opening Balance b/f 16/07/2021

\$11,414.07

#### INCOME

##### Memberships

16/07/2021	N.Harmon		\$80.00	
	E.Jones		\$80.00	
	E.Bernardi		\$80.00	
19/07/2021	A.Stanbury		\$80.00	
	F.Jefferson-Cope		\$80.00	
	M.Young		\$80.00	
	J.Barrenger		\$80.00	
	B.Haggerty		\$80.00	
26/07/2021	P.Arnoldi		\$80.00	
	A.Tatangelo		\$80.00	
2/08/2021	F.Ahern		\$80.00	
3/08/2021	L.Marzo		\$80.00	
9/08/2021	J.Phaceas		\$80.00	
10/08/2021	S.Metutzky		\$80.00	
16/08/2021	S.Tornatore		\$80.00	
17/08/2021	M.Dolorado		\$80.00	
23/08/2021	V.Monachino		\$80.00	
25/08/2021	Fellman		\$80.00	\$1,440.00
16/07/2021	J.Reed	Historic Plates		\$15.00
22/07/2021	Various	Annual Dinner		\$470.00
5/08/2020	Trybooking	Red Shed Run	\$902.86	
	G.Smith	Red Shed Run	\$50.00	
	A.Stanbury	Red Shed Run	\$50.00	\$1,002.86
Advertising	S.Metlitzky			\$30.00
<b>Total Income</b>				<b>\$2,957.86</b>

##### PAYMENTS

29/07/2021	Various	Refund Annual Dinner		\$350.00
	S.Calabro	Reim A.Stevens Night		\$157.29
2/08/2021	A.Murray	Annual Dinner Papagallo's		\$3,900.00
11/08/2021	Red Shed	Red Shed Run		\$800.00
<b>TOTAL PAYMENTS</b>				<b>\$5,207.29</b>

##### Net Movement

**-\$2,249.43**

Closing Cash Book Balance		\$9,164.64
Closing Balance Westpac 25/08/2021		\$9,164.64
Reconciliation Variance		\$0.00

##### INVESTMENT ACCOUNT

Opening Balance b/f 16/07/2021		\$14,180.59
Interest Received 31/07/2021		\$0.11
Closing Balance c/f 25/08/2021		\$14,180.70

TOTAL FUNDS AVAILABLE

\$23,345.34

EDDIE BERNARDI  
TREASURER  
25th August 2021





## RELUCTANT SALE OF PARTIALLY RESTORED 1973 GTV



This **1973 Bertone-bodied Alfa Romeo GTV 2000**, chassis AR2412583, was manufactured on 5th June 1973. Its original paint colour was AR013, Bianca Spino or Hawthorn White, with a natural tex interior.

The car was sold new in WA by Alfa Romeo Distributors in Nedlands on 12<sup>th</sup> February 1974. The current owner is in possession of the original number plates, XEM 860. He also owns the original handbook and service book, as well as a significant wad of receipts.

However, this GTV 2000, which resides in suburban Perth, is currently stripped to a shell. It has been sand blasted and etch primed with all rust removed and with many repair sections fitted. Some additional panel work needs to be completed before preparation for paint.

The gearbox and rear axle, as well as the front and rear suspensions have been rebuilt. The engine has a new cylinder head. The brake system has been partly rebuilt, but it still requires the calipers to be overhauled, plus new discs, etc. before completion.

The dashboard, centre console and rear parcel tray are all new, while the seats and carpets still require refurbishment. The original rims were sand blasted and powder coated. The wheels now have new tyres.

The owner would be very happy to provide more information to any interested party on request. At that time, he can also supply plenty of additional photographs.

An offer of \$20,000 is sought for this partly restored 1973 GTV 2000 project. It has been noted that fully restored examples are fetching very reasonable numbers these days.

Should you have an interest in acquiring this project Alfa, please contact AROCA WA member, Scott McKivett, either by mobile phone on **0417.976.816**, or by email at [smckivett@outlook.com](mailto:smckivett@outlook.com)





## NEW MEMBER APPLICATION AND CURRENT MEMBER RENEWAL

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

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

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

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

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

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

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



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

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

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

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

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

Andrew Murray.  
President, AROCA WA.



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

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

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

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

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

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

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

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

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

CURRENT MEMBER: YES NO

PAST MEMBER: YES NO

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

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

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

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

*If you are a concessional registration plate holder, note that data on your concession registration has to be provided annually by the club to fulfill Western Australian state regulatory requirements. The due date for this information provision falls immediately after 30<sup>th</sup> June.*

*Therefore, be sure to renew your membership before the end of each financial year in order that your concessional vehicle registration remains current. Otherwise, as a non-financial member who owns a Code 404 concessional registered vehicle, you will be deemed by the WA Department of Transport to be unlicensed.*



## OWNER DECLARATION – CODE 404 CONCESSIONAL VEHICLE LICENCE

I declare that the vehicle, as listed below, is in factory standard specification. I

acknowledge that, if the vehicle is modified, then it no longer complies with the regulations and cannot be used under Code 404.

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

Name of Owner:.....

Alfa Club Membership number:.....

### Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

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





## DRIVING YOUR CONCESSIONALLY LICENSED ALFA

**THIS SIMPLIFIED SINGLE VEHICLE EVENT APPROVAL FORM IS FOR CURRENT AROCA WA  
MEMBER-OWNED CONCESSIONALLY REGISTERED VEHICLES.**

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

**MEMBER'S FIRST NAME(S):** \_\_\_\_\_

**MEMBER'S SURNAME:** \_\_\_\_\_

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

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

**VEHICLE TO BE DRIVEN:**

VEHICLE

BUILD YEAR

REGISTRATION PLATE

CONCESSIONAL REGO.  
@ AROCA WA

**TRIP DETAILS:**

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

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

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

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

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



## AROCA WA MEMBER PROFILES PUBLISHED IN PAST ISSUES

Below is a directory of profiles published to date in Alfa Occidentale. Most profiles have come from interviews with individual Club members, both long-term and new, while others are from elsewhere.

All profiles can be found on the club's website in the filed back copies of Alfa Occidentale. The issue and page number of each profile is shown below.

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

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





Profile	Issue	Page	Comment
<b>Scott McKivett</b>	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>
<b>Anita Percudani</b>	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>
<b>Kyle Atwood</b>	42	14	<i>New AROCA WA member, Kyle, drives a 2003 Alfa spider. An auto photographer, he has made many impressive car photoshoots.</i>
<b>Peter Mathews</b>	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>
<b>Aidan Daly</b>	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>
<b>Sam Calabro</b>	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>
<b>Enzo Simeone</b>	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>
<b>Andrew Stevens</b>	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>
<b>Steve Sudgen</b>	51	10	<i>Club committee member and Alfa representative to the CMC, Steve Sugden loves his long-owned Alfetta GTV 6</i>
<b>David Hamlyn</b>	52	9	<i>Membership Secretary, David Hamlyn has many non-work interests including MotoGuzzis, Alfas, Electric Bikes, Kite Boarding, etc.</i>
<b>Someone you know ?</b>			<i>Alfa Occidentale is keen to interview more Club members to further extend this series of profiles.</i>

