

A 1938 Alfa Romeo 8C 2900B. The 8C 2900 series (A & B) won the most Mille Miglia victories by an Alfa Romeo.

# ALFA OCCIDENTALE

Issue 55, November 2021



This is the 55<sup>th</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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## PROGRAM HIGHLIGHTS FOR 4Q21

The club's upcoming events and meetings are listed in this issue. Please note them in your calendar. Details of these meetings are also outlined in more detail later in this edition of the magazine including various brochures and announcements.

Note the following in particular:

- On Sunday 17<sup>th</sup> October 2021, the WA Alfa club held a run down to the Annual "fly-in" at Serpentine Airfield. This event was run by the WA Sport Aircraft Builders Club and exhibited many interesting small planes. A photographic report of the event is provided below by Richard Peirce.
- On Tuesday 4<sup>th</sup> November 2021, a brief Italian Car Display was held at Trinity College in support of Italian language classes at the school.
- The Northbridge Rotary Club's annual **Italian Car Day, "Bella Italia" is on at the Mulberry Estate in the Swan Valley on Sunday 14<sup>th</sup> November 2021**. Bring your Alfa(s) along to this wonderful event for a great turnout of AROCA WA members' Alfas. Both a club breakfast and lunch can be booked. The announcement below provides Trybooking links to register your Alfa for display as well as other Trybooking links that allow breakfast and/or lunch bookings prior to the event.
- The annual **"Celebration of the Motorcar" classic car show is on Sunday 28<sup>th</sup> November** at the Cottesloe Civic Centre. This great event runs from 10:30 until 15:30. Breakfast/brunch alongside Cottesloe beach is a great opportunity too, either before the event, or during a break you're your attendance at this outstanding, fully curated classic car show.
- The **Annual "National Pasta Run Rally" scheduled on Sunday 5<sup>th</sup> December** with the pasta lunch to be in the Swan Valley. The WA Ferrari club is this year's organizer. The meeting point for the pasta run is the usual one at the Midland Centrepark, arriving at 9.30am for a 10.15 start. The Ferrari club will provide a cruise route through the Swan Valley. We will arrive for lunch between 11.45 – 12:00 noon at "Pasta In The Valley" restaurant. Attendees can order food & drinks on arrival. The Ferrari club advises that it is accepting bookings in mid-November but it will then declare final numbers by November 30<sup>th</sup>
- Given the revised December date of the Pasta Run for 2021, AROCA WA has postponed its usual December Sunday club run and Christmas lunch this year.
- The club's annual **Fish and Chips evening will be held beside the Swan River in mid-January 2022**. Details and booking links are provided below in the magazine.
- A very special **50<sup>th</sup> Anniversary Dinner of AROCA WA will be held in mid-February 2022**, probably at the Peregrino Restaurant in West Perth. Final details are still being worked with the restaurant at the time of Alfa Occidentale #55 publication. As this gala Jubilee event can occur only once in 50 years, it truly is a unique occasion. It should not be missed by anyone in the WA Alfa club. Do look out for further details and Trybooking links that will be emailed to you shortly!
- **Alfesta 2022 will be held at Port Macquarie, NSW over Easter 2022**. An article on the 2022 event and the associated post-Alfesta driving tour is included later in this edition of the magazine. ♦

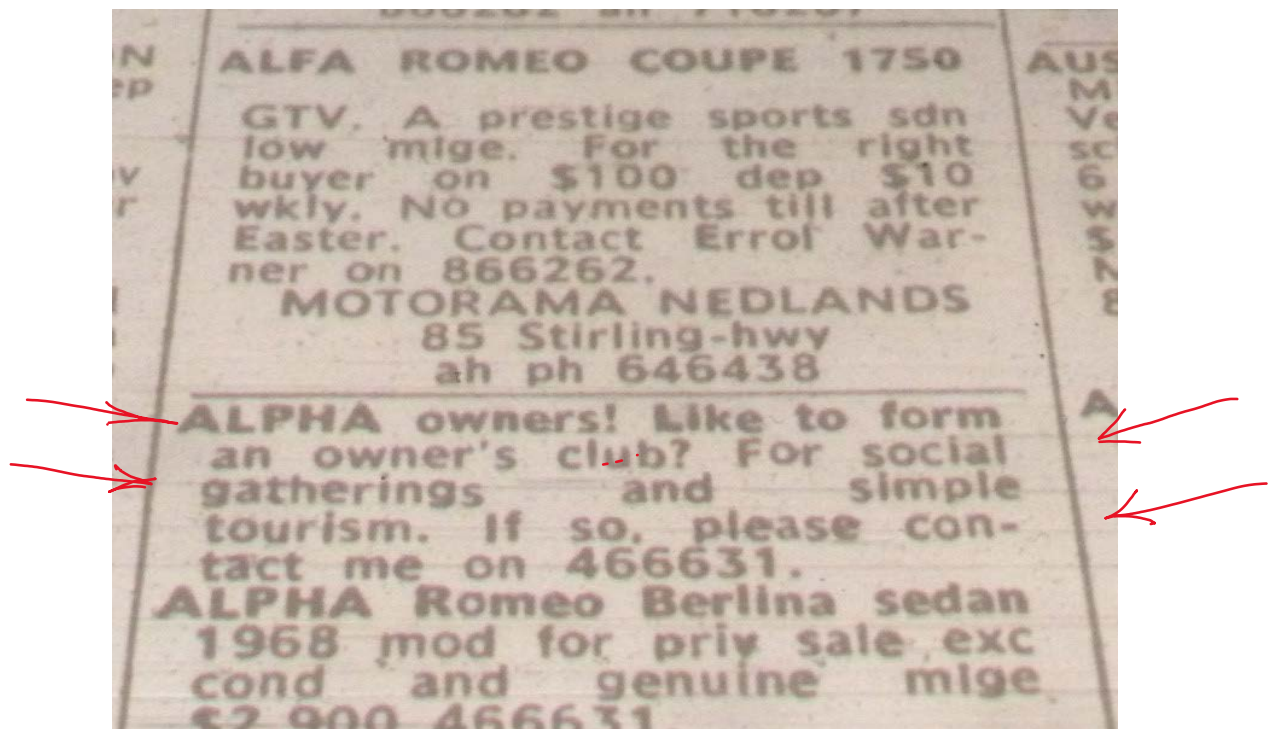


## OUR CLUB'S ORIGINS

**A note from AROCA WA life member and club co-founder, Bruce Thomas.**

Bruce writes that he recently spent an hour in the State Library looking at microfilm copies of the West Australian that date from January/February 1972. In the end, he was able to discover the first advertisement that sought to form an Alfa Romeo Owners Club in Western Australia.

Norm Kelly, who soon became the club's founding president, inserted the ad. It reads as follows:



Importantly, finding this ad from the West Australian, means that we have been able to rediscover the exact date of publication of the first advertisement concerning the formation of the club. The date of this ad was Saturday 19<sup>th</sup> February 1972. Therefore, the 50<sup>th</sup> Anniversary Dinner, planned for this coming February 2022, will be perfectly timed.

AROCA WA Club members should note that the original ad, which was placed before the formation of AROCA WA, emphasised the social aspects of the proposed club. Do note that the ad has the then (and still) not so uncommon misspelling of the name, Alpha, instead of Alfa. Bruce imagines that may have come about as the ad would have been phoned in, as most ads were in the early 1970s.

Bruce also notes that he was one of the few WA Alfa owners who responded to Norm Kelly's ad. A year earlier, he had arrived in Perth from London with the new Alfa 1300 GT Junior that he still owns.

Interestingly, while working on this short search in the State Library, Bruce also found an ad from Berryman's (a used sports car dealer) which offered a second hand Alfa 1600 GTC; one of two in the state at the time. He notes that it might be interesting to also research the various other ads that were placed in the West Australian back in those distant days. ♦



## FLY-IN DAY AT SERPENTINE



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Eighteen Alfa Romeos, plus their owners and some partners, drove down to the Serpentine Airfield on Sunday 17<sup>th</sup> October 2021, where they enjoyed the annual fly-in of the SABC, the WA Sport Aircraft Builders Club, held at its private airfield.

After a grey start to the day, the weather cleared and some great demonstrations of small aircraft, plus aerobatics, were enjoyed by the large crowd. Most impressive was a tiny one-seater jet. (See bottom right photo above.) You can see its two small fuselage-mounted engines positioned just ahead of the pilot's seat. The jet's pilot happily buzzed this little plane fast and low over the airfield.

Following the aerobatics display, some Alfa drivers drove up the Darling Range escarpment for a coffee at the Serpentine Dam café, while others went to Serpentine Falls NP, where the falls were running well and some of the park's kangaroos were closely checking out picnickers. All of the photos shown above were provided courtesy of Richard Peirce. ♦



## OUR AROUND AUSTRALIA TRIP HAD TO BE POSTPONED

By Penelope Mogridge and Greg Smith

Some members of the WA Alfa Club have been asking us: “So what has happened to that six-month long tour of Australia you had advised us you were undertaking?”

As a result, we have decided it might be a good idea to answer this question right here and now, particularly as it has been coming up so often. In the August issue of Alfa Occidentale, Greg had advised everyone that we would be departing very soon on our round Australia drive and that he would not be producing further magazine issues for perhaps six months. But, a month later, Alfa Occidentale’s September issue appeared; and then, an October issue of the magazine joined it. We now have this one too!

Unfortunately, only a day or two before we completed the final packing of our T-van, in preparation for an imminent departure, Penelope was surprisingly advised of the results of her regular screening, telling her that she had early-stage breast cancer. This resulted in an operation undertaken in Perth in early September. Two months later, it is very pleasing to report Penelope is recovering well.

It was this unexpected health issue which resulted in the postponement of the around the country road travel plan, probably until Autumn 2022.



In its place, however, we did manage to take our brand new, very off-road capable T-van, pulled by our less capable ‘soft roader’ SUV, up to see the wildflowers at Mullewa and surrounding areas for a few days. As it turned out, this drive became a T-van shakedown trip – and one that we needed to have. We would not have done that shakedown had we left as scheduled on the much longer national circuit! (Note there is a clear message: Don’t forget to do some extended test driving in these things first!)

Additionally, in mid-August, before Penelope’s newly scheduled operation, we flew up to Broome at short notice and joined a wonderful three-week trip around WA’s Kimberley region. We had booked this trip over a year ago actually, with the plan being that it would be a scheduled part of our adventure around Australia, but only after we first drove



towing the T-van up to Broome. Fortunately, suitable flights to Broome were still available, despite an exceptionally high number of intra-state tourists up north this year.

For most of the Kimberley tour, we travelled in a very rugged Mercedes 4WD off-road bus. The capacity of the bus was 22 passengers, though the tour group contained just 19 travellers; 16 from Perth, with 3 from Tasmania; as well as a quite heavily worked, excellent driver/tour leader.



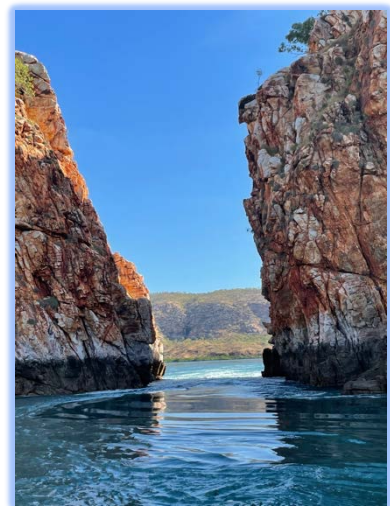
We travelled about 3,800 kms by road – nearly 50% of that on bitumen and the rest on gravel. Once off the highway, some of those gravel roads turned out to be only rough 4WD tracks, including parts of the infamous Gibb River Road, although the Gibb wasn't anywhere near the worst road surface we encountered, despite its long-held reputation for testing otherwise solid 4WD vehicles beyond endurance.

In addition, there were two excellent helicopter trips; one of them flew our group (in small batches) up to the Mitchell Plateau to visit Mitchell Falls (and, for the non-hikers, a return flight too), while the other flight flew us, in small groups, over the Bungle Bungle range in world-heritage-listed Purnululu NP. Both were fantastic experiences.



Two cruising boat trips were included; one a sometimes very fast ride down the Ord River between the Ord River dam at Lake Argyle, downstream to Kununurra. The second boat trip was a much slower and a very quiet ride at dusk that went through the Giecke Gorge on the Fitzroy River, near Fitzroy Crossing.

The bus tour finally returned to Broome. The following day we flew via sea plane up the coast, over Cape Leveque, across the Buccaneer Archipelago, to the Horizontal Falls (and return). But, before the return flight, we enjoyed a very fast and thrilling power boat ride (with multiple very fast trips) through both the wide and narrow gaps of the two Horizontal Falls tidal surges.



Including the flights from Perth to Broome (and return), plus the road trip, THE boat rides and Kimberley flights, the total trip encompassed somewhere between 9,000 and 10,000 km - all within WA. We certainly recommend Outback Spirit and its tour of the Kimberley to anyone interested in viewing the best of this region in some detail (including quite a few of the ancient Gwion Wandjina rock art sites).



With the Delta virus strain reaching such serious proportions in NSW and Victoria this Winter and Spring, perhaps it was just as well that our planned round-Australia tour had to be postponed. But the question remains: Will Autumn 2022 be OK for us to start out again, even after very high vaccination levels are achieved everywhere across Australia?

One last note, mostly so this article does have at least one tiny Alfa-related reference. In Broome, we saw no European-built cars or SUVs – not one (with the obvious exception of the great Mercedes off-road bus that we travelled on – plus a few other similar M-B buses noted on other tours.) No evidence of any Alfa was observed throughout our three-week long road trip north-east of Broome! ♦

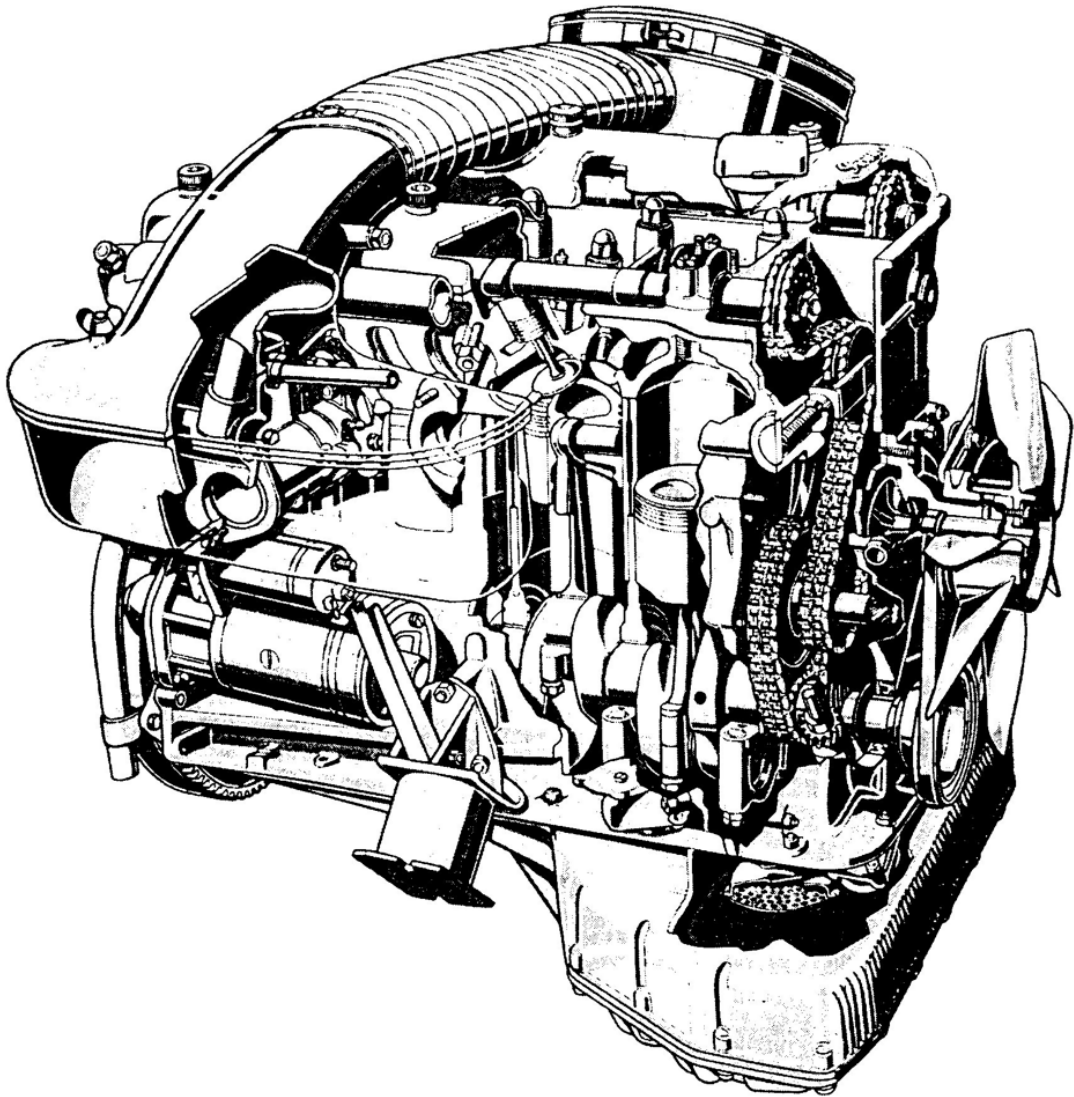




## A SHORT GUIDE TO ENGINES IN THE ALFA ROMEO 105 SERIES

*Written by AROCA WA Life Member, Bruce Thomas.*

*This article first appeared in the 1990s in an AROCA WA magazine issue. It is reproduced here in recognition of the WA Alfa Club's 50<sup>th</sup> Anniversary in February 2022.*



The first model of the 105 series, the Giulia TI, appeared in 1962. It had a new 1570 cc engine. This was an enlarged version of the 1290cc Giulietta engine which had been in production since 1954 in various forms.

The 1300 engine was virtually "square" with a bore of 74 mm and a stroke of 75 mm. To produce the 1600 engine, both bore and stroke were increased to 78mm and 82mm respectively, thus making it somewhat "undersquare" in a period when most new designs were "oversquare" (short stroke).



At first, the 1600 was fitted with a single, dual throat Solex carburettor which produced 106 bhp SAE gross (92 bhp net) at 6000 rpm. It is found in this form in the Giulia TI, as well as the 101 series Giulia Sprint and Giulia Spider.

In 1963, the 1600 engine received the traditional twin Webers when it was fitted to the first version of the Bertone coupe, the Giulia Sprint GT. Initially it developed 122 bhp SAE gross (106 bhp net) at 6000 rpm, but then the factory discovered that, by narrowing and tapering the inlet ports, the output actually increased to 125 bhp SAE gross (109 bhp net). The engine first appeared in this tune in 1966 in the new 1600 GT Veloce and 1600 Spider Duetto models. The same engine, apart from having a “spin on” oil filter, returned in 1972-4 powering the 1600 GT Junior.

When the Giulia Super first appeared in 1965 it also featured twin Webers, but in a lesser state of tune that produced 112 bhp SAE gross (98 bhp net) at a lower 5500 rpm. There may have been some minor changes during production of this model as a 1969 road test quotes 102 bhp net.

Meanwhile, the original 1300 engine was still alive and well. As fitted to the entry level Giulia 1300 TI, where it had a single Solex carburettor, it delivered 94 bhp SAE gross (82 bhp net) at 6000 rpm. With twin Webers, as in the 1300 GT Junior coupe, its output rose to 103 bhp SAE gross (89 bhp net) at 6000 rpm. This was essentially a revival of the famous Giulietta Veloce powerplant.

The next engine enlargement in 1968 produced the “1750”, which actually had a 1779 cc capacity. The bore was slightly larger than in the 1600 at 80 mm and the stroke was substantially increased to 88.5 mm. In European tune (with dual Weber or Solex carburettors), this engine developed 132 bhp SAE gross at 5500 rpm. The net figure seems to have been 118 bhp, although 122 bhp is sometimes quoted. In the USA, American emission-controlled 1750 engines, but with Spica fuel injection, produced 132 bhp SAE gross too.

The final development of the engine occurred in 2000, although in actuality, it fell somewhat short of 2-litres at 1962 cc. This increase in volume was evidently quite a stretch as the cylinder bore centres had to be changed to accommodate the new 84 mm pistons. The stroke was unaltered from the 1750 at 88.5 mm. The European 2000 claimed 150 bhp SAE gross at 5500 rpm, which was equivalent to about 130 bhp net (although up to 133 bhp is sometimes quoted). The US injected version initially produced 129 bhp SAE net (gross figures were no longer used in the USA), but this engine lost power in later years as US emission limits increasingly tightened.

The 1750 engine was reintroduced into the first of the Alfettas where the output was stated as 122 bhp DIN at 5500 rpm. When the Alfettas became 2-litre models in 1977, power remained at 122 bhp DIN. This was due to the use of emission control cams with less radical timing. Some of the later 2-litre Alfettas had a more powerful engine rated at 130 bhp DIN, which is comparable with the 2000 engine that had been fitted to the 105 series before emission controls were introduced. These are the most powerful production versions of the “four plug” power plant, and they were only outstripped by the later Twin Spark model which developed 145 bhp DIN at 5800 rpm. Of course, this output was also aided by electronic fuel injection.

I have been very careful in the above account to indicate whether power figures are SAE or DIN, net or gross. This is because, over the years, the Alfa Romeo literature has been a confusing mixture of all of these standards. Until the mid-1970s, Alfa Romeo tended to quote the exaggerated SAE gross figures, as did most American makers. Later on, the ‘SAE net’ was given. This was done in line with a new American regulation. Later, the more conservative German DIN standard was used, and, as far as I can tell, such figures are comparable with the ‘SAE net’.



Each of the different Alfa engine sizes had its own particular character. The differences from the largest to the smallest engines are by no means subtle. I would venture to say that the most powerful, the 2000, is not necessarily the “best”. The original 1300 engine is delightfully smooth and free-revving, but it is sadly lacking in torque. In the 1950s, the road testers of Giuliettas spoke of running effortlessly to 7,500 rpm, even though the factory had set a 6,700 rpm red line. With generous use of the gearbox, a 1300 is fast and enjoyable on the open road; a real driver's car.

The 1600 engine provided some most welcome torque without losing the free-revving character. Although not quite as sweet as a 1300, this is a most satisfactory compromise. Road testers of the early 1600s were changing at 6,500-7,000 rpm as the manufacturer had not bothered to suggest a red line. Tachometers in the later 1600s and 1300s are clearly marked at a conservative 6,000 or 6,250 rpm. However, the engines feel like they are ready for much more.

The 1750 has an entirely different character from the 1600, although its outright power is not much greater and on the road performance is comparable. The 1750 does have a much longer stroke than the smaller engines. Torque is noticeably increased and there is no need to call on high revs to get a satisfying performance. Although a 1750 will go willingly to its red line, this is set at only 5,700 rpm, which is in deference to its under-square design. In the Series 1, the 1750 engine was somewhat less refined in operation than in a Series 2, introduced in 1970, which had modified pistons and camshafts.

The 2000 engine is undoubtedly the most powerful - as the stopwatch confirms. But at what cost? The level of torque is most impressive and the five-speed gearbox sometimes seems almost redundant. Gone, however, is the enthusiasm to run the engine up to the red line (still 5,700), or beyond. Anything over 5,000 rpm seems a little pointless and the engine becomes rather harsh. In this respect it is less satisfying than is a 1750, which nevertheless has the same stroke. I suppose it must have something to do with increased piston mass in the 2000.

Fuel economy is an important aspect of the overall performance of an engine and, among other things, it varies with engine size and gearing. Long term tests suggested that the 1300s were often not the most economical, although the 2000s were invariably the thirstiest. The 1600 models usually exhibited better consumption figures, with the smaller engine size of the 1300 models apparently being offset by their lower gearing.

Taking the 105 Bertone coupe as a standard, the relative performance levels of the various engine sizes (based on various published road tests) are provided as in the table below. It now only remains for the reader to make his or her own choice. Personally, my favourites are the 1600 or a 1750.

*Bruce Thomas.*

Engine/Car	Bhp, SAE net	0-60 mph (seconds)	Standing ¼ mile (seconds)	Top Speed (mph)	Miles per Gallon
1300 GT Junior	89	13.2	19.1	102	24.4
1600 GTV	109	10.5	17.6	112	25.4
1750 GTV	118	9.5	17.1	115	23.3
2000 GTV	130	9.2	16.4	120	21.1





## CLASSIC AUTOS SEEN IN THE UK

By Kelly La Velle and Andrew Stevens

Our UK-based correspondents have provided the WA Alfa Club with links to several sets of photos that they shot at various events held in the UK that were held during September and October 2021.

### LINKS TO PHOTOS

- 2021 Concours of Elegance at Hampton Court  
<https://photos.app.goo.gl/uiiae4AwyTGEQtLEdA>
- 2021 Goodwood Revival - Friday  
<https://photos.app.goo.gl/YFbZ5JCSSHddFEfA9>
- 2021 Goodwood Revival Sunday  
<https://photos.app.goo.gl/DiEVA2TrgNKxrVoc9>

In Kelly and Andrew's report, they mention that Britain has gradually been coming out of a long period of lockdowns. As a result, recently, a significant number of the usual annual automotive enthusiast events in the UK have been squeezed into the late Summer and early Autumn calendar this year, in order to make the most of the weather before it changes too much for major outdoor events.

While there still is a quite scary number of daily cases being recorded in the UK, as well as far too many Covid-related deaths, without the now high rate of vaccination and a new round of booster injections underway, the UK's health situation would be much worse. Andrew comments that those living in the



UK now just need to deal with the continuing problems caused by Brexit; but that is a whole separate issue that could easily fill this magazine and endlessly bore everyone.

*1938 Alfa Romeo Alfetta 158, driven by Peter Greenfield. Festival of Britain Trophy. (Veloce Today)*

As used to be the case in past years, this year, September saw the arrival of the UK's approximate equivalent of the Monterey/Pebble Beach 'Car Week', including two major Concours events, a handful of Classic Car Auctions and the Goodwood Revival. All these events occurred in the space of a few weeks in September. Kelly and Andrew attended the Hampton Court Concours of Elegance and the Goodwood Revival. Both of our correspondents had a great time at these two very grand events.

The UK Ferrari Owners Club was one of the invited clubs displaying at the Concours of Elegance, along with the other marques such as Rolls Royce, Bentley, Aston Martin, Jaguar, etc. Kelly and Andrew joined the show on Sunday morning, arriving in Kelly's Ferrari 575M, and spent a warm but enjoyable day looking over some fantastic machinery in the wonderful setting of the Great Fountain Garden on the east side of the Palace.



The main event at the 'Concours of Elegance' brings together about 80 specially selected cars, ranging from turn of the 20<sup>th</sup> Century machines to the latest Supercars, as well as special 'one-offs' and show cars.

It is a rather unusual event in that the cars are not specifically judged. However, the owners of the cars in the Concours of Elegance all cast their votes for the various age classes and for the overall 'car of the show' award. While it isn't a 'scored' event, as such, but is more of a 'people's choice', the selection process involves only a very select group of people; the invited concours car owners themselves!



1932 Alfa Romeo 8C 2300 Monza, Jochen Mass, Brooklands Trophy. (*Veloce Today*)

Among the Ferraris seen in the main show were a special Farina-bodied 166 from 1950 and a 'Tailor Made' 488 Pista from 2020. Nonetheless, the list ranged across a selection of 250 Ferrari models, including a pair of 275 GTBs and a 'set' of F40, F50 and the Enzo; the last two unusually finished in silver, which looks much better than red, we think.

There was also a La Ferrari finished in Grigio Titanio. This colour also seems to suit the La Ferrari shape much better (at least in my humble opinion, says Andrew.)



1931 Alfa 8C 2300 Monza driven by John Guyatt and Christopher Mann, Brooklands Trophy. (*Veloce Today*)

The main feature display at Hampton Court was a group of competition cars in Gulf and Martini livery, showcasing primarily some classic Porsche and Lancia competition cars, which are always great to see.

It is a hard event to sum up in a few words, but when one of the display cars is a McLaren F1 GTR and you just wander past it, noting that it is there parked between a Type 57 Bugatti and a 1924 3.0 Litre Bentley (bodied as a works 'Pick-Up' or Ute), you do have to stop and remind yourself how fortunate you are to be able to see all these cars!

The 'Car of the Show', as voted by the concours participants, was the spectacular Art Deco style 1934 Avions Voisin Type C27 Aerosport, owned by Californian car collectors Peter and Merle Mullin. (Photos of this particular car appeared in the last issue of Alfa Occidentale, by the way.) The Avions Voisin is a unique vehicle. It is very dramatic in appearance and the worthy winner of this year's prize.

In 2022, the Concours of Elegance plans to have all the past 10 years 'Best of Show' winners returning to the Palace gardens. Andrew and Kelly are certainly looking forward to that!

This year, the Goodwood Revival returned for 2021, after it's enforced break in 2020. It felt wonderful to be back at Goodwood.



1932 Maserati 8CM Josef Otto Rettenmeier & Stephan Rettenmeier, Brooklands Trophy. (Veloce Today)

Some of you may have seen livestream footage of the event, or even have caught up with it via the Goodwood website, or on YouTube, or similar. These videos, while very good, cannot manage to encompass the full extent of this special three-day event.



You could go along to Goodwood and spend all the time available immersed in the range of side displays and activities and not get to watch any of the racing, if you so chose. Otherwise, you could spend all your time in the racing car paddocks, or in the Grandstands, or even just hanging over the fence. There you would see little else but track action, if that was your preference.

1939 Talbot Lago T23, Marcus and Richard Black, Brooklands Trophy. (Veloce Today)

The Goodwood Revival covers such a wide range of activities and interests. The important thing is to relax a bit and embrace it as a 'retro style' event. We feel that it is important to get dressed up in appropriately styled clothing (some going to an amazing level of effort in that regard), as that helps you to truly feel part of the event.



1950 Ferrari 340 F1 driven by Alexander van der Lof, Festival of Britain trophy. (Veloce Today)

While we all enjoy the 'historic' atmosphere, I can imagine that, in reality, we might not be so happy if we were attending a true 1950s or 60s race circuit experience, with the very sketchy facilities, a single van selling

lukewarm tea and little shelter from the weather available in rain or shine!

Therefore, it is better to think of Goodwood Revival as a modern event, but one set in a classic style with fantastic attention to detail and a lot of time and money invested in the event's own individual atmosphere. Yes, it is expensive, compared to most other events of this nature, but then, it is unique. The Goodwood team work very hard to set such a high standard and to make it very special.



However, as we are more used to enjoying 'Historic Racing' in a much 'purer' form, as it is generally practiced in Australia, sometimes it can be difficult to accept that some of the cars taking part as 'historic' racers at Goodwood, really are more racing cars that only appear to be historic. That "makeover" is most prevalent in the Saloon car races though and then only to a lesser extent than at some other grids. The genuine racing cars often do have a fantastic history and it is always great to see them in action.

Of course, it is hard to stop progress and better engineering coming into the sport. For example, E-Types can now outrun any Ferrari 250 SWB fairly readily. Here, the Ferraris now suffer from the fact that they were so well developed when new that the incremental gains made since have been much smaller. Meanwhile, there are people who have built trick E-Types with a lot more horsepower than they had back in the early 1960s, but which still fit within the rules. Although a good 3.0 litre V12 Ferrari engine can probably only make 30-40 more hp than in period, that compares to the 100+ extra hp that some of the 3.8 litre Jag engines have gained over this period.

These days, it appears that you need a 289 Cobra with 500+hp to get anywhere in the headline TT Celebration race (and no Ferraris were running in the TT this year), with only special Jaguars able to get anywhere near to the 289 Cobras on the track. Hopefully, the fact that the TT entries are offered by invitation only, rather than by application, means that the Duke may be able to revisit some of the cars in coming years and massage the invitation list to widen the field a little for future events!



Should you manage a visit to a Goodwood Revival, either as your first, or on a return visit, do make the effort to dress appropriately and so become fully involved with the spirit of the event. Be sure that you fully embrace the fun and spectacle of this truly unique experience.

At the start of October, there are still a few outside events left for the UK season before the winter takes over. This includes the much-delayed Members Meeting, again to be held at Goodwood.

This was originally planned for April 2020. In addition, there is the Italian Car Day at Brooklands, which usually sees over 1,000 cars of all shapes and sizes, crowding around the historic circuit and museum. After that, the program does transition to the usual indoor shows, that is, aside from a few special events, such as the annual pre-1905 vintage London-to-Brighton run in early November.

As for the immediate term, Andrew notes that he now needs to get through the annual stocktake process at Maranello Classic Parts. For him, Autumn Stocktake always dominates the beginning of each October!

# ALFA OCCIDENTALE

Issue 55, November 2021



The above photos from Andrew Stevens were taken at the Goodwood Members Meeting. ♦



# ALFA OCCIDENTALE

Issue 55, November 2021



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



## PROFILE OF AROCA WA CLUB TREASURER, EDDIE BERNARDI.

***Eddie talks with Greg Smith about his life, work and various Italian car interests, including his love of Alfa Romeo.***

Eddie Bernardi was born in Perth and grew up in West Leederville. He moved to Fremantle in 1966 and lived there until 1982, when he married. Eddie then moved to Wembley Downs where he has lived since.

Eddie's first school experience was in Beaconsfield at St Brendan's and later at CBC Fremantle. His first job was with State Ships company as a Trainee Freight Clerk. After 6 months, he left that job for a three-month trip to Italy with his dad. It was during this trip that he first caught the Italian car bug.

After his return to WA, he began work at Bolsch Customs and Shipping, again as a Freight Clerk. Thereafter, he moved to Australian Iron and Steel (AIS, an affiliate of BHP) in its Kwinana office as a clerk - and later, as a relieving paymaster - at the young age of 19.

Eddie was at AIS in Kwinana for a couple of years before transferring to BHP Perth, where he became a Money Market Operator, looking after AIS's finances. As Controller of Receivables, he also liaised with BHP's Melbourne Corporate Office.

Eddie mentions that when he joined BHP's Perth office, he took on WA Alfa and Fiat/Lancia clubs member Reg Howard Smith's former role after Reg had recently moved to another company. Around that time, Eddie also began his studies for a business degree at Churchlands CAE, majoring in accounting.

After a year with BHP, Eddie moved to the Activ Foundation as Assistant Accountant. There he quickly rose to be Group Accountant, continuing with Activ from 1979 until 1986. His Activ Foundation experience, setting up control systems, led to him acquiring an accounting capability that has stood him in good stead since.

In 1986, Eddie moved to Carabooda Roll-on Instant Lawn Limited as its Company Accountant. Later, he worked for a cash box public company called Sun Securities, based in Northbridge, before joining Hertz trucks in Welshpool, as its Financial Controller.

After experiencing the effects of a market crash in 1989, Eddie left the corporate world when he decided it was time to buy his own business. He purchased a wholesale bakery business based in Osborne Park. During the following 23 years, he continued to build this business; winning the Best Meat Pie Competition and other categories at the 2002 Perth Royal Show. Unfortunately, in 2008, like many others, Eddie's bakery business was hard hit by the GFC. After struggling for 3 years with the impact of the GFC, Eddie finally sold his bakery in 2012.



Since the sale of that business, Eddie has mostly taken on various odd jobs and he still keeps busy with a diverse range of activities. Recent roles have included driving trucks and working as Business Development Manager in a start-up company.



We changed discussion topics and began to discuss Eddie's auto interests. Eddie mentions that his first-ever car was a Ford Cortina 1600. However, on the day he arrived in Italy in 1975 (travelling to the old country with his father), Eddie was picked up at Rome airport by his cousins who were driving a Fiat 124 Special.



Eddie noted that the Fiat 124 had red lines on the speedo (but no tachometer). The two cousins told Eddie that the lines showed the maximum advised speed in each gear. The red lines indicated that the max. speed for 3<sup>rd</sup> gear was 110 kph. However, the Fiat 124's motor had only a 1.4 litre capacity, while Eddie knew that his Cortina, with its 1.6 litre engine, wouldn't pull more than 80 kph when it was in 3<sup>rd</sup> gear.

roundabout, accelerating the Fiat to 110 kph in 3<sup>rd</sup> gear. Eddie was sold on Italian cars immediately.

So how could a smaller motor travel so much faster in the same gear, he wondered? In Italian, the cousins exclaimed, "Guarda" (i.e., "Just watch!" in English) as they promptly emerged from a



While on that Italian trip, Eddie also went for a drive in a new Alfetta 1600. Then, three months later, on his return to Perth, he bought a new Fiat 128 Sport.

brand-new Fiat might be a better buy than a second-hand Alfa. After his first Italian car purchase, Eddie owned this Fiat for over eight years.

While admittedly not knowing that much about car mechanics at the time, Eddie was determined to own an Alfa. He says that it was already in his blood. However, eventually he came to realise that a



After 8½ years, Eddie parted with his beloved Fiat 128 Sport, selling it for \$3,600. (He had paid \$3,950 new). He invested \$2,500 (a 12.5% share) in a new start-up business venture. With the balance, he purchased an “as-traded” Lancia HPE from Eurocars. Eddie drove that Lancia for a year until it simply stopped. After that, he rebuilt the Lancia’s engine and suspension in his garage at home. Once the motor was

reinstalled, you could wear white gloves while working on the motor and not get them dirty.



Once Eddie had decided to move on from the Caribooda business to join Sun Securities Limited, his new salary package allowed for a company car. Through Sun Securities, he was able to lease a new 1987 Alfa 90 Super Sedan, sourced from Auto Classic. This Alfa 90 Super followed Eddie for the next two years as he went to Hertz trucks as its Financial Controller.

With the Australian recession of 1989, which eventually followed on from the 1987 stock market crash, Eddie decided that it was time to work hard, (but, on reflection, perhaps not that smart). He purchased a bakery based in Osborne Park and so went from his corporate pin-striped suit on Friday into a baker’s apron the following Monday.

In making this decision, he also decided he needed to leave the Alfa 90 behind. He then acquired his late Father-in-law’s pristine Holden Camira which became his daily drive for some time. Eventually, by 2002, the bakery had become strong enough that he was able to buy another vehicle of his own choice. This time, it was a new Alfa 156 Monza Selespeed.



Eddie owned the 156 Monza for 4 years, although towards the end of that period, he had considered upgrading to a new 156.

In the end, the 156 was replaced by a new Alfa 159 2.4 diesel, bought in 2006. He had seen the car at Barbagallo’s showrooms and they agreed to loan him the car for the weekend. After testing the 159 over a few days, he agreed to sign up for a brand new one.



His new 159 was the first 2.4 litre diesel delivered to WA. Now, fifteen years on, he is still driving this much-loved Alfa. Since the Alfa 105 series, Eddie believes the 159 is one of the best styled cars that Alfa has produced. In Eddie's view, this 159 is marked to become a classic.



Eddie has kept a long relationship going with Barbagallo, including the purchase of a few Fiat Ducato vans for commercial use at the bakery. Today, as well as the Alfa 159, Eddie continues to drive a Fiat Ducato van.

The diesel 159 remains Eddie's favourite Alfa. He says that it will never be for sale.

The 159 has great torque at low revs. It is a very comfortable vehicle and certainly isn't slow. In addition, the 159 looks good and it is quite economical. Average fuel economy is only 8.5l/100 kms around town - even if it is driven just like an Alfa should be.

For the last 10 years, Eddie has owned a Land Rover Discovery Series 2. He uses that mostly as transport whenever it is really wet, although he has also driven it on the Great Central Highway all the way to Alice Springs and Uluru; a seven day, 4,500km gravel-road, round trip.

Eddie was the Treasurer of the WA Ferrari club for six terms after he had agreed to serve that club at the request of his good friend Frank Ferrari, its president. As Treasurer, his presentation of the WA Ferrari Club's Annual Report caught the eye of the Ferrari National Treasurer. Thereafter, the national treasurer directed that the other states should produce their annual accounts in the same format.

In 2019, Andrew Murray convinced Eddie to become Treasurer for AROCA WA after Stuart Bunt decided to move to NSW and so resigned as treasurer. Eddie has now completed two annual financial reports for AROCA WA since joining the committee.

In addition to being part of the WA Alfa club committee, Eddie has greatly enjoyed supporting the Italian Car Day. Last year, he organized the display of Alfas at the 2020 "Bella Italia". His approach did work very well. This year, Eddie wants to improve the Alfa club's display further, partly to honour the club's fast approaching 50<sup>th</sup> Anniversary celebration.

Eddie does greatly enjoy the Alfa brand. The WA Alfa club certainly has allowed him to express his passion, especially when he meets like-minded people around the club with whom he can talk in the same language. He is a big believer in "flying the flag" for the Alfa brand.

Eddie then discusses his greatest Alfa Romeo-related highlight. It occurred at an Alfa Track Day when he drove a particular light grey coloured 156 GTA around the Barbagallo raceway, achieving 185 kph down the hill. He has also driven that same track in a super kart, a 250 cc Kawasaki Super Go-Kart. In the Go-Kart, he reached about the same speed, 185 to 190 kph.



The owner of that Go-Kart had already won 3 of 4 heats earlier that day, pushing the same Kart up to 220 kph.



Around that time, Eddie and some business friends all owned “Clubman” Karts. The “Clubmans” are series sprinter carts, smaller than Super Karts. They are run at a smaller track at Wanneroo.

Eventually, Eddie sold his Clubman. Then, after 17 years of no karting, in 2020, while visiting Shark Bay, Eddie found himself in another Go-Kart, this time, driving on a gravel track. He discovered how you do

bounce around more on gravel and that you can very quickly go sideways while drifting around bends. Eddie was a little surprised when, after a 17-year gap, he found that he could still get in and out of a Go Kart.

We discussed how he views the future of car clubs and their enthusiast members, relative to upcoming changes in transportation, fuel, environment, etc. He sums it up nicely in a single sentence, saying: “I would rather drive an Alfa than a Toyota and, in the future, I would still rather drive an electric Alfa than an electric Toyota. That still has to be better!”

Eddie’s other hobbies include boating, especially in power boats. While he also has sailed in yachts, he thinks that power boats are more convenient. Eddie’s view is that while sailing is about the journey, power boating is more about reaching the destination. You often hear the words “Let’s go for a sail” in yachting. In power boating, it’s “Let’s go to Rottnest or Carnac”!

Eddie has a couple of power boat models currently in need of repair. Once fixed, he intends to cast moulds from these boats to build other power boat models that can be remotely controlled. His models are in the iconic Randell design from Precision Marine and date from the late 1970s and ‘80s.



Eddie felt very privileged when he was invited onto the committee of the “Len Randell Raft Up and Rally” held over the September long weekend at South Perth Yacht Club; all in honour of 96-year-old, Len. Len designed the Leeuwin II, which is often seen sailing off Fremantle.

As we were concluding, Eddie mentioned his prospective new hobby business to be called “Accessorie Alfa Romeo”. It will stock a range of Alfa accessories and related products and Eddie plans to directly offer these items to club members. His initial range will be presented to AROCA WA members while they are attending “Bella Italia” on 14<sup>th</sup> November. ♦



## AN ALFA SUPERGIOIELLO APPEARED AT VILLA D'ESTE

Edited from an article appearing in [www.classicdriver.com](http://www.classicdriver.com) on 01 October 2021



*This Alfa 1900C Sprint Supergioiello is one of the rarest jewels in Alfa Romeo's post-war history.*

*Only 18 were ever built, with now only 3 surviving.*

*The Concorso d'Eleganza at Villa d'Este may have been the only place to ever see one.*

While enjoying a gentle stroll along the shore of Lake Como at the end of September this year, there was a distinct possibility of encountering the pugnacious front end of a distinctive Alfa coupe growling past during the Prelude Tour of classics ahead of the weekend's Concorso d'Eleganza Villa d'Este.

Only a true connoisseur of Italian auto exotica might have been able to recognise the car as the elusive 1900C Sprint Supergioiello with Ghia bodywork, of which a mere three are believed to have survived out of only 18 ever built.

The 1900 was Alfa's first stab at a production car after WW2. It was developed during the years immediately after the war, when a battle-scarred Italy, with its decimated industries, an impoverished population and a new republican constitution, was struggling to get back on its feet. In this situation, Alfa still found the resources to make the 1900 sufficiently modern to form the basis of its future production philosophy and then for it to remain a viable model for the best part of a decade.

That meant it was not only the first car to emerge from the Portello plant without a separate chassis, but also the first Alfa to be built on a production line rather than being put together on an individual basis.

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The 1900C Sprint Supergioiello featured a new 1,884cc twin-cam, four-cylinder engine producing a handy 90 horsepower. The 'regular' 1900 was promoted as a practical, roomy and attractive car, if also relatively basic. But, with Alfa being Alfa, it wasn't long before thoughts turned to giving it a sportier personality. So followed the SWB 'C' versions: five inches shorter and powered by an upgraded 'TI' engine with big valves, a higher compression ratio and twin Weber carburetors that provided an extra 10 horsepower and a few more revs (although with no significant improvement on the standard 1900's 105mph top speed).

This setup cried out for a more 'interesting' look than that of the regular four-door Berlina saloon and several top coachbuilders obliged, with Pininfarina, Zagato and Touring all developing exciting designs to attract the more sporting driver. Arguably, Ghia was the company that came up with the most eye-catching design of all: the Supergioiello, or 'jewel', that is pictured here.



The regular 1900 had already proven itself in high-profile races such as the Targa Florio and Stella Alpina, leading the marque to (justifiably) promote it as 'the car that wins races'. This is something that may have appealed to the original owner of this 1900C.

The Spanish enthusiast and 'gentleman driver' Gumersindo Garcia Fernandez took delivery of the Sprint Supergioiello in 1954, in the year after the car was built, and immediately put it to work. He entered the car in numerous competitions under the auspices of the Real Automóvil Club de España, including the inaugural Rally de los Pirineos and November's Subida a la Dehesa de la Villa, in which he bagged a 'first in class' with the Alfa.

Encouraged by his winter win, Fernandez upped the ante considerably by entering the 25th edition of the Rallye Monte-Carlo. While he made it to the finish, his snow-driving skills may not have been quite up to the mark, as he crossed the line in 211th place.

Thereafter, four more events in the more temperate climates of southern Europe followed, as well as an entry into San Sebastian's Concurso de Elegancia.

After keeping the Alfa for around three years, Fernandez sold it to another Spanish enthusiast, Salvador Ros, the president of Barcelona's Club 600 and a decidedly handy driver in his own right. Again, Ros immediately took it to the start line, first in the 1958 Rallye of the Pyrenees, where he placed 10th. Another three competition seasons followed before Ros eventually crashed the car, significantly damaging that distinctive, Ghia-designed nose section, which was replaced with one from a Touring design.

What happened during the following 30 years is not recorded, but in 1990, the Supergioiello had the fortune to fall into the hands of classic-car historian and editor of the Antique Car Club magazine, Pablo Gemino.

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Gemino diligently delved into the car's past and unearthed the above-mentioned competition history before passing it on to a new owner in Portugal.

It was this new owner who established its original bodywork configuration, having succeeded in finding images of the car competing with Fernandez at the wheel and revealing it to be sufficiently significant to merit a full and comprehensive restoration that returned it to the original specification in which it had left the Alfa factory almost 50 years earlier.

Undoubtedly one of the rarest and most distinctive iterations of the 1900C, this car remains just as practical and sporty as Alfa had originally intended. Perhaps you missed seeing it on its Prelude Tour, or at the following Villa D'Este Concorso. That really is too bad as there is not much chance of seeing another one. ♦



Photos: Rémi Dargegen for Classic Driver © 2021



## RECENT OVERSEAS SALES

Alfas plus misc., as noted in December 2021 on-line edition of Sports Car Market (SCM)

### RM AUCTIONS AUBURN, IN



#4115-1973 ALFA ROMEO SPIDER 2000 Veloce convertible. S/N AR2470642. Red/black vinyl/black vinyl. RHD. Odometer: 9,053 miles. 2.0-L I4, 2x2-bbl, 5-speed. U.K.-market car from new, retaining its original number plates. As such, it is also a covered-headlight car (even if the plastic is yellowed and crazed). Tax disc in the windshield expired in 2007, in addition to Alfa Romeo Owners Club and Lombarda Sport decals. Better-quality topical repaint. Bumper chrome has light scuffing. Stock five-spoke Cromodora alloy wheels shod with 20-year-old radials. Seats have light overall wear; headrests have some sun fade. Steering-wheel-rim wood in good shape; modern aftermarket polished

exotic wood shift knob. Kenwood CD changer in the trunk. While not filthy, engine bay could stand being cleaned. Rust-out on bottom of spare-tire well. Title in transit. Cond: 3+.

**SOLD AT US\$15,400.** *With the rot poking through the old undercoating below the spare-tire well, one wonders how much rust had to be dealt with before it was repainted. My magnet had some areas that didn't stick real well on the rocker panels, so a minty low-miler is out of the question. With all that, coupled with being an RHD car at an auction in the USA, this sold well.*

### U.K. ROUNDUP



#641-1954 ALFA ROMEO 1900 C Super Sprint Series 2 coupe. S/N AR1900C01713. Eng. # AR130800807. Red/red & gray leather. Odo: 4,602 km. 2.0-L I4, 4-sp. Older (1980s or '90s) restoration, still nice, with straight body, good paint and brightwork, and almost unworn interior. "Continuously fettled and upgraded in the years following," including electric fan and orange indicators. Plexi side windows, with vents. Motor tidy, even with correct braided plug wires. Sits just right on Michelin X-shod Borrannis. Cond: 2-

**SOLD AT US\$216,479. Silverstone, Northamptonshire, U.K., 8/1/21.** *One of 475 or thereabouts. Came to the U.K. in 1960, with*

*five owners since, the last from 1985. Looks slightly well bought compared with the most recent sales in the SCM Platinum database. It was last seen at the October 2020 Bonhams Goodwood Speed Week sale, where it remained un-sold at £160k (\$207k) against a £175k-£225k estimate (SCM# 6938655).*

### BONHAMS MPH BEAULIEU, U.K.



#489-1964 LAMBORGHINI TYPE FL3 Model 5C crawler tractor. S/N 16807. Orange/blue/black vinyl. Fuel-injected 3-cylinder, 4-speed. Very original and a bit tatty. Looks to be all there, though the holy grail is to find one with the "transport kit" of bolt-on tricycle wheels. 2,793 hours on the clock. Runs and drives, as evidenced by scrape marks in Beau-lieu's tarmac—oops! Vendor's score 62/100. Cond: 3-

**SOLD AT US\$7,001.** *Formerly used in a French vineyard, it came to the U.K. about 2011. This is the roughest one we've seen, as previous Lambo crawlers at auction have all been restored.*

*Reflects in the price achieved which is less than half the mount that others have sold for.*



## ARTCURIAL MONTECARLO, MCO



#146-1966 FIAT 600 Jungla utility. S/N 100D2354613. White/buff canvas/wicker. 767-cc I4, 4-speed. Jungla is a Fiat 600-based utility produced by Savio and devised to be parachute-droppable. The Kelly 600 was a “beach car” limited edition made by the Monaco Fiat dealer in tribute to Princess Grace, here replicated by the vendor with rattan seats and chintzy roof. Cond: 2-.

**SOLD AT US\$33,660.** *Though the Jungla wasn't adopted by the Italian army as Fiat had hoped, it was used by the Italian National Forestry Office. About 3,200 were made. Offered at no reserve, as*

*apparently the vendor has found one with a shorter first gear. It sold for more money than a decent Mini Moke or a Citroën Méhari, probably due to its rarity—even if it isn't a “real” one.*



#158-1968 LAMBORGHINI MIURA P400 coupe. S/N 3333. Eng. # 1666. White/black vinyl. Odometer: 24,112 km. 3.9-L V12, 5-speed. Restored in Italy circa 2005, but interior is mostly original, complete with roof-mounted stereo controls. Door trim pieces show a few marks, seat vinyl is holding up well, and there is slight wear to the dash leather. Engine is clean. Cond: 2-.

**SOLD AT US\$1,150,056.** *“I think I've done something foolish. We're going to have to tighten our belts for a few years, but I have realized a dream,” is how, in 2005, the last owner announced the purchase of this Miura to his son. At that time, Miuras cost less than \$150k. This time, the son was selling the car, as he was apparently too nervous to drive it post-restoration. Sold on the money.* ♦

## O U R T R A D E A C C O U N T A T B U R S O N S

To utilise this Cash Trade Account simply show your current AROCA WA Membership Card. Cash Trade Pricing applies to all in-store products, including oils, filters, tools, accessories and a limited range of Alfa service parts – or for any other brand of vehicle that you may have.

**Supplier:** BURSON AUTO PARTS [www.burson.com.au](http://www.burson.com.au)

**Account Type:** CASH TRADE ACCOUNT

**Account Name:** Alfa Romeo Owners Club of Australia (Western Australian Division)

**Access:** Current AROCA WA Membership Card (must be shown)

**Availability:** Currently financial AROCA WA Members Only

**Locations:** Available at all Burson stores nationally, and, in WA at: Osborne Park, Malaga, Canning Vale, Bibra Lake, Belmont, Myaree, Joondalup & Midvale.





## PREFERRED PARTNERING FOR AROCA WA



# Preferred Partner Program

### Welcome to the Alfa Romeo® Preferred Partner Program

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Company Name: Alfa Romeo Owners Club of WA

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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
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	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	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 7PM	Greg Smith	Informal dinner and pub social gathering
Captain Stirling Hotel,			
Run & pizza Red Shed, Bullsbrook	Sunday 8 <sup>th</sup> August	Eddie Bernardi	
AROCA WA AGM	Tuesday 7 <sup>th</sup> Sept. 2021	Andrew Murray	AGM at WA Light car club, Bayswater – food & refreshments provided.
Celebration Of Motor Sport	Sunday 19 <sup>th</sup> Sept 2021	TARGA WEST	At Langley Park from 10:00 until 15:00.
COMO CLASSIC CAR SHOW Wesley College, South Perth	Sunday 3 <sup>rd</sup> October 2021	Greg Smith	Register to display your Alfa at comorotary.org.
Club run to Annual 'fly-in'	Sunday 17 <sup>th</sup> October 2021	Greg Smith	Meet at Perth location and drive to Serpentine for annual fly-in of the Sport Aircraft Builders Club.
Serpentine Airfield			
November club night	Tuesday 2 <sup>nd</sup> November 2021	Andrew Murray	Nov club evening starts at 7PM with pizza and drinks provided. Committee to meet beforehand at 6PM.
WA Light car club Moojebing St, Bayswater			
Trinity College Italian Car Display	Thursday 4 <sup>th</sup> November 2021	Greg Smith / Rob Rowbottam	Lunch time display of Alfas from 12:45 until 13:20 at Trinity supports Italian language classes at the school.
<b>Rotary Italian Car Day, Mulberry Estate</b>	<b>Sunday 14<sup>th</sup> Nov. 2021</b>	<b>Andrew Murray</b>	<b>Date scheduled at Mulberry on Swan. All other details, inc. booking, are provided below.</b>
<b>"Celebration of the Motorcar" Cottesloe Civic Centre</b>	<b>Sunday 28<sup>th</sup> November</b>	<b>Paul Blank</b>	<b>Curated classic car show of invited classic autos. Enjoy a great brunch beside the beach plus great cars!</b>



<b>Annual Pasta Run</b>	<b>Sunday 5<sup>th</sup> December</b>	Ferrari club is the organizer	Lunch at "Pasta in the Valley". Meet at Midland carpark 09:30 for 10:15 departure..
<b>Fish &amp; Chips night beside Swan River</b>	<b>Tuesday 11<sup>th</sup> January 2022</b>	Sam Calabro / Greg Smith	We meet alongside the Swan in South Perth for fish & chips while watching the sunset.
<b>50<sup>th</sup> AROCA WA Anniversary Lunch</b>	<b>Sunday 20<sup>th</sup> February 2022</b>	John Reed / Andrew Murray / Greg Smith	Likely to be at Perugino Restaurant as a gala Sunday lunch. Details in finalization- look for emails shortly.
<b>TO BE ANNOUNCED</b>			
1st Tuesday events each month in '21/22	TBD, after November 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>R</sup>D SUNDAY INFORMAL RUNS CONTINUE IN FY21/22.

**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.**

### Check This Video Link:

A 1933 Alfa Romeo 8C 2300 Monza ex Scuderia Ferrari: Straight-8 Supercharged Engine Sound!

[#AlfaRomeo8CMonza](#) [#AlfaRomeo8C2300](#) [#8C2300Monza](#)



## CLASSIC CARS & COFFEE

Next CC&C event is **Sunday 21<sup>st</sup> November, 2021** from **08:30** until **10:30**

It's about classic cars and the people who love them

Classic, Exotic and Prestige Cars Welcome

classiccarsandcoffee.com

Classic CARS & COFFEE

NEXT TIME & DATE  
8.30 - 10.30AM

NOVEMBER 21

University of Western Australia, Carpark 3, Hackett Drive, Crawley



\$10 Entry per car

supporting The Prostate Cancer Foundation of Australia



## CELEBRATION OF THE MOTORCAR

*Celebration of the Motorcar*

Western Australia's premier exhibition of classic, exotic and prestige cars

www.celebration.org.au

“Celebration of the Motorcar” is on Sunday 28<sup>th</sup> November from 10:30 until 15:30. This curated car show presents many wonderful classic cars, exhibited by invitation. Nearby brunch in the cafés beside Cottesloe beach is another potential highlight during this great annual event.

Check out the [www.celebration.org.au](http://www.celebration.org.au) website for details.





**ITALIAN CAR DAY 2021**

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*presents*

# Bella ITALIA

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*Classic Italian Cars,  
Bikes & Cuisine*

An illustration of classic Italian cars, including a red Ferrari 250 GTO, a blue and red Alfa Romeo sports car, and a red Alfa Romeo 164. In the background, there are white line-art drawings of Italian architecture and a crowd of people.

**14<sup>TH</sup> NOV 2021** *at* **MULBERRY ESTATE, CAVERSHAM**  
*9:30-3pm* **ENTRY \$20 ≈ KIDS FREE**

Rotary  [www.italiancarday.com.au](http://www.italiancarday.com.au)   
SHARE THE PASSION



## BELLA ITALIA SUNDAY 14<sup>TH</sup> NOVEMBER 2020 AT MULBERRY ESTATE



Note that you do need to book your Italian car(s) and/or motorbike(s) in for the Bella Italia display on Sunday, 14<sup>th</sup> November 2021. Please sign up using the TryBooking ticketing links provided below.

Trybooking registration of your vehicle(s) enables you to print out free car display ticketing before you arrive at Bella Italia. It also avoids you being tied up in any queues on your arrival.

**Car Display:** <https://www.trybooking.com/BURLI>

Note that booking to display your car is free. The car's driver and passenger are both entitled to free entry on the day when they arrive in a registered 'Italian Display Car'.

Please arrive by 08:30 at Mulberry-on-Swan to park your car, where directed, in the Alfa (or others) displays on Sunday 14<sup>th</sup> November.

There is also a booking link available for the public gate on the day. Note that advance payment is only \$15.00.

**Public Gate** <https://www.trybooking.com/BUNNU>



A QR code for the event is also available:



## **BREAKFAST PRE-BOOKING**

You can pre-pay for breakfast which includes an Egg and bacon roll with coffee or juice for \$10.00 at Bella Italia using this link:

**Book for Breakfast:** <https://www.trybooking.com/822795>

## **LUNCH PRE-BOOKING**

There is also a lunch option available. The lunch runs from 11:30 until 14:30 and is at a cost of \$40 per head. You can book for the lunch via Trybooking at the link shown below.

The lunch buffet includes the following options:

*Honey Glazed Champagne Ham.*

*Penne Bolognese Pasta Bake*

*Vegetarian Tortellini with a Creamy Mushroom and black pepper sauce.*

*Chicken Cacciatore served with long grain rice.*

*Build your own salad bar*

*Antipasto selection*



**Book for Lunch:** <https://www.trybooking.com/822280>

***The 2021 Italian Car Day, "Bella Italia", is organized by Northbridge Rotary.***



## AROCWA FISH & CHIPS PICNIC TUESDAY 11<sup>th</sup> JANUARY 2022



**DATE & TIME:** Tuesday 11<sup>th</sup> January 2022, starting at 6:00 PM.

**WHERE:** Meet at the Swan River foreshore in South Perth. From Mill Point Road, head down Coode Street towards the river. There is a large car park on the left in the Sir James Mitchell Park, before you get to the Boatshed restaurant. Park in this carpark on the left where you will find that the AROCA WA picnic area is set up nearby.

**FOOD:** Use the Trybooking link below to order your quality West Australian sourced fish, either batter or grilled, which comes with a serving of chips. The club subsidized price is \$20 per person. Orders will be delivered as we picnic near the river. Note that this Trybooking link will be closed at COB on Friday 7<sup>th</sup> January.

**LOW-KEY CASUAL:** On the Tuesday evening, the club will collect the food from the fish shop and provide it to club members and partners while they are sitting on the lawns near the riverside.

**WHAT TO BRING:** Members should bring their own nibbles and drinks, plus glasses, etc. You may also decide to bring your picnic table and chairs.

**CAR PARKING:** Plenty is available close by.

**CHECK THE GOOGLE MAP REF:**

<https://goo.gl/maps/BFmBbNjoWhSvYyXe8>

**BOOK NOW VIA TRYBOOKING:**

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





## 50<sup>TH</sup> ANNIVERSARY LUNCH AT PERUGINO RESTAURANT

**Note that Final Details Are Still In Negotiation. Event likely to be held on Sunday 20<sup>th</sup> February 2022; starting at midday.**

**Perugino Restaurant, 55 Outram Street, West Perth.**



Perugino is one of Perth's premier restaurants.

The WA Alfa Romeo Club has chosen Perugino as the location of its formal celebration of the club's 50<sup>th</sup> Anniversary.

This great lunchtime event will be planned for Sunday 20<sup>th</sup> February 2022, starting at midday.

The first formal advertisement requesting expressions of interest in joining AROCA in WA was placed in the West Australian on Saturday 19<sup>th</sup> February, as Bruce Thomas has written above.



After that, a small group of keen Alfisti founded the WA club in 1972. Interestingly, some of them had already played key roles in establishing the first ever division of AROCA, in Victoria, two years earlier.

On the 50<sup>th</sup> Anniversary of AROCA WA, the club is organizing a special celebratory lunch, not to be missed by anyone involved in the Western Australian Alfa Romeo Owners Club. The club committee is looking forward to seeing you and your partner at this very important, once-in-50-years, occasion.

Perugino Restaurant presents traditional Italian cuisine in elegant surroundings. Head chef and owner, Giuseppe Pagliaricci and his wife, Rosalba both aim is to take Perugino's diners on a journey of delectable delights. In fact, the Pagliaricci family has sought to follow this approach since Perugino first opened in West Perth in 1986.



Perugino Restaurant is situated at 77 Outram Street, West Perth, just up the hill in Outram Street, but near the intersection with Murray Street.

Unfortunately, dining spaces at Perugino will be limited. There will be an 80-attendee limit at this special, semi-formal, celebration lunch.

***As of publication date of this magazine edition, negotiations with the restaurant are nearing completion. AROCA WA Members should look for Final Details to arrive shortly by email.***



# ALFESTA

2022

port macquarie  
NEW SOUTH WALES



**14 - 18 April 2022**

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



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



Select and pay for your accommodation directly with the hotel



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

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



## 2022 ALFESTA (& POST-TOUR) PLANS 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”, AROCA’s annual national meeting, is held over the Easter long weekend. After forty years, it has become a well-developed gathering of Alfa owners, enjoying a fun-filled four night, three day social event format. Alfesta allows them to meet like-minded Alfisti from across the country and to explore various attractions and by-roads near the Alfesta location.

AROCA NSW last hosted an Alfesta when the Canberra Chapter invited everyone to the Nation’s Capital in 2013. Before that, it was at Alfesta in Orange in 2009. A NSW return must be well overdue!

For 2022, you are invited to Port Macquarie, a town of about 50,000 on the NSW Mid-North Coast, and the Hastings River area. Alfesta will be held at the Waters Edge Boutique Hotel, right on the Hastings River, less than 1 km from the town centre. The hotel has 61 rooms. Currently, we have all the rooms reserved for Alfesta bookings until 30 November. After that, room bookings will be open to the general public, but if any remain available, you still will be able to book into the Alfesta hotel.

A month ago, 32 of the 61 rooms had been booked with 69 people 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 attended even when they have been unable to bring their own Alfa.

In addition to the 32 rooms already booked, approximately another twenty people have registered without yet booking a place or making a hotel room reservation. So, if you are thinking of attending over Easter 2022, 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 kicks off on Thursday 14<sup>th</sup> April, with registration, a gift pack, and meeting with new and old friends. Good Friday activities are still being finalised. Saturday starts with the usual Show’n’Shine in the Town Green, where your car cleaning skills will be tested, plus a wander around the shops, before exploring the Port Macquarie area during free time in the afternoon.

The Ray Sharp Observation Run is scheduled for Sunday morning including a scenic drive to the west and south of Port Macquarie. Along the way, there are optional questions to answer, while following the route. After lunch at Long Point Winery, there is more free time in the afternoon before the Alfesta gala dinner.

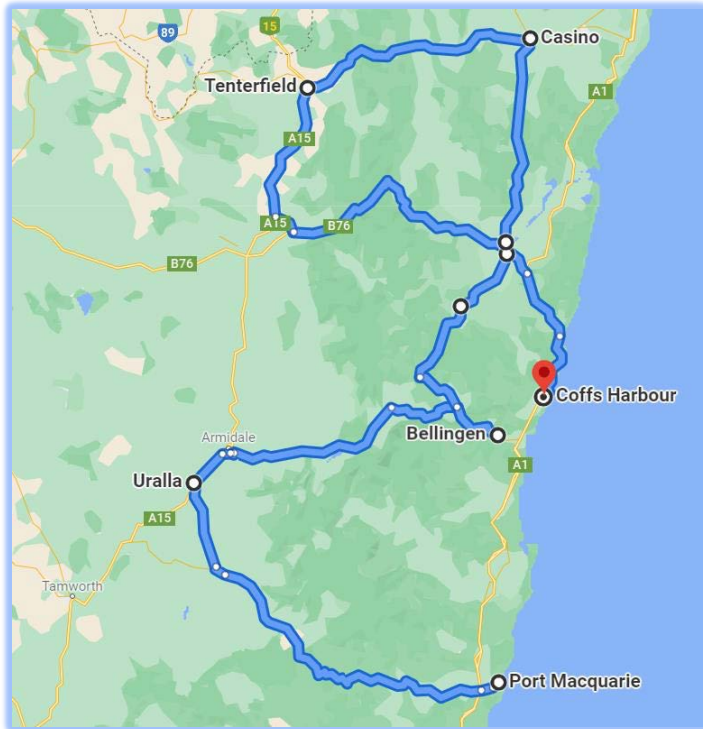
We farewell those not taking part on the post Alfesta Tour on Easter Monday morning.

### 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 should you be driving up from Sydney) will be on M1 dual carriageway. To counterbalance that, the Post-Alfesta Tour for 2022 has scheduled a few days driving on some of the best roads in the country.



The three day tour criss-crosses the Great Dividing Range, as you can see from the map below. You can drive these roads at your own pace. You don't even have to be an Alfesta participant to join the tour group on the full tour. Furthermore, you can drive as much of the tour route as you prefer.



The plan is for us to spend the first night at Bellingen and the second night at Tenterfield. As, via the direct route, Bellingen is only 90 minutes from Port Macquarie, there always is the option of spending your Easter Monday as a tourist day and then joining the tour group for dinner at the Federal Hotel in Bellingen, with a la carte menu choices.

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

The tour route takes 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 the road is now open again to through traffic, although work is still continuing and it may slow our progress 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 travels east across the Great Dividing Range once more, this time via the Bruxner Highway towards

Lismore. While driving in the north of NSW, Queenslanders might decide to depart for home around Woodenbong. For those who are later heading south, you can continue to Coffs Harbour, (which was one of the initial locations proposed for Alfesta 2022 before AROCA NSW decided on Port Macquarie).

Martin Leaver, Alfesta 2022 Convenor







## A R O C A W A T R E A S U R E R ' S R E P O R T 2 1 <sup>s t</sup> O C T O B E R 2 0 2 1



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

#### Treasurer's Report as at 21st October 2021

Opening Balance b/f 16/09/2021 \$9,411.66

#### INCOME

##### Memberships

15/09/2021	R.Waring		\$80.00	
23/09/2021	Demosthenos		\$80.00	
27/09/2021	S.McKivett		\$80.00	
11/10/2021	M.Fisher		\$80.00	
21/10/2021	M.Kenny	received cash @ AGM night	\$80.00	\$400.00
1/10/2021	Trybooking	Como Rotary Brunch		320.00
<b>Total Income</b>				<b>\$720.00</b>

##### PAYMENTS

1/10/2021	Trybooking	Como Rotary Fees		\$8.00
6/10/2021	G.Smith	Reimb Como Rotary Brunch		\$320.00
<b>TOTAL PAYMENTS</b>				<b>\$328.00</b>

#### Net Movement

**\$392.00**

Closing Cash Book Balance		\$9,803.66
Closing Balance Westpac 21/10/2021		\$9,803.66
	Reconciliation Variance	\$0.00

#### INVESTMENT ACCOUNT

Opening Balance b/f 16/09/2021		\$14,180.82
Interest Received 30/09/2021		\$0.11
Closing Balance c/f 21/10/2021		\$14,180.93

#### TOTAL FUNDS AVAILABLE

**\$23,984.59**

**EDDIE BERNARDI**  
**TREASURER**  
21st October 2021





## NEW MEMBER APPLICATION AND CURRENT MEMBER RENEWAL

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

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

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

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

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

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

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



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

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

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

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

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

Andrew Murray.  
President, AROCA WA.

# ALFA OCCIDENTALE

Issue 55, November 2021



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

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

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

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

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

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

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

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

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

CURRENT MEMBER: YES NO PAST MEMBER: YES NO

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

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

Manufacturer	Type	Year	Colour	Registration OR Concession Plate # <i>(if applicable)</i>
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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 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. See....<https://www.alfaclubwa.com.au/newsletters/>

The issue and page number of each profile is shown below.

Profile	Issue	Page	Comment
<b>Glen Phillips</b>	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>
<b>Bruce Thomas</b>	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>
<b>Norm Craven-Kelly</b>	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>
<b>John Schoen</b>	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>
<b>John Court</b>	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>
<b>Andrew Murray</b>	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>
<b>Michael Barrenger</b>	15	8	<i>Michael Barrenger writes about his “Alfettish” and the acquisition of sought-for cars he now has in renovation or modification.</i>
<b>Leon Cottle</b>	18	21	<i>AGOG founder, AROCA Vic Goldfields group convenor and serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>
<b>Greg Smith</b>	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>
<b>Ivan Olsen</b>	19	15	<i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa in Perth in 2009.</i>
<b>Ugo Sivocci</b>	25	13	<i>Early 1920s Alfa racing driver originated the Quadrifoglio Verde badge – absence of which coincided with his death while driving.</i>
<b>Keith Martin</b>	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>
<b>John Reed</b>	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>
<b>Paul Blank</b>	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>
<b>Keith Martin (update)</b>	35	24	<i>Keith describes replacing his long preferred manual Alfas with automatic classic cars due to the limitations caused by his stroke.</i>
<b>Rachelle Domansky</b>	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>
<b>Piero Pagano</b>	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 Sugden</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>Eddie Bernardi</b>	55	18	<i>AROCA WA Club Treasurer, Eddie Bernardi, talks about his love for the black, 2.4 litre diesel Alfa 159 that he has owned since new.</i>
<b>Someone you know ?</b>			<i>Alfa Occidentale is very keen to interview more WA Alfa Club members to continue this series of profiles.</i>



Marco Annunziata is seen driving his Alfa Romeo 1900 Matta. In the 1950s, Alfa Romeo built 2,050 Jeep pseudo-clones for the Italian government, based on a formula devised by its Ministry of Defence. They were called the **AR 1900 M "Matta,"** where "Matta" translates to "mad" and, this time, "AR" means "Autovettura da Ricognizione" ("Reconnaissance Vehicle").

**Note: The following pages are provided as a Special Supplement to this magazine issue. They were written by the club's Concessional Registrar, Steve Sugden, to clarify the requirements for WA's Code 404 concessional registration system. The differences between it and the new Code C4C for modified vehicles are explained. The club strongly recommends that all club members keep these pages handy for future reference.**



*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](http://www.alfaclubwa.com.au)

## Code 404 Concessional Licencing Procedure.

### Introduction

The WA Department of Transport (DOT) offers 2 schemes to concessionally register your historic/classic vehicle.

- Code 404, for unmodified historic vehicles and
- C4C, for modified classic vehicles.

The Alfa Romeo Owners Club of Australia (WA Division), (The Club) offers members the option to licence their eligible vehicles under the Code 404 concession. **The C4C scheme is not currently supported by the Club** but it is hoped to be able to offer this to members in the near future.

An overview of both schemes including links to forms and documents is provided in the attached table.

### Procedure

The procedure to register a vehicle under Code 404 concession through The Club is as follows:

- You must be a financial member of The Club at all times.
  - The DOT will remove your concession if you are not a financial member.
  - The DOT requires The Club to report the financial status of members at the start of each Club financial year (1 July).
  - There is no grace period if you have not paid by the 30<sup>th</sup> June.
- Download and read the Code404 concession handbook.
  - It is critical that you understand your obligations and vehicle eligibility criteria.
  - The DOT is becoming increasingly vigilant in ensuring compliance.
  - Breaching the conditions of the concession will mean your vehicle is not licenced or insured.
  - If you have any questions, please contact the Club's Concessions Officer.
- Complete the following forms. You will need a separate set of forms for each vehicle:
  - DOT: E81
  - CMC: CMC1
  - AROCWA Declaration Form. Ensure vehicle details are supplied and correct.
- An official of the Club will need to sign the CMC1 form.
  - You will need original signatures.
  - The Concessions officer is the club contact for signing of forms.
  - He/she will need to sight the vehicle, before signing the CMC1 form.
- If the vehicle is not currently registered it will need to be inspected (unless it expired within the last 12 weeks) by an approved inspector or presented to any DOT Licensing Centre for inspection.
  - The Club does not have an authorised inspector.
  - Refer to the Code 404 Concession handbook for further details.
- The Club will require copies of the signed forms and declaration, for the club's membership records.
- Present the completed original E81 and CMC1 forms and vehicle licence paperwork in person at a DOT Licensing Centre.
- It is mandatory that a pair of "Historic" plates/stickers are fitted to the vehicle and mounted above or below the front and rear number plates.
  - Plates/Stickers can be purchased from the WA Motor Museum at Whiteman Park or from The Club.





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

[www.alfaclubwa.com.au](http://www.alfaclubwa.com.au)

### Owner Declaration – Code 404 Concessional Vehicle License

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

I will advise The Club within 7 days of any change in vehicle registration status or ownership change.

Name of Owner: \_\_\_\_\_

Alfa Club Membership No: \_\_\_\_\_

#### Vehicle Details:

Make: \_\_\_\_\_

Year: \_\_\_\_\_

Model: \_\_\_\_\_

Chassis/VIN Number: \_\_\_\_\_

Engine Number: \_\_\_\_\_

Registration Plate: \_\_\_\_\_

Signature:

Date: \_\_\_\_\_

*If you own a concessionally registered vehicle, please complete this form and then email it the Concessions Officer at [concessions.arocwa@gmail.com](mailto:concessions.arocwa@gmail.com) and copy to the Secretary at [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com) and*

## WA Vehicle Registration Concession Schemes

	<b>Code 404</b>	<b>C4C</b>
Offered by the Alfa Romeo Owners Club of Australia, WA Division?	Yes	<b>NO</b>
<b>Eligibility</b>		
Owner must be a financial member of a DOT approved Club	Yes	Primary Financial Member Only. Family Members not Eligible
Residency requirement	WA Residents Only	WA Residents Only
Driver limitation	Any Licenced Driver	Any Licenced Driver
Member can have multiple vehicles on concession	Yes	Yes
Types of vehicles covered	All	Vehicle GVM <4.5t, a Street Rod, Trailer/Caravan
Vehicle Age	Manufactured more than 25 years ago (under exceptional circumstances may be accepted as Unique and Historic)	Manufactured prior to 1990
Modifications allowed	Minor only, period factory options and accessories, no performance or other non-standard modifications., limited safety modifications allowed (Eg seatbelts, brake and indicator lights).	Yes
Vehicle Licence	Licenced vehicles only.	Licenced vehicles only.
Vehicle inspections	Yes, for initial licence application if not previously registered in WA	Yes, for initial licence application if not previously registered, including engineering approval of any modifications. Application to be made to the DOT prior to modifications being made.
<b>Usage Limitations</b>		
Club Events Use	Yes, unlimited, including any recorded event by any DOT Approved Club	60 Days per calendar year limit
Other Events Sanctioned and Advertised by the Club	Yes unlimited use	Within 60 Day Club event limit
Impromptu Runs	Yes provided club is alerted prior to run. Limited to 1 day per run. Reasonable use. Club to retain log of impromptu runs.	Within 30 days per calendar year personal use limit
Ceremonial purpose use	Club must first provide written approval and record in run log- unlimited usage	Within 30 day per calendar year personal use limit
Testing Following Maintenance or Repairs	Within 30 km of garage or place of repair – unlimited usage	By owner within 30 day per calendar year personal use limit. Mechanic or repairer can test drive the vehicle within a 5 km radius of the place or repair without the journey being recorded as a personal use day.
Travel to and from a Place of Repair or Mechanic	Yes – unlimited	Within 30 days per calendar year personal use limit
Exhibiting vehicle in a display fetes etc, conducted for Religious, charitable or educational purposes	Yes	Within 30 days per calendar year personal use limit
Commute to Employment	No	Within 30 days per calendar year personal use limit
Other Private Use	No	Within 30 days per calendar year personal use limit
Use for Payment or Reward	No	No
Towing a trailer	Allowed	Allowed

Undertaking a Drivers Test	No	No
Descriptive Plate Display on Vehicle	Mandatory Front <b>and</b> Rear, affixed above or below and not obscuring the number plates	Mandatory Front <b>or</b> Rear, affixed above or below and not obscuring the number plate.
Descriptive Plate or Sticker	" <b>Historic</b> " Letters minimum of 25mm high, Contrasting background.	" <b>Restricted Use</b> " Letters minimum 25mm high. Sticker or plate minimum size, 180mm length x 40mm high.
Plate Available From:	Motor Museum Whiteman Park or AROCWA concessions officer.	Template downloadable from DOT website. Owner to get printed at a printing service as a weatherproof sticker.
Log books	No	Yes. Must complete prior to start of journey
<b>Fees</b>		
Registration Fee	100% Exemption	75% Exemption
CTP Insurance Fee	Reduced rate	Reduced rate
<b>Links to Further Information, Forms etc.</b>		
Council of Motoring Clubs Code 404 Web page	<a href="http://www.councilofmotoringclubs.asn.au/index.php/downloads/code-404">http://www.councilofmotoringclubs.asn.au/index.php/downloads/code-404</a>	N/A
DOT Concessions Web Page	<a href="https://www.transport.wa.gov.au/licensing/concessions.asp">https://www.transport.wa.gov.au/licensing/concessions.asp</a>	<a href="https://www.transport.wa.gov.au/licensing/concessions.asp">https://www.transport.wa.gov.au/licensing/concessions.asp</a>
Concession Tab name	Veteran, Vintage, Post Vintage or Invitational Vehicle Concessions Tab at bottom of page.	Concessions for Classics Scheme Tab at top of page
DOT Application Form ID	E81	E116
DOT Application Form Link	<a href="https://www.transport.wa.gov.au/mediaFiles/licensing/LBU_F_VL_C_E81_VintageVeteranConcession.pdf">https://www.transport.wa.gov.au/mediaFiles/licensing/LBU_F_VL_C_E81_VintageVeteranConcession.pdf</a>	<a href="https://www.transport.wa.gov.au/mediaFiles/licensing/DVS_F_E116_Concession_for_Classic_Scheme_Application.pdf">https://www.transport.wa.gov.au/mediaFiles/licensing/DVS_F_E116_Concession_for_Classic_Scheme_Application.pdf</a>
CMC Certification Form ID	CMC1	N/A
CMC Certification Form Link	<a href="http://www.councilofmotoringclubs.asn.au/index.php/downloads/code-404/24-cmc-form-1/file">http://www.councilofmotoringclubs.asn.au/index.php/downloads/code-404/24-cmc-form-1/file</a>	N/A
CMC Unique Vehicle Application Form ID	CMC2	N/A
CMC Unique Vehicle Form Link	<a href="http://www.councilofmotoringclubs.asn.au/index.php/downloads/code-404/25-cmc-form-2/file">http://www.councilofmotoringclubs.asn.au/index.php/downloads/code-404/25-cmc-form-2/file</a>	N/A
FAQ Document Link	<a href="https://www.transport.wa.gov.au/mediaFiles/licensing/LBU_VL_FAQ_VintageVeteranConcession.pdf">https://www.transport.wa.gov.au/mediaFiles/licensing/LBU_VL_FAQ_VintageVeteranConcession.pdf</a>	<a href="https://www.transport.wa.gov.au/mediaFiles/licensing/DVS_P_ConcessionsforClassicsFAQ.pdf">https://www.transport.wa.gov.au/mediaFiles/licensing/DVS_P_ConcessionsforClassicsFAQ.pdf</a>
Explanatory Booklet	<a href="http://www.councilofmotoringclubs.asn.au/index.php/downloads/code-404/22-code-404-handbook-v3/file">http://www.councilofmotoringclubs.asn.au/index.php/downloads/code-404/22-code-404-handbook-v3/file</a>	<a href="https://www.transport.wa.gov.au/mediaFiles/licensing/DVS_P_C4C_Code_of_Conduct.pdf">https://www.transport.wa.gov.au/mediaFiles/licensing/DVS_P_C4C_Code_of_Conduct.pdf</a>
Log book Templates	N/A	<a href="https://www.transport.wa.gov.au/mediaFiles/licensing/DVS_P_C4C_log_book.pdf">https://www.transport.wa.gov.au/mediaFiles/licensing/DVS_P_C4C_log_book.pdf</a> <a href="https://www.transport.wa.gov.au/mediaFiles/licensing/DVS_P_C4C_log_book_follower_pages.pdf">https://www.transport.wa.gov.au/mediaFiles/licensing/DVS_P_C4C_log_book_follower_pages.pdf</a>
DOT Modifications Web Page	N/A	<a href="https://www.transport.wa.gov.au/licensing/modify-or-construct-a-vehicle.asp">https://www.transport.wa.gov.au/licensing/modify-or-construct-a-vehicle.asp</a>