



Saturday 19th February 2022
was the date of the
50th Anniversary
of the
Western Australian Division
of the
Alfa Romeo Owners Club of Australia.

CONGRATULATIONS AROCA WA!



Two important past club events that included many well-known AROCA WA characters.



This is the 59th 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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PROGRAM FOR OUR 50TH ANNIVERSARY CELEBRATIONS

The club's recent and upcoming program of events is listed in this issue. Please note these events in your calendar. Activities are outlined in greater detail later in this edition of the club's magazine.

50th anniversary of AROCA WA Special Lunch was held at Perugino Restaurant on 20-February 2022.

The lunch for the WA Alfa club's 50th anniversary, held on Sunday 20th February 2022 at Perugino Restaurant in Outram Street West Perth, was a sold-out event. Sixty-eight attendees enjoyed an Italian lunch, plus the camaraderie of WA Alfisti. Photos of this event appear on the following pages.

Our March Club night will be at the WA Light Car Club on Tuesday 1st March.

We will meet again at the WA Light Car Club, Moojebing Street, Bayswater on Tuesday 1st March at 7PM for club sponsored drinks and pizza. This meeting will include a **jumble sale of Alfa parts that members bring along on the night.** At last, you can sell that dusty inventory filling your shed!

The WA Alfa Club is invited to the Jag club's track day at Barbagallo Raceway on Tuesday 15th March.

See details regarding the club's invite to this great track day event at Wanneroo later in the magazine.

A Mystery Run will be held late in March.

Look out for details of this event in emails from the club. Committee members Enzo Simeone and Sam Tornatore are organizing a 'mystery club run' and lunch.

The Northam VSCC "Round the Houses" Event is scheduled for Sunday 10th April.

At present the club is still uncertain whether this event will be held. However, if it is, there will be a Sunday club run out to Northam with a breakfast gathering en route. Details to be advised.

In mid-April 2022, a club run will go out to the Aviation Museum in Bull Creek.

John Reed is setting up the trip route for a club run to the Aero Museum. Details to be advised.

Alfesta 2022 is at Port Macquarie, NSW over Easter 2022.

An article regarding the upcoming 2022 event and the associated post-Alfesta driving tour appears below. Note that day visitor tickets are still available. The post-Alfesta run can also be attended.

Shannons Classic Car Show will be held on Sunday 1st May 2022.

The Shannons Classic Car Show will be held at Ascot Racecourse on Sunday May 1st 2022.

Alfa Club Raid on the British Car Day in Gin Gin on Sunday 15th May 2022.

Richard Peirce will organize this run to the car day again. Look for details to be announced soon

Long Weekend in Albany – "Round the Houses" and Hill Climb Events.

This annual event will be held in Albany over the end May–early June long weekend. As usual, a dinner for Alfa competitors and club race viewers will be held. Details to be advised.

Dinner to Celebrate the 112th Birthday of Alfa Romeo.

A celebratory WA Alfa Club dinner is being arranged for either Friday 24th June (the actual birthday date) or the next night, Saturday 25th June, hopefully again at Papagallo Restaurant in Leederville. Details will be advised. ◆



AROCA WA'S 50TH ANNIVERSARY LUNCH



PERUGINO

Held Sunday 20th February 2022 at Perugino, West Perth.

Back in 1972, on the 19th February, a classified advertisement appeared in the West Australian newspaper that requested expressions of interest in joining a new division of AROCA to be established in WA. This ad led to the WA club's founding that year by a small group of very keen WA Alfisti. Interestingly, two years earlier, some of those same people had played key roles in the initial steps that led to the formation of the first AROCA Division, in Victoria.

To celebrate the 50th Anniversary of AROCA WA, Australia's second oldest AROCA division, a special five course Italian lunch was organized at the Perugino Restaurant on Sunday 20th February 2022. Given the importance of this occasion, the lunch was subsidized for the members and their partners who attended this sold-out event.

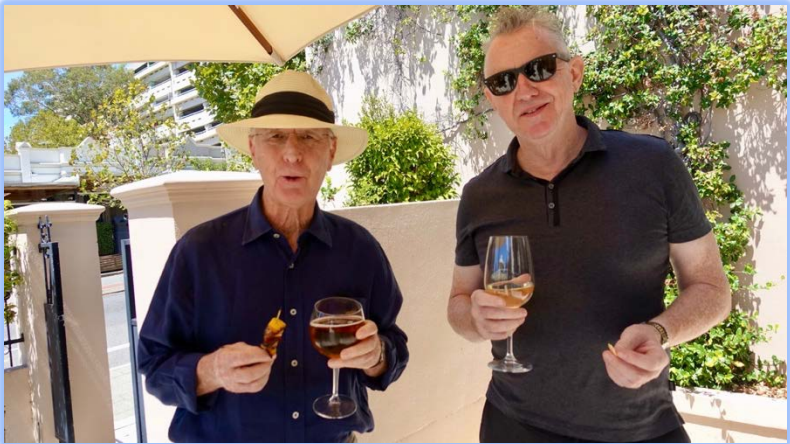
Among many notable occurrences during our club's lunch celebrations, a phone call came in from the UK from Life member, Andrew Stevens. Andrew had also posted to the club a few very nice T-shirts from AROCA UK that were raffled during the lunch. On the phone, he managed to speak with (or at least wave to) quite a few of his old friends in the club, despite the level of happy background noise.

A series of photos is shown below from the lunch that celebrated the WA Alfa Club's 50th Anniversary.



ALFA OCCIDENTALE

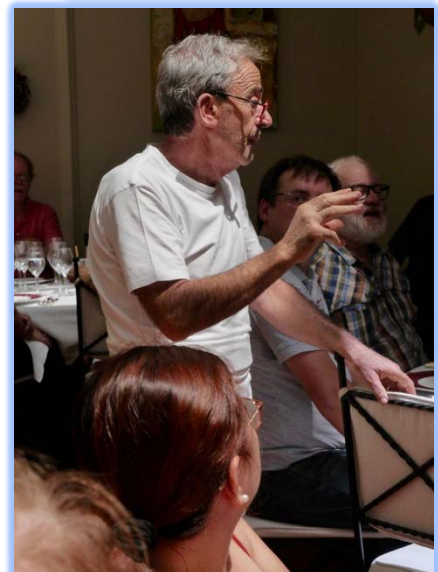
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After his phone call into our 50th Anniversary lunch, Andrew Stevens also sent a note to the club which appears below.

He writes: "There are not many things that will get me out of a warm bed at 5.30am on a chilly winter Sunday, but the chance to catch up with some great old friends is one of them!"



Andrew Stevens continues: All the car clubs and committees I've been involved with since the early 1980s have given me plenty of life experiences, but they also have provided me with some great opportunities to be involved in events and to go places that I would not have otherwise had the chance to visit. I have made some fantastic lifelong friends; the sort of people you could just ring up and organise a get together with at short notice, or, after a long break, meet up with then again and start off a conversation with a laugh and a smile as if you had last spoken with them only a day or two earlier.

Such was the feeling I had while seeing all the smiling faces as Greg Smith's phone was passed around the tables at the Birthday lunch. It made me feel quite nostalgic, but also glad to see and hear that everyone who could get along to the lunch was having a pretty good time.



'Alla Nostra Salute' from Sam Tornatore and Enzo Simeone.

It made me also think back to my time with the WA Alfa Club and even to the times before that – including how I got interested in Alfas in the first place. As you probably know, I grew up around my father's Jaguars. Actually, I was a little one-eyed about them back then, even wondering why any other cars mattered.

It wasn't until my early teens, when I started devouring Classic Car magazines and learning more about other marques, that I started considering anything else.

I well recall Combined Car Clubs events, helping my father with the organisation and running of events as, during the mid-to-late 1970s, we started seeing more of these neat little Italian Coupes arriving to participate. I recall one motorkhana, held at the then Claremont Speedway, where a very clean and shiny dark blue Coupe scooted around very effectively. It could only have been John Crute at the wheel. Seeing him drive planted the seed in me too. I also recall a yellow ochre 1750GTV Mk 1 that lived close by in Mount Pleasant. I discovered this GTV belonged to a guy called Kent Farminer (I think!) who often tinkered with it in his driveway. There were one or two others that 'turned my head' as well when I read more about these Alfa 105s and gradually became focussed on a 1750GTV as the one I wanted.

After some searching and missing out on a couple of cars, late in 1985 I became the proud owner of a rather scruffy and smoky 1750GTV Mk 1. The February 1986 meeting was the first AROCA WA event that I attended in this GTV. Since then, I've made some great friends during my 37 years in AROCA WA. Even from this long distance away, I hope to continue supporting the Club as best I can for many years yet! From my very first WA Alfa club meeting, I felt that I was with a bunch of kindred spirits - that feeling has never left me.

Cheers to everyone in the Club. I hope you all have the same level of positive Alfa club experience as I still have!

With best wishes, Andrew Stevens



Photos above were provided by Glen Phillips & Greg Smith.



EDITOR'S NOTE

Last year, your editor prematurely said farewell when he believed he was about to depart on a six-month-long drive round Australia towing a new off-road caravan.

Unfortunately, this trip did not happen as planned due to an unexpected diagnosis for Penelope, shortly before the intended departure.

However, during Penelope's recovery we managed to take the new T-van on several trips, up to the northern wheat-belt to see the wild flowers in August and down south twice to Augusta and Bremer Bay as we became familiar with the T-van's capabilities. We also saw the wonderful pods of Orcas that are offshore in the Bremer Canyon, just beyond the continental shelf, about 24 nautical miles out from the coast.



Recently, another opportunity to depart on a similar around-Australia tour has presented itself at short notice. Penelope and Greg now intend to leave Perth around 12th March and expect to reach Melbourne in time for them to catch up with Greg's son and his wife who have just decided to briefly visit Victoria from Los Angeles, where they have been living for the past year.

After completing family visits in Melbourne, we will gradually continue up the east coast, then cruise across the top end, but early enough in the dry season for it not to be too unpleasant. Eventually, we will head back south, hopefully including a trouble-free re-entry into WA.

We anticipate a return to Perth, again attending WA Alfa club events, during the coming Spring. ♦



REGARDING THE COVER PHOTO OF ALFA OCCIDENTALE #58



The photo shown on the cover of the last issue of Alfa Occidentale, #58, (also reproduced adjacent), was actually a promotional photo that Ron d'Raine had taken for the Sunday Times. It was related to a publicity article about the Classic Rally.

Note that this photo was not taken of an Alfa club rally, as Paul Blank and Andrew Stevens have both since pointed out to the editor.

In fact, Andrew Stevens wrote back quickly from the UK after the publication of Alfa Occidentale #58, advising that this cover picture had brought back some memories for

him. He noted that the photo was actually of an Alfa-associated line up for one of the mid 1990s Classic Rallies, organised by Paul Blank - and by Andrew himself, among others. Andrew had been involved in setting the navigation routes.

While Andrew thought that some of the people present might have been enlisted to 'make up numbers' for this particular publicity shot for the Classic Rally, he decided to test his memory by determining how many of the names of these AROCA WA member drivers and their navigators he could recall. Maybe this is a nice thing to do as you while away a cold winter's evening in England?

Starting from the back of the photo, here is Andrew's list of names of the drivers and navigators he recognised:

- Don Stevens (Andrew's father), but with a lady whose name he has forgotten. She was the wife of a guy in the Jaguar Club who had navigated for a guy in an E-Type, but, on that day, she was in Andrew's 1750GTV navigating for his dad.
- The late Eric Langdon & Glen Phillips driving in Eric's 2000GTV (which is now owned by Craig McLennan and needing restoration, Andrew believes.)
- Boyd Kolosz (spelling?) and Paul Wilkins are in Boyd's S2 Spider.
- The late Maurie Ogden and the Jaguar Club husband of Dad's navigator (Andrew says, "I should remember their names") are seen with Maurie's Spider.
- S2 Spider - the person in the blue hat I'm unsure about, but I think the lady is Roger Phillip's wife. (Roger is in the white GTA style car, which is seen at the front of the photo.)



- John & Kerstin Schoen with one of John's innumerable Supers.
- The late Norm Craven-Kelly and ?? are in Norm's Silver Super. (It should be noted that the late Tom Swanson was usually Norm's navigator.)
- Andrew Murray and Stuart Bunt are seen in another Giulia Super.
- Peter ?? and Rod Quinn are in one of Rod's 2000 GTVs.
- Roger Phillips and ?? are driving Roger's GTA Replica.
- Benham Bordbar in a 2000GTV which, Andrew thinks, may be the car that Nick Rahimtulla competes in these days.

Paul Blank was able to add a little more to Andrew's recollections with the name of Maurie Ogden's 'co-driver' being Michael Hall. Michael's girlfriend of the time was the person with Andrew's father in Andrew's car.

Paul also adds that, one year, possibly it was the same year, Don Stevens drove, with Michael Hall co-driving, in Paul's Montreal at the Classic Rally. This also may be the reason why they appeared in this particular photo.

Who else can you recognise from this famous AROCA WA/Classic Rally photo from the 1990s? ♦

L I F E M E M B E R G L E N P H I L I P S I S A R O C A W A M E M B E R # 2

This profile, written by Greg Smith, was published in Alfa Occidentale #5 in April 2017. It was the first in the series of profiles of key members of AROCA WA. Glen's profile has been updated and is republished here as part of the club's 50th Anniversary celebrations.



The first interviewee for this series of articles is Glen Philips. Life member, Glen, holds AROCA WA membership number 2.

Back in 1981, he replaced a retiring member, who had held that number before him. Glen joined the WA Alfa club soon after he bought his first Alfa, which proved the beginning of a permanent change away from his former preference for mainly English sporting cars.

In 1981, Les Mitting, the then secretary of AROCA WA, and another club stalwart, told Glen that he needed to buy a newer design of vehicle than an MGB GT if he wanted a sporting car; one with a modern twin-cam engine and a five-speed gear box. In consequence, Glen moved into Alfas. Since then he has mostly always owned Italian cars (but not only Alfas!)

Glen's first Alfa Romeo from 1981 onwards, came as a



result of this advice. It was a 1973 model 105 GT Junior 1600 which had been driven hard by its earlier owners. However, Glen kept the car running as purchased until 1983-4, around which time he decided to rebuild the engine himself – including new cylinder liners, etc. This was because the head gasket had blown. After the rebuild, the car lasted another 15 years, until finally, in 2016, the rings had worn and the car had become difficult to tune.

After taking down the engine, it became clear that the corrosive capabilities of Perth's water had sufficiently damaged the aluminium engine block so that the engine needed work to remove corrosion and pitting. Glen found that the old cylinder liners had welded themselves into the engine block and attempts at removal of these fused liners irreparably damaged the old 1600 cc block.

Glen took a 1750 cc engine from a long-departed Berlina and set it up in the GT Junior. Of course, Glen still has yet another 1750 Berlina block sitting in wait, should another future need arise. Following that engine replacement process, Glen found that, without electronic ignition, it can be hard to stop the spark plugs from oiling up in this engine. This is a well-known problem for a number of AROCA members, Glen says.

Reverting to Glen as a new club member in the early 1980s — after making that GT Junior work well and then driving it at many Alfa club events and track days, Glen had the car repainted in 1983. This 'duco' finish lasted about ten years but it proved to be easily chipped and it also faded.

While undertaking an evening TAFE course early in the 1990s, together with fellow amateur car restorers, he again had the car repainted using a two-pack polyurethane. Glen's GT Junior still wears its 20+ year-old, two-pack coating, together with a few necessary touch ups. Additionally, Glen has renewed the front-end ball joints of this Junior, changed the brake pads and muffler, but little else. The car remains ready for daily use despite covering over 150,000 miles.

Glen first became interested in Italian cars largely because his mother went to her wedding in a vintage Fiat 520, in Beverley, in the late 1920s. During his childhood, Glen often saw photos from that wedding with the Fiat featured. Then, in 1954 when his dad bought a Fiat 1100, this interest further developed as young Glen undertook modest repairs on that car in return for permission to drive it. Later on, in 1969, when Glen traded in his already rusting Austin 1800 with its fast-wearing clutch, he considered a Fiat 124 but also thought about a Fiat 128 3P sports coupe. Glen ended up with the 124, which better fitted his family role. This Fiat 124 was spacious and reliable with great acceleration. After a brief dalliance with Japanese cars, including a Toyota Corolla, and a Mazda 323, Glen bought the Alfa Junior, which he still owns today.

A little about Glen's long involvement with the Alfa club in WA: Glen came into the club in 1981 after Les Mitting enticed him with stories about how good the club was and how willing other members would be to help him in his continuing car restoration projects. Glen says that Les was right about Alfas and the Alfa club, except for the unexpected development of Glen's later additional love affair with Lancias. At AROCA WA, Glen joined the club's committee in 1982 and, eventually, twice became club president. His committee involvement extended over more than 20 years. Glen became a life member during that time and several times 'club champion'. He has archived photos and other details regarding almost every event that the WA Alfa club has run since 1982. Glen also holds a full historical set of AROCA WA's printed newsletters.

Around 1996, Glen bought a 1982 1750cc GTV series II model. While this purchase really was little more than a shell that had just been repainted, plus a restored Alfetta motor sold with it. Glen upgraded this car with new upholstery into a drivable vehicle and ran it for a few years as a second club car. Thereafter, he sold it in order to finance other restoration projects.

As part of the TAFE panel beating course that Glen undertook, post 1977, he first began a restoration project on a 1929 Dodge touring car. However, that old Dodge was later sold unfinished to buy a veteran



1925 Fiat 501 to restore. After many years of work on that car, a Fiat restorer Charlie Gugliotta approached Glen with an offer to swap it for a nice 1953 Fiat 1100 in remarkably original but distressed condition.



Glen has completed the full restoration of his Fiat 1100 in the same sage green as the one that his Dad had purchased back in 1954. He has found this car to be potentially much more useful for club events than his previously owned veteran Fiat 501, which had only rear brakes.

The Fiat 1100 has been shown at a number of displays and also taken round the old Caversham race circuit. Earlier, in 1954, Glen had first learnt to drive in his father's Fiat 1100, so he has

quite a romantic attachment to this Fiat model 103 and to its amazing performance level. He recalls that his dad's old car could take six family members and equipment on camping expeditions and achieve 50 mpg while cruising at 50 mph. Getting another one back to full operation again, later in life, has provided him with real but nostalgic challenges.

Glen's son Craig, a one-time AROCA club member, also decided that he wanted to get into 105 Giulias and so bought a pair of such Alfas. Glen obtained a nice Giulia Super 1968/9 model and had the car rebuilt with a 1750 motor. It became a competitive club performer and is now owned by Glen's son Wade in NSW.

Craig's other Giulia proved to be an early 1965 "TI" Giulia sedan with bench seats and a steering column gear change. Glen gradually turned that into a rally car with the aid of former club president, the late Eric Langdon. Glen and Eric needed an engine for the rally car.

Learning to paint cars during yet another TAFE course proved useful. Glen and Eric needed an engine for the rally car. They negotiated with Cileberti motors to carry their name on the car and thus obtained use of a high-performance motor that only ran on 'Avgas'.

On one occasion, in this car, they competed in the "classic rally" with the car painted as an Italian "Polizia" version, complete with a roof-mounted blue light. It was one of a team of three fielded by AROCA members. However, the problem with the car was that it didn't like being driven slowly; its idling preference being around 2,000 rpm with an outright limit of 10,000 rpm.

Eric Langdon was a great club rally and track driver who wanted opportunities to drive this car competitively. Glen bargained with Eric for him to work on the car to help improve its performance and appearance and, in return, Eric was to have the opportunity to share in its driving. Glen and Eric developed this Giulia TI into a fully competitive car, including LSD, central gearchange and a change from the original Dunlop brakes. They ran it in classic rallies, at Pasta Runs and in other club competitive events.

Just after Eric thought this car was finally in perfect competitive condition, they took the car to an army barracks near Northam to drive in a competitive track run around the military buildings. It was also the first time that they had used a limited slip differential in the car. Around one section of the track at the base, the road was badly rutted. This resulted in Glen putting a wheel off the road edge under full power which led to the car sliding into a concealed pile of rocks just off the road and flipping over. The Giulia was written off in this accident. Also, unfortunately Glen's racing insurance didn't cover this mishap.

However, later Glen had a new roof welded onto the remains of the car and repainted it to be ready for



the track again. But, in the end, he decided to delay putting another engine back into the car. This car and a spare 1750 engine remain in the rear of Glen's garage. The original high-powered 2-litre engine was sent back to its sponsors. Glen's son Craig intends to come over from NSW and reclaim it for restoration, as it was his car originally,

For a while, Glen acted as the club historian for AROCA WA, where he wrote up a history of the club. Glen has contributed many articles and photos to the club newsletter. He also retains many historic documents related to the club. Glen owns an impressively large collection of Alfa Romeo books and mementos, which we briefly perused during the interview. Glen also has many miniature car models on display at his house.



Glen has been the owner of at least five Alfa Romeo Berlinas, two of which were crashed by other drivers; only one recoverable. While the Berlinas were not originally in brilliant condition due to previous owners' use, Glen's 1974 vintage 2000cc automatic vehicle was a great, well upholstered car with a ZF gearbox.

These automatic Berlinas were built in the hope of sales in South Africa and Hong Kong where "non-manual" cars were more appreciated. Glen notes that this automatic Berlina is now owned by another club member and may be running. John Schoen helped Glen acquire many other Berlina parts. These and the ones from the written-off cars are among those still kept in Glen's large garage/shed.



Regarding Glen's long affair with Alfettas, the first one of which was bought after wife Rita's car was rear-ended and she found herself in urgent need of another work car. A local 1974 Alfetta, although a little rusty, proved a reliable 1750cc car.

Before going overseas for a period, they sold it, but, on return early in 1992, obtained another Alfetta (the 1979 model with the square head lamps). Glen later traded this car for the family's Gold Clover Leaf Alfetta, until 2021 when it was sold to a NSW club member. The GCL had done a fair mileage at the time of purchase, i.e., about 130k kms, but completed 300k kms before finding its new home in Sydney.

During its time in WA, only a few minor repairs were required during the period and no new clutch or gearbox was needed. Glen says that it is very hard to imagine a more reliable car.

He thinks this Alfetta is a rather better car overall than his more recent 2001 156 Monza. For example, at low RPMs, the torque of the Alfetta is very strong for easy urban driving. In contrast, the Twin Spark 156 doesn't exhibit this capability. Additionally, with its De Dion rear axle and gearbox and with rack and pinion steering, the Alfetta is easier to park than the 105 and it is also very comfortable for back seat passengers.



During the time, with Glen restoring his son Craig's white Giulia Super (yet another car needing the removal of a lot of rust) and concurrently having another 1968 Lancia Zagato restored too, Leo Lopresti, at Cilbertis, introduced him to an Alfasud being disposed of by the proverbial "little old lady" driver. This car always had been kept in a dry garage and was in near original condition despite 100k kms on the odometer.

It seems some rust, typical of an Alfa Sud, had been previously removed and the car had been well repainted. Glen notes that no rust has reappeared on this car during the time that he has owned it. Its upholstery is like new and its 1500cc motor is powerful. He says it is a beautiful car to drive, but notes that there are a few things about Suds that require caution. For example, there are offset pedals in the Sud which can lead the inexperienced Sud driver to accidentally hit the accelerator while aiming for the foot brake. Therefore, a mental shift is required whenever moving between his 105 and the driver's seat of the Sud. (Readers should not be misled here though into thinking that this Sud is pedal powered).

Glen has put a new clutch into the Sud, but otherwise it still is in excellent condition and only requires normal maintenance. He also bought a set of original Alfasud magnesium wheels for the car. These have replaced the Sud's 'unfortunate' original plastic hub caps. The car has won many awards at AROCA display days.

Now comes the other Italian 'love affair' in Glen's automotive saga. Around 1992, he bought another unusual car, together with Alfa club hero, the late Norm Craven-Kelly. This time, it was a 2.8 litre Lancia Flaminia sedan; a beautiful limousine-quality vehicle of which only 19 RHD examples were ever produced.

The Flaminia has the famous V6 engine, derived from Lancia's first version of such a design to be commercially successful. This car came with a full set of unique Lancia factory tools, which Glen retains today. He notes that a responsible Lancia owner does need such a specific tool set as it is a real task to undertake Lancia repairs without the correct tools. Another Lancia fanatic now owns the car locally.

Soon after that Lancia purchase, Glen also purchased a Lancia Fulvia coupe for Rita. However, this four-speed vehicle with a 1.3L engine, though well-disguised as being in good shape, was actually in terrible condition. One day, while en route to Perth airport, loud noises came from under the bonnet. It was later found that the vehicle had been sold with silver paper in the bearings. A very expensive motor repair was required.



Eventually, after the Fulvia's bodywork restoration at TAFE and its sale to another Lancia enthusiast, Glen bought a rather nice Lancia Beta HPE which has proved to be a brilliant car and was passed on to other family members.

Naturally, as well as Glen's AROCA WA activities, he is also a member of the Victorian-based Australian Lancia Register, the British Lancia Club and of the WA

Fiat-Lancia Club. The Victorian group has helped Glen with a lot of his Lancia and British projects. For example, Glen has been driven around the F1 circuit at Albert Park by Peter Renou in a little Lancia Appia. Late in 2016, Peter brought the car across the Nullabor to a Lancia/Fiat event in Perth. Glen says that the small 1100 cc motor in the Appia really is superb; it easily handles 85 mph with great road holding.



During Glen's early Lancia period, he was contacted by someone selling several incompletely finished Lancia Fulvias, including the Zagato Sport model. He obtained car panels from Queensland, replaced lost and damaged parts and built up a new engine. This car is now a fully upgraded Lancia Zagato proudly residing in another enthusiast's stable. Glen also passed on several Fulvia Berlinas to other "Lancisti".

In recent years, through the Victorian Lancia Register, Glen heard of a veteran 1953 Lancia Appia that an aging club member had available in Queensland. Glen bought that car and a spare engine and gearbox. Glen's reputation for restoring and fully respecting these cars has led to him being offered and acquiring some very interesting Lancias; a number of which have required significant loving care. For example, the little Appia he purchased was later found to have been the subject of probable flood damage in Brisbane.

During previous repairs to the car, aluminium panels had been mistreated and had buckled. Some rusty steel panels and the floor needed replacement. The car was then repainted in classic Lancia dark blue and the motor and gearbox were rebuilt, with many parts bought from suppliers in Switzerland and in England where there is an Appia Consortium.

When asked back in April 2017, during the preparation of the original version of this profile, what had given Glen the greatest satisfaction with his Italian cars in more recent years, he replied, 'getting the number we own down to only seven!'

Now five years later, with Glen a little older, he continues to gradually reduce his fleet of well-loved Italian cars. Today, Glen's garage houses only the 156, the Junior, the Alfasud, the old rally Giulia TI and the Zagato. The Fiat 1100 and the Appia currently reside at other premises. ♦



ALFA ROMEO GTA - MILDREN RACING AT SANDOWN IN 1965

Extract from an article in www.racedepartment.com appearing on 25th January 2022.

www.racedepartment.com claims that it took them hundreds of painstaking hours to research and replicate the information appearing in this article about the Alfa GTA that was campaigned by Alec Mildren Racing at Sandown Park's 6 Hour International Endurance Race, held in 1965. Mildren Racing campaigned an Autodelta prepped Super Ti as well as a Giulia GT.

The team set out to win against the strong showing of Ford Lotus Cortinas. While leading against the Cortinas, the GTA held its own for a good portion of the race, until engine issues forced its retirement. Mildren's spritely Super Ti then took over, leading the race through to the finish.

For more information, see: <https://www.racedepartment.com/downloads/alfa-romeo-gta-alec-mildren-racing-pty-ltd-sandown-park-1965.48174/>





W I L D A L F A 1 5 5 V 6 T I R A C E C A R

Edited from an article appearing in Motor1.com on 13th December 2021, written by Massimo Grassi & translated by Anthony Alaniz. (Source: [RM Sotheby's](#))



In 1993, the Alfa Romeo 155 V6 TI began its campaign in the Deutsche Tourenwagen Meisterschaft (DTM), the German touring car championship, where it ended the season as absolute ruler. Nicola Larini led everyone in the drivers' classification. It was an historic success, one obtained thanks to this heavily transformed sedan that had all-wheel drive to help it deliver all of the 2.5-litre V6's 420 horsepower to the ground.

However, this Alfa 155 was unable to repeat the success of its debut season in subsequent years, although it did become one of Alfa's best-loved motorsport models. Perhaps you are now the owner of one if you attended the RM Sotheby's auction in Paris that was held on 2nd February 2022 where a 1995 model wearing the iconic Jägermeister livery was to be sold?

Alfa delivered this car to its Milan satellite team, Euroteam, for the 1995 season where it was assigned to Michael Bartels, a former Lotus Team Formula 1 driver.

That year, the 155 V6 TI with chassis 005 began its career with a sixth-place finish in Avus and a pole position in Helsinki; raising hopes for a continuation of the car's first successful season, which did continue with pole and a final victory in the Diepholz stage.

Unfortunately, electronic problems undermined its reliability, and the Alfa Romeo 155 V6 TI finished 10th in the general classification, although still ahead of the official team. But then, things got worse in 1996 when the 155 chassis number 005, now passed to the J.A.S. Motorsport team with Bartels still at the wheel, finished the season well back in 21st place.

From that moment, the Jägermeister 155 was idled until, in 2003, when it was purchased by Alpi Racing. Thereafter, it went to collector Piergiorgio Furlanetto in 2011 and eventually, found its most recent owner six years later. The new owner entrusted the Jägermeister 155 to specialists, Fabrizio Pandolfi, Lindlmaier Motorsorttechnik, and Scuderia GT to return it to its former glory. Restoration included the chassis, engine and suspension with a total of Euro 170,000 invested.

The Jägermeister Alfa 155 V6 TI went to auction with Sothebys in Paris on 2nd February 2022 where it was eventually sold after auction for an undisclosed price. ♦



REVIEW OF PATRICK DASSE'S NEW BOOK ON THE GIULIA SUPER

This article by Pete Vack in www.velocetoday was published on 20th December, 2021.

This book review is provided here in edited form with republication approval.



"Alfa Romeo Giulia" is a large book of 528 pages with 418 black and white photographs and 69 colour photographs.

The weight of the book is a hefty 2.5 kg. It comes in both English & German.

Author: Patrick Dasse

ISBN 978-3-87166-166-2

Price: €119.00

[Order here](#)

Pete Vack writes: The neighbours politely asked if we could keep our Giulia behind closed garage doors when not in use. Our relatives asked us to park it a street away when we visited. At work, co-

workers offered to create a special carpool so that it would not have to be parked in the company parking lot. When it snowed, kids threw snowballs at it. When it didn't, dogs barked at it. Valets refused to park it or even get in, lest their reputation be damaged. "Surely we jest?" you say. Well, yes, but maybe only to a degree.

Even those fanatic foreign car magazines like *Road & Track* could not help but comment adversely. In June 1965, in the second paragraph of their road test, R&T commented: "In appearance, the TI won't win any beauty prizes. It is boxy, square at all corners and it has more of the looks of a workaday medium size Fiat than the sleek sexiness we ordinarily expect to be attached to the Alfa emblem."

In another road test, dated February 1968, the second sentence is "It's nothing much in the way of pretty, what with slab sides and boxy lines ..."

Neighbouring magazine *Sports Car Graphic (SCG)* got right to the point as well, when in September of 1967 it said: "The trim, elegant, practical and non-dating lines of this two plus two have turned (the GTV) into the best-selling Alfa in many markets, the more so because the company's bread and butter car, the TI sedan, is no beauty."

In 1966, *SCG* had tested the Super and it wrote "Alfa designers claim a lot of aerodynamic research went into the body design: At first glance this almost seems a chuckle. Like how aerodynamic "can a brick be?"

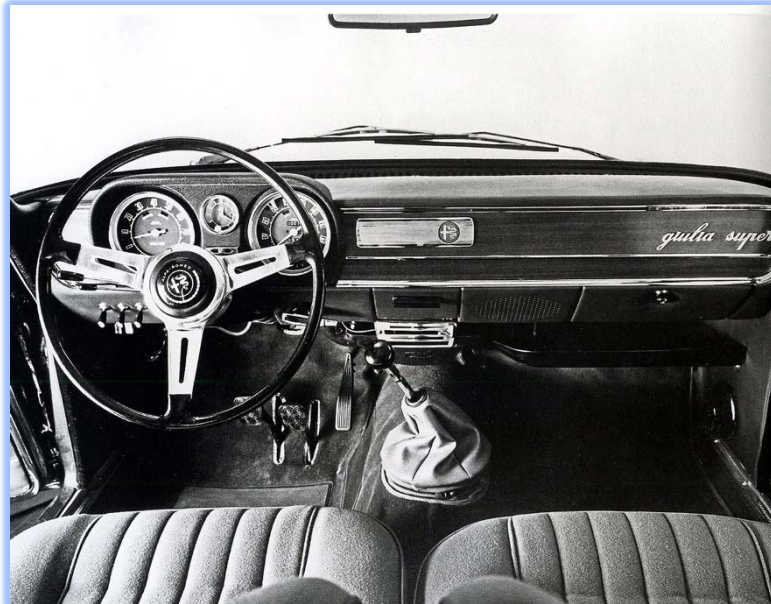


As far as we can determine, *Car and Driver* did not stoop to test the new Giulia sedan. God knows what they would have written!

Never has so much been lost in the continuing search of a lower cd number. An entire market perhaps. (Real numbers: The Giulia sedan has a drag coefficient of .034; the Maserati Ghibli .035, and the Porsche 911 .034, {as quoted in the book, *Alfa Romeo Giulia, History and Restoration* written by Pat Braden and Jim Weber.})

On the other hand, we have owned at least two Giulia sedans and, of the countless Alfas that we have bought and driven daily, overall, it was the Giulias that were the most satisfying Alfas of all. In fact, we loved them.

To most, the looks were just confusing, different, hard to understand and certainly not within the realm of ordinary experience. In the USA (where Vack resides) who cared about cd factors and gas mileage at time of 50 cents per gallon petrol, the advent of A/C for all, and an overriding national passion for muscle cars?



Who could even bother to try to understand the Giulia in a land of wide-open superhighways and traffic jammed city streets?

So, concentrating on the interior: As the adjacent photo shows, the Super was Super and the interior surpassed the competition of Lotus, Cortina and BMW; even if performance did not.

Patrick Dasse's tome on the 105 Giulia is one of seven books (eight even, if we include a volume that he wrote about the Arese factory) that chronicle the 105 Alfas.

In fact, the book is a bit like the Giulia sedan itself, boxy on the outside, with the treasure hidden on the inside; the incredible package beyond the realm of the ordinary.

Insofar as contents and scope go, we are happy to quote from the book: This book focuses exclusively on the various model variants of the saloon-bodied Giulia from the Tipo 105 series mounting 1300cc and 1600cc engines. The 528 pages solely contain contemporary photographs, which for the most part are published here for the first time, documenting the different variants of the model. In the respective chapters, various modifications to the cars that Alfa Romeo made over the years are documented in detail for each model.

Documentation covers models produced by Alfa Romeo between 1962 and 1977 in Portello and Arese:

Tipo	105.14	Giulia	TI
Tipo	105.08	Giulia	TI



Tipo	105.16	Giulia	Ti Super
Tipo	105.06	Giulia	1300
Tipo	105.26	Giulia Super, Super 1.6, Nuovo Super	1600
Tipo	105.39	Giulia 1300	Ti
Tipo	105.85	Giulia 1600 S	
Tipo	115.09	Giulia 1300 Super, Giulia Super 1.3, Nuova Super 1300	
Tipo	115.40	Giulia Nuovo Super Diesel	



That is a lot of models and it creates a list that ends up growing Dasse's Giulia book to roughly twice the size of his other books on the various other members of the 105 series.

While the photos in the book are prodigious, they are also necessary for determination of the differences and details. However, Dasse does also provide a list of changes.

Adjacent: One of the several prototypes built in 1961 and licensed for the road. Would the average Italian have guessed that this was the new Alfa?

Giulia 1300. To be able to offer this new car at an attractive price, the model specification was lowered in numerous areas compared to the Giulia TI. While these changes kept production costs low, they also created a discernible gap between the Giulia 1300 and the Giulia TI.

Below is a short and incomplete list of the differences between an example model, the

Giulia 1300. To be able to offer this new car at an attractive price, the model specification was lowered in numerous areas compared to the Giulia TI. While these changes kept production costs low, they also created a discernible gap between the Giulia 1300 and the Giulia TI.

Among other differences, the Tipo 105.06 Giulia 1300 could be differentiated from the Tipo 105.08 Giulia TI by the following:

- Four speed as opposed to a five-speed gearbox.
- Lack of a brake servo.
- Only one headlight on each side.
- Lack of bumper overriders.
- Front indicators without chrome bar or chrome bezel.
- Chrome strip on the bonnet absent.
- Lack of chrome strip along the rain rail.
- The chrome strip on the A-pillar was replaced by a strip in matching body colour.
- Lack of chrome trim on windscreen cowl.
- Hub caps with embossed Alfa Romeo crest in the centre, without decorative black plastic ring.



Below, a few of the over 400 photos in the book are shown.

Adjacent: A Colli wagon liveried for the French importer.

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Left above: Early production cars had script in large letters on the dash, but the '1600' had disappeared.
Right above: The prime mover and shaker, Orazio Satta Puliga, is seen with the new Giulia.



Left adjacent: The new Giulia was shown at the Turin Auto Show, November 1962.

Right above: The Alfa archives contain some nice little nuggets. For example, Dasse explains that this particular 1965 TI was the millionth car registered in the city of Milan, hence its license plate MI AO 0000. He also notes that the VIN was 438519.



Adjacent: The 1300 series at Monza in May of 1964. There would be a number of 1300 variants. ♦



ALFA'S NEW TONALE SUV TO HAVE NFT BLOCKCHAIN TECH.

Edited from a longer article by Michael Wayland on CNBC on Feb. 8th 2022.



- Alfa's new subcompact Tonale SUV is to include Non Fungible Tokens (NFT) technology.

- NFT will record vehicle data and generate a digital certificate that assures the car has been properly maintained, and so should provide a positive impact on its residual value.

Alfa Romeo is to bring NFTs, which recently [rose to popularity in digital art](#), to its new Tonale SUV, the company stated recently at

the unveiling of the new Alfa Tonale smaller SUV.

NFTs are unique digital assets that can't be replaced by anything else. Verified and stored using blockchain technology, NFTs make it very difficult to change or hack the system. NFTs have become common with digital artwork but they can also be used for everything from music to a website domain, and now cars

Alfa Romeo says the Tonale NFT system, claimed to be an industry-first, will certify the car upon purchase and thereafter essentially record and store data throughout the car's life cycle.

"Digitalization is a key enabler of Alfa's metamorphosis. The Tonale is the first car ever to keep a blockchain, non-fungible token. These NFTs are based on the same distributed information logic that protects Bitcoin," said Francesco Calcaro, head of Alfa marketing and communication, during a media briefing at the Tonale launch "It records all data on the blockchain."



The aim will be that NFT is used to permanently record vehicle data, generating a certificate that can be used to assure the Tonale has been properly maintained. This should have a positive impact on its residual value.

It should be noted though that the car will need to be serviced by a certified Alfa Romeo dealer in order to properly record the data as part of the NFT. ♦



TEN OF ALFA'S 'COOLEST-EVER' SPORTS CARS ARE RANKED

Edited from an article in www.hotcars.com. It appeared on 18th November 2021, written by Marcus Moolman

Occasionally, over its 111 years of existence, Alfa Romeo has suffered very hard times. But this marque also has been responsible for some of the most zealous sports cars ever brought into existence. Writer, Marnus Moolman, contends that “these cars are works of art that roam the roads, essentially becoming extensions of their owners’ personalities”.

Moolman continues, saying that the Italians do make some bewildering sports cars, encapsulating just that flair and desirability. Further, he notes that whenever anyone talks about the history of the Alfa Romeo brand, you hear words like *beautiful*, *passion* and *lively* springing up during conversation.

Despite being nearly bankrupt at times, Alfa Romeo managed to keep its head afloat above water, while creating some of the foremost sports cars ever seen, so making possible some of the most boisterous driving experiences imaginable, Moolman somewhat floridly notes.

While Moolman’s list of 10 presented below might include a few surprises for some Alfisti readers when they read about the Alfas included in his “coolest ten ever”, they may find the ordering of his top 10 even more contentious. Moolman’s rankings are based on his view of these Alfas being “ten of the coolest sports cars ever gifted to auto enthusiasts”. How would you order this top 10?



10. Alfa Romeo Giulia TZ

The Tubolare Zagato was a highly successful vintage race car and a touring car built for the road. It was the result of a partnership between coach-builder Zagato, Alfa Romeo, and ex-Ferrari engineer Carlo Chiti. They named their brainchild the Giulia TZ. Although the engine was only a 160-hp inline-4, alongside it were some other incredible mechanicals such as two Weber carburettors, 4-wheel hydraulic disc brakes, double wishbone front suspension, and independent rear suspension; all offered in a total weight of only 1,460 lbs. The TZ could rocket around any corner or along any straight as if gravity did not apply.



9. Alfa Romeo GTV

This 916 GTV broke with tradition in the sense that it abandoned Alfa's old-school sports car recipe of a front-engined, rear-wheel-drive sports configuration to



produce a front-engined, front-wheel-drive layout. Even if it might not have seemed so promising on paper, in reality, this GTV mastered the iconic Busso engine's 237 hp in a way that no normal FWD sports car should have been able to. A ground-breaking new FWD system resulted in this handsome Pininfarina-designed Alfa boasting unworldly cornering capabilities. It also redefined what makes a true Alfa Romeo. These 916 GTVs might be escalating in value, but you can still pick one up for US\$12,000.



SZ is a collector's item since, at its core, it's a weird Italian sports car with a very rev-happy 6-cylinder engine, a limited-slip-diff, and only 1,000 SZs were ever produced.

8. Alfa Romeo SZ

Whether you love or hate the SZ's exterior design, there is no denying that it oozes "cool-factor". Its Lego-like design amplifies the quirkiness of the Sports Zagato. "Il Monstro" was powered by a naturally aspirated 3.0-litre V6 with more than 200 hp, with its power directed to the rear wheels, harnessed via a 5-speed manual shift which maximized its agile drivability. Today, the Alfa Romeo



litre 4-cylinder engine was upgraded to a 3.0-litre Busso V6, with its 183 hp power output delivered to the rear wheels through a 5-speed manual gearbox. The GTV6 will go down in history as one of the most heroic fastbacks ever.

7. Alfa Romeo GTV6

Some facts: Jeremy Clarkson owns one and the GTV6 starred as a hero car in the 1983 James Bond film, Octopussy. This should be enough to deem the GTV6 a cool Alfa. Initially it was planned to be an Alfa Romeo Alfetta, but due to the collaboration between Alfa Romeo South Africa and Alfa Romeo Italy, it was morphed into something more mature and robust. The 2.0-



6. Alfa Romeo Giulia Quadrofolgio GTAm.

The Giulia Quadrofolgio is a force to be reckoned with and, yet, it is able to seat 5 family members while thrashing around bends. However, the GTAm version goes well beyond the limit. Weight is reduced and there is a significant power bump, plus widened fenders, carbon fibre composite everywhere, and a large



aerodynamic rear wing. Under the hood of this Alfa super saloon is a twin-turbocharged 2.9-liter V6 which sends out 532 hp and 443 lb-ft of torque. The GTAm reaches 60 mph from standstill in 3.3 seconds, which makes for a very quick Alfa Romeo Giulia Grand Turismo Alleggerita modificata. This Giulia also has tastefully modified carbon fibre rear fenders, dual-centre Akrapovic titanium exhausts tips, and redesigned race-inspired front and rear bumpers.



5. Alfa Romeo GT Junior

There is a nearly endless number of different engine options to go with the GT Junior range, but these engines all convey the same message; a diverting experience in a small package. Some consider GT Juniors to be rather underpowered since those with the GT badge only offer up to 108 hp, while those with the GTV badge provide up to 130 hp. But these cars harness their

power in a way that power figures don't easily justify. While the Junior looks like an elegant Italian tourer (and, to an extent, it was), this 2,000 lb sports car can be thrown around corners and behave like a proper delinquent whenever a driver asks it to do so.



4. Alfa Romeo 4C

Regarded as one of the best sports cars ever built; the 4C is light weight, powered by a turbocharged 1.75-litre engine, and is sculpted in carbon fibre composite. Many think it has the looks to be mistaken for a true art piece. Meanwhile, the 4C is not concerned about any form of practicality as it rather focuses on giving the driver the most boisterous driving experience possible by utilizing all of its 237 hp, in a sub-2,000 lb curb weight, rear-wheel-drive system. As a reward, the 4C has razor-sharp handling characteristics, while it gives out a symphony of engine noise right behind the driver's head, leaving you nothing but feeling overjoyed.



3. Alfa Romeo 33 Stradale

Alfa Romeo was famous for its sports cars, but the company truly shook the world when it introduced its first supercar, the 33 Stradale. Everyone viewing it thought it was outrageously sublime. This Italian



racer has butterfly doors and is powered by a 2.0-litre V8 engine. Such an engine might seem petite, but, when considering its 10,000 rpm redline and 227 hp power output, its potent performance makes sense. The 33 Stradale achieved one remarkable feat by being the first production car that could cover a kilometre in 24 seconds. Today, should you want to pick one up, good luck! Only 18 examples were ever produced. These days, a nice 33 Stradale could set you back about US\$10 million.



2. Alfa Romeo Disco Volante

"Disco Volante" means "flying saucer" in Italian. On first glance, you can immediately see why the name perfectly fits this Alfa from the 1950s. It was designed by the Milanese coachbuilder Carrozzeria Touring, as a voluptuous sports car and the Disco Volante certainly stretched Alfa's creative legs - its performance ones as well! The Disco Volante was either powered by

a 2.0-litre 4-cylinder engine giving it 156 hp, or by a 3.5-litre straight-6 that pushed out 227 hp. Adding those power figures to its wind tunnel tested body, produced a sports car showpiece that could achieve 149 mph.



1. Alfa Romeo 8C Competizione

Alfa's supercar, the 8C, does stand out from all other noughties supercars. Not only does it feature dramatic styling, but, somehow, it has managed to keep a comfy GT ride while, simultaneously sporting a highly invigorating driving experience. Powering the 8C Competizione is a Ferrari-derived flat-crank 4.7-litre V8 that punches

out a very respectable 444 hp, which can spin the car's wheels on command. Hard acceleration will take the 8C from 0-60 mph in 4 seconds. Only 500 8C examples were ever built. Marcus Moolman argues that the 8C truly is one of the most awe-inspiring cars to ever exist. ♦

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RECENT ALFA SALES OVERSEAS

As noted in the April 2022 on-line edition of Sports Car Market (SCM)

RMSOTHEBY'S LECASTELLET, FRA



#184-1969 ALFA ROMEO 1300 GT JUNIOR coupe. S/N AR1236112. Gray/tan leather. Odometer: 11,738 km. 1,290-cc I4, 2x2-bbl, 5-speed. Older (1990s) repaint and trim, probably originally had black vinyl. Some light marks in headlining but otherwise clean and sharp. Quite charming. Cond: 2-.

SOLD AT US\$40,181. Sold new in Italy, to France in 2008. Sold by Artcurial at Le Mans in 2012 (presumably to Guikas) for US\$13,271 (SCM# 6744816). Nice little Alfa for

quite strong money, even nearing the end of what was a rather sparsely populated sale. By comparison, a rallied-up 1971 2000 GTV in various shades of the same colour sold for €41,400 (i.e., US\$46,662).



#113-1969 ALFA ROMEO SPIDER 1750 Veloce roadster. S/N AR1411112. Red/black cloth/black leather. Odometer: 79,323 km. 1,779-cc I4, 2x2-bbl, 5-speed. Older refurbishment completed in the early 2000s, repainted in original Alfa Romeo red. Cancelled German Fahrzeugbrief. Cond: 3+.

SOLD AT US\$93,324. Supplied new to Germany. Very well sold, given its condition.

BONHAMS LONDON, U.K.



#102-1959 ALFA ROMEO GIULIETTA Sprint coupe. S/N 149309141. Bianco Nube (off-white)/blue vinyl with grey cloth. Odometer: 59,000 km. 1,290-cc I4, 2x2-bbl, 5-speed. Super-original condition, apart from a replacement engine with lowish mileage, an original interior and perhaps even original paint. Still with jack, the owner's manual and spare keys. Cond: 3+.

SOLD AT US\$54,963. German-market car. One owner (in the U.S.) 1966–2012, then back to Germany. Offered without reserve and sold fairly, both ways.



SILVERSTONE BIRMINGHAM, U.K.



#520-1969 ALFA ROMEO DUETTO convertible. S/N 1470472. Green/black vinyl/black vinyl. RHD. Odometer: 65,760 miles. 1,762-cc I4, 2x2-bbl, 5-speed. One of 200 U.K.-supplied RHD cars. Straight and tidy, older repaint in original Verde Vivo. Some of the bumpers don't quite line up, as seems to be usual. Original airbox. Interior is tidy apart from one wrinkle in the dash vinyl. Now with Classic Alfa handling kit, Cromodoras (looking just right, wrapped in CN36s) and a stainless Alfaholics exhaust. New discs and calipers. Cond: 2-.

SOLD AT US\$64,014. *Just right, and it ticks all the boxes, helping it to achieve a healthy but market-correct price. Duettos will always get a bit more than Kamm-tails. This one was as close to faultless as you are likely to find.* ♦

COLLECTOR CAR CLIMATE CHANGE

This abbreviated extract comes from Keith Martin's regular monthly column "Shifting Gears" appearing in the April 2022 online edition of Sports Car Market.

Whether you want to attribute the recent increase in collector car prices to the advent of televised auctions, online auction sites, pandemic-inspired demand, or even to looser US monetary policies, the end result is still the same. You need to spend much more to buy a car now than you would have two years ago.

SCM has just reviewed data from the Arizona Auction Week. It doesn't represent a gentle uptick; instead, it indicates a resetting of pricing across the board for collector cars. This year, the Arizona sales totalled US\$268.6m from five auctions. It handily beat 2021's \$148.6m (in a pandemic-disrupted year) and 2020's \$217.7m. It seems 2022 was the second-highest Arizona sales week ever, only behind 2015's \$291m. Arizona wasn't an anomaly though. Keith is a long-term collector car market watcher who can tell a blip from a boom – and he says this is a boom.

His first example is that, for many years, Alfa Romeo GTVs were unloved, weird, high-maintenance sports cars. In the USA, their values hovered in the US\$20k–\$30k range, which meant that they were rarely restored. About 20 years ago, Keith bought himself a nice 1967 GTV for only \$18,000. It did need a suspension rebuild, minor rust repair and a completely new interior, including the correct seats, but that was what a "nice" GTV was like 20 years ago.

However, these days "nicer" GTVs have been showing up on "Bring a Trailer", where they have been bringing nicer prices. As values have increased, so has the money spent to restore these GTVs to a better level. Not long ago, one handsome and highly modified GTV was sold for over US\$140,000.

While this doesn't mean all GTVs are now worth six figures, with several quite attractive cars recently selling for under US\$60,000, nonetheless, this new \$60k average price for GTVs is more than double that of two years ago. Furthermore, it is over three times the US\$18,000 that Keith once paid for his GTV.



Evidently, the restored GTVs appearing in online sales have increased collector car awareness of this model. Putting better cars in front of more bidders has also led to rising values.



Once unloved for decades, this 1963 Alfa 2600 Sprint now is a US\$65k collectible.

Another recent case in point is a nice, but not concours quality, 1963 Alfa 2600 Sprint. It sold on www.bringatrailer.com for US\$65,000.

For decades, the 2600 has been an unloved and nearly invisible car, especially in the USA. Its past owners all know that the 2600 has a silky-smooth 6-cylinder engine making this car a delightful high-speed cruiser. The 2600 also has the visual appeal of an upsized 105 GTV, unlike the slightly

clumsy look of its 2600 spider close relative. But, in the past, no one seemed to care about the Sprint.

In the last 20 years, Keith noted fewer than five of these cars coming up for sale - and generally on eBay, a backwater for online buying, with its low expectations of seller presentation. None of them sold for more than \$30,000. But the recent \$65k on-line auction had 813 potential bidders with 9,786 page views. From those 813, two bidders felt comfortable enough to cross the \$60,000 auction price threshold for this 2600.

While in the SCM price guide, the median value of a 2600 Sprint is listed at US\$54,500, these buyers demonstrate that a car is worth what someone wants to pay for it on the day, rather than what it once may have sold for. The market equation is simple: more cars of higher quality, targeted at highly motivated buyers, results in the achievement of higher prices. ♦

LATEST CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
<i>Fish & Chips night beside Swan River South Perth foreshore</i>	<i>Tuesday 11th January '22</i>	<i>Sam Calabro</i>	<i>Meet beside the Swan in South Perth for fish&chips while watching sunset.</i>
<i>Cub night dinner at Parkerville Tavern</i>	<i>Tuesday 1st February '22</i>	<i>John Reed</i>	<i>February club night is at the Parkerville Tavern at 7pm</i>
<i>50th Anniversary- Show'n'Shine</i>	<i>Saturday 19th February '22</i>		<i>Event Deferred until a later date</i>
AROCA WA's 50th Anniversary Lunch	Sunday 20th February '22	John Reed / Andrew Murray	Gala lunch at Perugino Restaurant in West Perth. SOLD OUT EVENT!!
MARCH CLUB NIGHT at WA Light Car Club	Tuesday 1st March '22	Andrew Murray	Complementary pizza and drinks with an Alfa parts sale – bring your Alfa parts along to a jumble sale.
JAG CLUB TRACK DAY Barbagallo Raceway	Tuesday 15th March 2022	To register, call Rod Mathers (Jag Club) on 0419 904 914.	Alfa Club members are invited to join the Jag Club at its track day. See details in the announcement below.
MYSTERY RUN & LUNCH	Late March, details in preparation	Enzo Simeone, Sam Tornatore	Mystery run being arranged to an interesting lunch location.

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CLUB RUN TO THE AVIATION MUSEUM IN BULL CREEK	Mid-APRIL (Date TBD)	John Reed	Details are in development now.
NORTHAM VSCC "Round the houses"	Sunday 10th April 2022	TBD	Not certain this event will occur. If it does will arrange a run to Northam. See brochure below for details
ALFESTA 2022	Easter 2022	Martin Leaver	See details below in this magazine
SHANNONS CAR DAY. At Ascot Racecourse	Sunday 1st May 2022	Steve Sugden	
BRITISH CAR DAY Again at GinGin	Sunday 15th May 2022	Richard Peirce	Alfa club's annual raid on the British Car Day is being planned again.
ALBANY WEEKEND Around the houses & hill climb	June long weekend	Andrew Murray, Ivan Olsen	Racing and hill climb at this weekend event, with dinner for Albany attendees. Details to be advised.
112th Alfa Birthday dinner	Fri 24th or Sat 25th June '22	Andrew Murray	Potentially at Papagallos in Leederville. Details to be advised.

TO BE ANNOUNCED

1st Tuesday events each month in '21/22	TBD, after Feb 2022	Club night events in development	Let the committee know of new ideas for club nights that you may have.
Other runs/EMRs	TBD	TBD	Always seeking new volunteers to help organize these events.
New Events	TBD	TBD	Please offer your ideas for new events & other meeting concepts.

AROCA WA'S 3RD SUNDAY INFORMAL RUNS CONTINUE IN FY2022.



DATE: Every third Sunday of the month

TIME: 09:30 coffee, departs 10:00.

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

Every 3rd Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park near the Boatshed café and the water ramp in the foreshore park.

These informal trips depart soon after 10:00am.

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

This informal monthly event continues as per normal during 2022.

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



CLASSIC CARS & COFFEE

Next event is Sunday, 20th March 2022 from **08:30 until 11:00**

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

Classic, Exotic and Prestige Cars Welcome

classiccarsandcoffee.com

Classic CARS & COFFEE

Sunday 20th March 2022
08:30 - 11:00

University of Western Australia, Carpark 3, Ha

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

f i

INVITATION FROM WA JAG CLUB

Alfas can join JCCWA's Sporting Event Track Day on Tuesday 15th March 2022



The next JCCWA sporting event for 2022 is scheduled for Tuesday March 15th at Wanneroo Raceway.

The event will be styled on Super Sprint with timing results based on Regularity.

- Gates open shortly after 7 am
- Scrutineering and registration from 7.30 am
- Driver briefing 8.15 am
- Familiarisation laps starting at 8.30 am (dependent upon number of first time participants)
- Sessions will comprise 1 warm up lap, 3 timed laps and one cool down lap.



- Cars in small groups will be signalled onto the circuit one at a time at regular intervals giving each driver a clear circuit for the timed laps. This allows drivers to focus on consistency.
- Sessions will continue until the driver's or cars are worn out or the time expires.

Registration for AROCA WA members:

All entrants are asked to register for the event as soon as possible. Numbers will be limited to 30 participants so register early to avoid disappointment.

Registration and payment for Alfa club members should be done by calling Rod Mathers via mobile phone on 0419 904914 in order to register.

Please do NOT try to register directly through the Jag Club.

Rod will forward to AROCA WA MEMBERS a separate email where you can complete the entry form, day licence application and disclaimer forms that must be down-loaded, filled in, signed - all ready to hand in on the day.

Driver's apparel –

- Long sleeved shirt and long trousers (or slacks for the ladies) – preferably cotton
- Closed shoes.
- Helmets available for hire at the track for \$22 per helmet and hair cover.

Car checks.

All cars will be scrutineered prior to the event. It is the driver's responsibility to present his / her car in roadworthy condition. All loose items must be removed from the car. Licenced or unlicenced cars which are not deemed to be safe will not be allowed to participate.

Timing.

No timing devices of any kind will be allowed in the vehicle other than the Dorian timers supplied on the day. No pit wall or radio or phone communications to or from the driver will be allowed.

Cost.

The entry cost per driver is \$120 for JCCWA members and \$150 for non JCCWA members. ATM facilities are not available at the track. Provision for pre-payment.

Lunch.

A light lunch will be available at no cost to participants and officials. This will be served from midday.

Licences and cost.

AASA day licences are available for \$25. These are compulsory if you do not have a valid CAMS or AASA licence.

DO NOT FORGET TO BRING ALL COMPLETED FORMS & LICENCE, IF YOU HAVE ONE, TO PRESENT ON THE DAY.

Regards,

JCCWA Committee



ALFESTA
2022
port
macquarie
NEW SOUTH WALES



14 - 18 April 2022

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



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



Select and pay for your accommodation directly with the hotel



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

Visit the Alfesta 2022 website at www.alfesta2022.net
Email any questions to us at admin@alfesta2022.net

CONTACT ALFESTA SOON FOR YOUR DAY VISITOR BOOKING!



2022 ALFESTA (& POST-TOUR) PLANS AT PORT MACQUARIE NSW

Alfesta 2022 will be held from the 14th to 18th 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 14th 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.

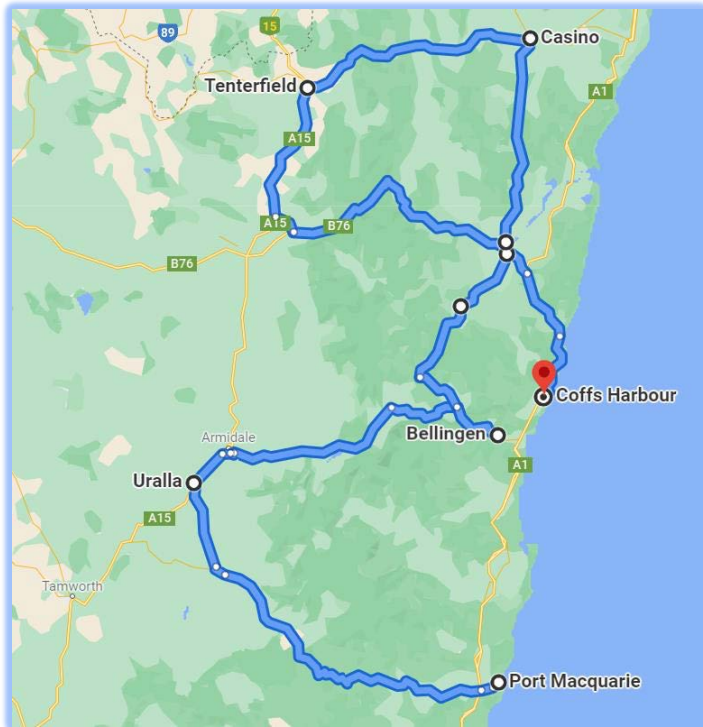
We farewell those not taking part on the post Alfesta Tour on Easter Monday morning.

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 ◆



NEW MEMBER APPLICATION AND CURRENT MEMBER RENEWAL

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

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

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

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

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

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

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



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

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

Membership Fee: \$80 (1st July 2021 – 30th June 2022)

Associate Mbr Fee: \$80 (1st July 2021 – 30th June 2022)

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

Andrew Murray.
President, AROCA WA.

ALFA OCCIDENTALE

Issue 59, March 2022



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

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

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

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



OWNER DECLARATION – CODE 404 CONCESSIONAL VEHICLE LICENCE

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

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

Name of Owner:.....

Alfa Club Membership number:.....

Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

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



DRIVING YOUR CONCESSIONALLY LICENSED ALFA (UPDATE)

Dear Members,

The Department of Transport (DOT) has recently advised several clarifications to the Code 404 Concession scheme and, in particular, the conditions for undertaking an impromptu run in your CODE 404 concessionally licenced vehicle.

The Alfa Romeo Club impromptu run form (attached on the following page) has been updated to capture some additional information that the WA DOT now requires be recorded by the club.

Please discard any old forms you may have saved.

If you are undertaking a run, please either complete the form and return it via ordinary mail to the club, or else, please email the following details, to me directly (see address below), one or two days before the run so I can enter this run in the Club log.

Note, this applies to Code 404 concessionally licenced vehicles only. It is additional to other permitted uses that are detailed in the Code 404 handbook.

If you have any questions, please do not hesitate to contact me.

Cheers

Steve Sugden

Concessions Officer,

Alfa Romeo Owners Club of Australia; W.A. Division

M: 0419490527

E: concessions.rocwa@gmail.com



DRIVING YOUR CONCESSIONALLY LICENSED ALFA (UPDATE)

THIS APPROVAL FORM IS FOR CURRENT AROCA WA
MEMBER-OWNED CONCESSIONALLY REGISTERED VEHICLES.

Run Details

Date:	
Start Time (Approximate):	
Finish Time (Approximate):	
Start Address:	
Destination:	
Finish Address:	

Participating Members

First Name	Surname	AROCWA Member No.

Participating Vehicles:

Vehicle Make/Model	Registration Number

Note that it is a condition of Code 404 that you remain a financial car club member at all times.

Please be sure to have your current year membership card with you while travelling.

Please also be aware that, otherwise, if stopped, you may be personally deemed to be unlicensed.

Send your completed form to concessions.rocwa@gmail.com before going on a concessional run



AROCA WA MEMBER PROFILES PUBLISHED IN PAST ISSUES

Below is a directory of profiles published to date in Alfa Occidentale. Most profiles are based on 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/> Note that the issue and page number where each profile appears in past magazines is shown below.

Profile	Issue	Page	Comment
Glen Phillips	5	22	<i>Glen is AROCA WA life member #2. A club hero of the WA Alfa & WA Fiat/Lancia clubs – both are surprised by how much Glen is involved in the other.</i>
Bruce Thomas	6	20	<i>Bruce is an AROCA WA foundation member. He has owned his beautiful green 105 GT which he bought brand new while in the UK.</i>
Norm Craven-Kelly	7	15	<i>Bruce Thomas recalls the late "Il Presidente", a key founder at both the Vic. & WA AROCA divisions and a larger-than-life character.</i>
John Schoen	9	17	<i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>
John Court	12	21	<i>Renovator of Alfas, classic British cars and military vehicles owner, many of which are in his lock-up factory, south of Fremantle.</i>
Andrew Murray	13	24	<i>AROCA WA president, Andrew has owned many important Alfas and other classic cars. He is a walking encyclopaedia on all matters Alfa – especially if it concerns a 105.</i>
Michael Barrenger	15	8	<i>Michael Barrenger writes about his "Alfettish" and the acquisition of sought-for cars he now has in renovation or modification.</i>
Leon Cottle	18	21	<i>AGOG founder, AROCA Vic Goldfields group convenor and serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>
Greg Smith	19	13	<i>Greg recalls his Alfa 75 QV in snowy New Jersey and its sad demise on the NJ Turnpike (on his birthday, but now 26 years ago!)</i>
Ivan Olsen	19	15	<i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa in Perth in 2009.</i>
Ugo Sivocci	25	13	<i>Early 1920s Alfa racing driver originated the Quadrifoglio Verde badge, the absence of which coincided with his death while driving.</i>
Keith Martin	28	8	<i>The founder of "Sports Car Market" magazine, multiple Alfa owner, US car concours judge and appraiser, talks about his recent stroke.</i>
John Reed	33	7	<i>Ex-Royal Navy engineer, John has built a 105 GTA replica and fully renovated his favourite Giulia Sprint GT – not just once, but twice!</i>
Paul Blank	34	10	<i>WA's classic motoring events organizer extraordinaire, Paul loves all types of classic cars. He has owned many - including Alfas.</i>
Keith Martin (update)	35	24	<i>Keith describes replacing his long preferred manual Alfas with automatic classic cars due to the limitations caused by his stroke.</i>
Rachelle Domansky	36	10	<i>Rachelle says: "At last, a female is profiled among all those male Alfa car addicts!" She owns a white Duetto named "Audrey".</i>
Piero Pagano	37	13	<i>New WA AROCA member, Piero's love of cars started very early. His career has always been in automotive electrics.</i>
Scott McKivett	38	10	<i>Scott is also new to AROCA WA. An auto mechanic with a life-long love of cars, he is currently restoring his 1973 105 GTV.</i>
Anita Percudani	40	10	<i>Anita joined AROCA WA in 2018. She has owned her 1969 Alfa 105 GT Junior since she first qualified for her WA driver's license.</i>



Profile	Issue	Page	Comment
Kyle Atwood	42	14	New AROCA WA member, Kyle, drives a 2003 Alfa spider. An auto photographer, he has made many impressive car photoshoots.
Peter Mathews	44	22	In 2020, Peter became national coordinator of AROCA. He has owned some very well-prepared Alfa Romeos over a long period.
Aidan Daly	47	12	IT security guru and AROCA WA member, Aidan Daly, talks about the new Stelvio QV he recently drove out of the showroom.
Sam Calabro	48	18	Long-term AROCA WA member, Sam can't count how many 105 series Alfas he has owned (plus the Porsches, Alpines, Ferraris, etc.)
Enzo Simeone	49	16	Enzo loves driving his new Giulia QV, but worries about his beloved 105 GTV, which still waits for him, idle under its dust cover.
Andrew Stevens	50	13	Former club secretary, Andrew has lived in the UK since 2006. He drives his 1750 GTV to car events everywhere across Europe.
Steve Sugden	51	10	Club committee member and Alfa representative to the CMC, Steve Sugden loves his long-owned Alfetta GTV 6
David Hamlyn	52	9	Membership Secretary, David Hamlyn has many non-work interests including MotoGuzzis, Alfas, Electric Bikes, Kite Boarding, etc.
Eddie Bernardi	55	18	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.
Richard Peirce	57	15	AROCA WA member, Richard, owns Alfas, Mercedes and some British cars. Are there too many for him to drive them all?
Norm Craven-Kelly	58 (& #7)	4	On our 50 th anniversary, the late "Il Presidente", a larger-than-life character and WA AROCA division founder is recalled once again.
Bruce Thomas	58 (& #6)	9	The profile of AROCA WA foundation and life member Bruce Thomas is similarly republished. Bruce's beautiful green 105 GT has been his since bought brand new in the UK over 50 years ago.
Glen Thomas	59 (& #5)		Life member #2, Glen is a club hero in both the Alfa & Fiat/Lancia clubs in WA. His profile appears again on our 50 th Anniversary.
Someone you know ?			Alfa Occidentale is very keen to interview more WA Alfa Club members when this series of profiles is continued.



A 1967 Alfa 1600 Spider Duetto, parked on the South Mole of the Swan River in Fremantle.