



Italian coastal drive in an Alfa Romeo 101 Series Spider.

You are reading the **71st edition of ALFA OCCIDENTALE**, the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). This issue includes current information regarding the WA Alfa Club's upcoming activities.



CONTENTS OF ALFA OCCIDENTALE # 7 1

Issue Contents and FY 2022/23 Committee Contact Details.	Page 2
Recent & Upcoming AROCA WA Program.	Page 3
March 2023 club night held at the Como Hotel.	Page 4
Updated AROCA WA Website.	Page 6
Alfas seen at Nautical Drive Festival and at Classic Cars & Coffee	Page 8
Stellantis Australia appoints a New Managing Director.	Page 10
Note from David Wright about FIVA's Position on Electrifying Historic Vehicles.	Page 11
Concorso Italiano 2022 was held in Monterey, USA	Page 13
AROC NZ's 50 th Birthday is in October 2024.	Page 17
Alfa Romeos Pre-War in Perth	Page 18
Alfa Romeo to launch 1000HP Giulia, a new SUV and a Supercar.	Page 21
An Alfa 632300B Mille Miglia is now a Strange Cross-breed.	Page 23
Book Review: 'An Automotive Alchemist' by Andy Saunders.	Page 25
Recent Overseas Alfa Sales.	Page 29
2023 Calendar Update.	Page 31
'Classic Cars & Coffee' at UWA.	Page 32
Shannons Perth Classic Car Show is on Sunday 26 th March 2023.	Page 33
Club Run & Breakfast en route to Northam Motorsport Festival, Sun. 2 nd April.	Page 33
Jaguar Car Club Track Day at Wanneroo Raceway on Tuesday 21 st March.	Page 34
Alfesta 2023 is at Toowoomba, QLD is this coming Easter. Some places remain!	Page 35
Busso Day 2023	Page 36
'Albany Classic' on in Albany over the June Long Weekend.	Page 37
AROC NZ Celebrates 49 th Festa Annuale in Christchurch 13/15 Oct. 2023.	Page 38
AROCA WA Treasurer's Report for February 2023.	Page 39
AROCAWA Member Application, Subscription Renewal & Code 404 Declaration.	Page 40
"Drive my Car" Concessional Run Approval Program – see revised form here.	Page 43
Alfa Romeo's Preferred Partner Program.	Page 45
Directory of Alfa Club Member Profiles Published in Alfa Occidentale.	Page 46

FY 2022/23 AROCA WA COMMITTEE

Aidan Daly	President	president@alfaclubwa.com.au
Andrew Murray	Past President	Andrew.Murray@alfaclubwa.com.au
Greg Smith	Secretary/VP	secretary@alfaclubwa.com.au
Aidan Daly	Webmaster	digital@alfaclubwa.com.au
Eddie Bernardi	Treasurer	treasurer@alfaclubwa.com.au
David Hamlyn	Membership Sec.	membership@alfaclubwa.com.au
Steve Sugden	CMC/Concessional Sec.	concessions@alfaclubwa.com.au
Ivan Olsen	Comp. Secretary	ivanolsen51@gmail.com
Sam Calabro	Gen. Cttee	samcal49@yahoo.com.au
John Reed	Gen. Cttee	relianceperth@gmail.com
Enzo Simeone	Gen Cttee	ersimeone@optusnet.com.au
Sam Tornatore	Gen. Cttee	stornato@bigpond.net.au
Peter Mathews	National Coordinator	national.coordinator@alfaclub.org.au



R E C E N T & U P C O M I N G P R O G R A M

The WA Alfa Club held a club night on Tuesday 7th March 2023 at the Como Hotel on Canning Highway in Como. After initial social drinks and discussion, most attendees enjoyed a pub meal together. See photos and account of this meeting on page 4 below.

Over the weekend of 11/12 March, 2023, Enzo Simeone and Sam Tornatore organized a *weekend* tour to the Ferguson Valley. Fourteen Alfas, their drivers and passengers booked in for the Saturday trip, with eleven of the cars arranging to stay over for a club dinner on the Saturday night.

On **Tuesday 21st of March**, the **Jaguar Car Club of WA invited AROCA WA members to join it for a track day at Wanneroo raceway**. Details of the event appear below. Some Alfa club members have already signed up to participate. Remaining places are limited. Should you be interested, contact the organizers soon. See details below.

On **Sunday 26th March, Shannons Classic Car Show** will be held at **Ascot Racecourse**. The Alfa club has not booked a formal display area for Alfas to be shown at the event this year, but you are invited to attend to view the many vintage cars, trucks, buses and motorbikes on display. See the link to the event below in this issue of the magazine.

On **Sunday 2nd April, 2023 a Sunday morning run and breakfast** has been organized by Steve Sugden as a club group for an **Alfa drive out to Northam for its Motorsport Festival weekend**. A breakfast has been organized en route to Northam. Look for more details on this event in club emails.

Note that Sunday 2nd April is also the day of the next Classic Cars & Coffee at UWA, should anyone not be joining the club run out to Northam.

The Club's **April club night** is scheduled for **Tuesday 4th April**. Details of the location of this club evening will be circulated to you by email later in the month.

From **6th to 10th April 2023, Alfesta**, AROCA's annual national event, will be held in **Toowoomba Queensland**. A couple of WA club members are attending. Apparently, space remains available to accommodate a few late booking attendees should you decide you are interested at the last minute. A potential bonus is that AROCA QLD may be willing to arrange a **loan Alfa for WA members** who fly into Toowoomba. Note that direct flights to Toowoomba leave from either Melbourne or Sydney, should you be on the East Coast during the week before Easter.

Our regular monthly events also continue into 2023:

AROCA WA's committee meets every 3rd Thursday of the month at 18:00, in the **Northbridge Italian club**. All Alfa club Members are welcome to join the committee at **the regular informal pizza dinner at 7PM**, following these 3rd Thursday committee meetings.

The WA Alfa Club's monthly club meeting is normally scheduled for the first Tuesday in the month. Look for details including topics, locations, etc. in future magazines and in mailed-out updates. ◆

IN MEMORIAM

Very sadly, WA Alfa Club member, Piero Pagano, recently passed away in hospital after a long fight against an aggressive form of cancer. Piero was a very good friend to many of us in the club and a committed Alfa Romeo owner. He is badly missed by his wife, Sara, and their children. Funeral and other details will be advised by email once available.



CLUB NIGHT AT COMO HOTEL

Tuesday 7th March 2023

About 20 club members met at the Como Hotel for the AROCA WA March 2023 monthly meeting.



Photos above and notes on the meeting below are both courtesy of Greg Smith.



While at the Como hotel on Canning Highway, some quite good food was served up to the 20 attendees at the WA Alfa Club's March club night. However, several members did find that the noise from the hotel's loudly piped music permeated into all corners of the pub and that occasionally it became a little more than overwhelming.

But, as the evening wore on, some club night attendees began to ponder which particular WA-based auto club it was that they had decided to join for this month's informal dinner? The noise from the piped music began to struggle to be heard against some conversations that hurtled towards the dreaded topic of certain WA Alfa club members' 'non-Alfas'!

Sitting near one corner of the club's long dining table, I overheard a discussion about a couple of recently bought Lotuses, both seemingly in need of restoration. (Lotuses! Really?)

At another point, about half-way along that same table, someone else was regaling his neighbours about his concerns with the slow restoration progress of an acquired Lancia Monte Carlo; quietly brought into WA from some interstate location.

Yet further along the table, there was even whispered talk about motorcycles occurring, while way down at the other end of the room, would you believe that Hillman Imps were considered topical!

At last, with some relief, I managed to find the company of a few 'more normal' Alfa club night attendees. They were even willing to talk to me about their Alfa Romeos. In fact, one of these fine gentlemen did ask me how my old Alfa was travelling! (Actually, that was so nice, especially given the circumstances. Thanks!)

What should be the penalty that is applied to those errant club members who are prepared to talk at an Alfa club night about their accursed "non-Alfas"? Why do they even own anything other than an Alfa Romeo anyway? What is going on?

Should the club consider arranging a second room for these heathens where they can talk amongst themselves? Or should the club just look for a hotel that has a dungeon where these heretics can be 'cooled off' until their non-Alfa conversations eventually fall silent?

Maybe a national tour of all AROCA divisions' club nights is urgently called for? Could someone examine what the best practice is across the country in terms of providing a cure or some form of redemption for those straying Alfa club members who have fallen into the deep demonic fire by participating in non-Alfa discussions - and, in so doing, invading the sanctity of our precious Alfa Romeo club nights?

For the dedicated Alfisti among us, as an Alfa club night deviates away from the true path into the demonic underworld of the 'non-Alfa', doesn't it seem as though you are unexpectedly experiencing an early introduction to an afterlife spent in purgatory?

And just where did I leave my cross and that nice cluster of garlic bulbs anyway?

Note to self: Make sure you don't forget to bring those items with you to the next WA Alfa Club meeting night! ◆



UPDATED A R O C A W A W E B S I T E

During the past month, the WA Alfa Club's club president and digital secretary, Aidan Daly, has been making a lot of changes and updates to the club's website.

Firstly, note that the website can be found at <https://alfaclubwa.com.au/about-the-club-2/>



Recently, Aidan has added a very large number of photos to the site. All are listed under previous events. Still more photos will be added during coming weeks.

Be sure to check out the following link to peruse all these newly added photographs:

[Previous Events – The Alfa Romeo Owners Club – WA DIVISION \(alfaclubwa.com.au\)](https://alfaclubwa.com.au/previous-events/)

You should also note that all required club documentation for an application for a concessional license, the registration of impromptu runs, etc., can be found at this location:

<https://alfaclubwa.com.au/documents/>

There is an 'Alfas for sale' section that is updated regularly:

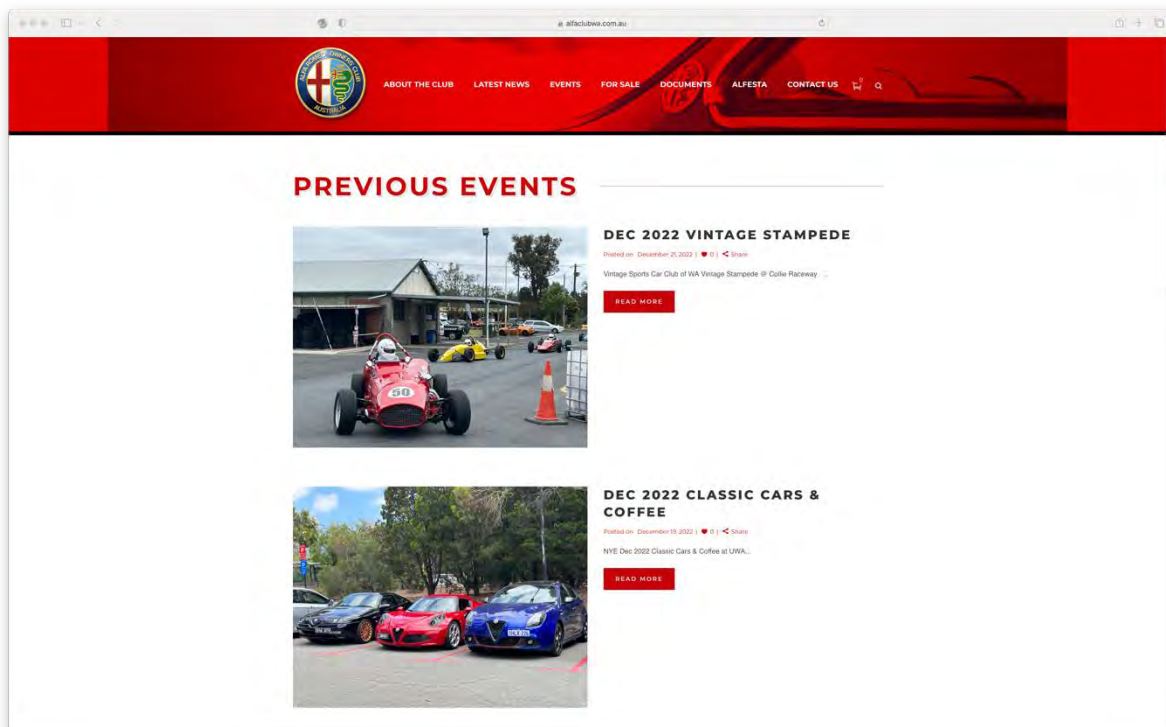
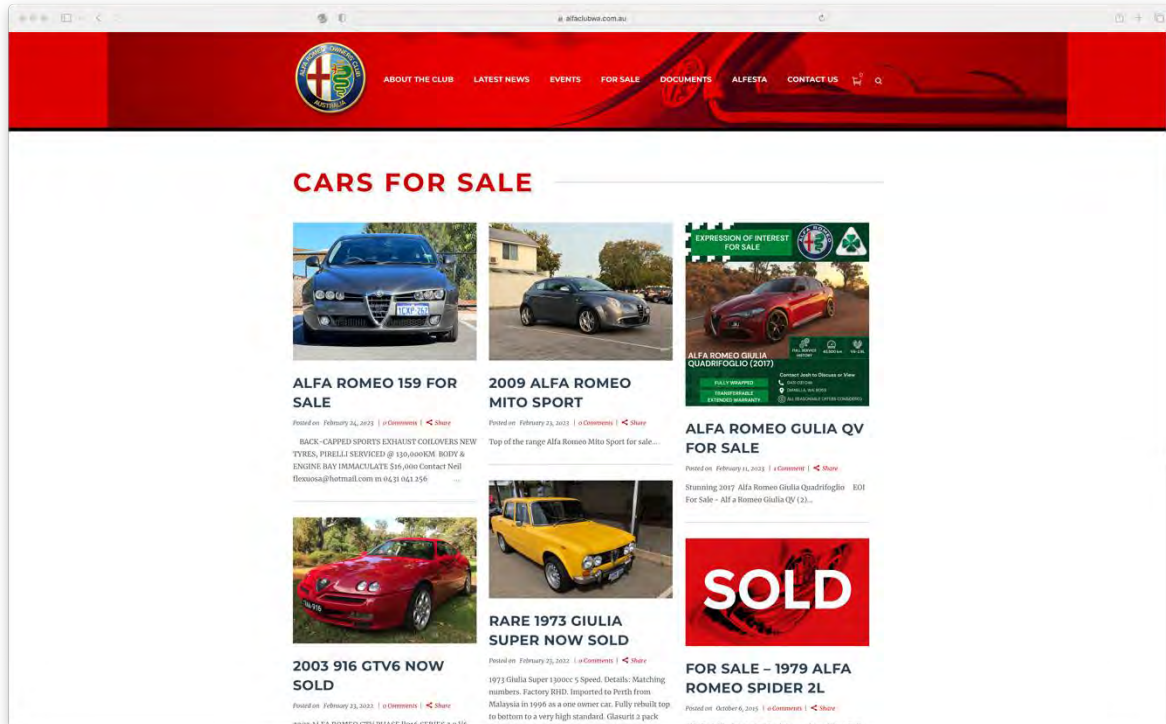
<https://alfaclubwa.com.au/for-sale/>

Do check on the up-to-date upcoming events section here:

<https://alfaclubwa.com.au/calendar/>



Please review these two example pages, shown below as 'screen shots'.



Lastly, also note that all back issues of the club's electronic magazine, Alfa Occidentale, are readily available in PDF format from the website at this location:

<https://alfaclubwa.com.au/newsletters/>





NAUTICAL DRIVE FESTIVAL

Weekend Drive to Festival at Busselton, 25th & 26th February 2023.

A group of Alfa club members, their partners and their cars, joined the Nautical Drive tour down from Perth for a weekend on the coast at Busselton. Some of the Alfas seen at this festival are shown in the photos appearing below (Courtesy of Aidan Daly.)



Find more photos from WA Alfa Club events at <https://alfaclubwa.com.au/previous-events/>





SEEN AT CLASSIC CARS & COFFEE

At UWA on Sunday morning, 5th March 2023

Aidan Daly notes that about 15 Alfas and some 1,000s of car watchers were scattered among the classic cars displayed at the March '23 Classic Cars & Coffee, held again at UWA. Star of this show was one of only 40 built 'Lamborghini Essenza SCV12'; a track-only *hypercar*. This multi-million Euro vehicle attracted a huge crowd and so was impossible to photograph. (Photos below are by Aidan).



For more photos from WA Alfa Club events see <https://alfaclubwa.com.au/previous-events/> ◆



STELLANTIS AUSTRALIA APPOINTS MANAGING DIRECTOR



22nd February 2023, Melbourne, Australia: Today, Stellantis Australia announced that Michael Filazzola has been appointed to the role of Managing Director, Australia, encompassing the Jeep, Alfa Romeo, Fiat, Fiat Professional and Abarth brands. He will commence in this role on 20th March 2023.



Mr Filazzola (seen adjacent) replaces Kevin Flynn who, after 47 years in the automotive industry, is retiring to spend more time with his family in South Africa. Over three decades, Kevin Flynn has worked across multiple countries and brands including Lexus, BMW, Jaguar Land Rover and Porsche, before joining Fiat Chrysler Automobiles to lead its India team in 2015.

Stellantis announced Michael Filazzola's appointment by saying, "With proven leadership capabilities and a diverse skillset, we are confident that Michael will continue to drive the growth and success of Stellantis in Australia."

Filazzola has worked in the automotive and aftermarket industry for over 28 years across Australia, China and in the Southeast Asia markets. He has extensive knowledge of the automotive ecosystem, from a variety of roles as a senior executive across sales, after-sales, customer experience, purchasing and supply chain, and product development; all of which occurred while working at General Motors, Holden Australia and Bapcor. Most recently, Mr Filazzola was GM, Product Development at Bapcor, overseeing the growth of private brands within the Australian aftermarket industry.

Michael Filazzola said, "I am looking forward to joining Stellantis and working with the team across its robust suite of brands. With the company focus moving towards electrification, and a new generation of vehicles being launched into the market, I feel that this is a great time to join Stellantis."



Kevin Flynn (photo adjacent) had joined the Australian team in 2019, to lead Stellantis' plan in market, with a focus on improving product quality and customer satisfaction. He successfully navigated the challenges of a global pandemic while achieving growth for Stellantis in Australia. Prior to taking on this role with Stellantis, Kevin Flynn was responsible for development of the Jeep brand in India, while also establishing Jeep's export strategy for all RHD markets. Under Mr Flynn's leadership, the Jeep brand was voted India's most trusted automotive brand

by the 2019 Brand Trust Report.

Stellantis management congratulated Flynn by saying, "I want to thank Kevin for his dedication and commitment to our business and the industry. He has had an exemplary career and I, along with the rest of the Stellantis team, wish him the very best." ◆



F I V A R E E L E C T R I F Y I N G H I S T O R I C V E H I C L E S

A Note to Alfa Occidentale written by David Wright, Patron AROCA VIC.

David Wright has written to say that the supplement on electrification in Alfa Occidentale #70 is very topical. He also wanted to advise that there is a FIVA Position Paper, written by the Federation Internationale Vehicules Anciens (FIVA), on this issue which may well be of interest to Alfa Occidentale readers. (You will find that a copy of this position paper appears directly below this note.)

In essence, FIVA agrees that the electrification of classic cars is a personal choice, but it also advises that this change will not comply with the FIVA definition of an historic vehicle. It recommends that these changes should be reversible with the original components being retained to enable a vehicle to be returned to its original state, if desired.

The relevance of this is that FIVA is recognised as the world authority by peak bodies for the historic vehicle movement in Australia. The Passports (i.e., 'Carnets') that are used for international historic rallies are exclusively issued by FIVA. All participating cars are subject to inspection and must comply with FIVA's classifications.

FIVA's Australian representative for International Passports is Andrew McDougall. He has been instructed to carry out the inspections rigorously as these applications are now processed on-line by FIVA's headquarters in Paris. It also appears that Australian participation in overseas rallies has been ramping up and so Andrew has inspected vehicles in Melbourne, Perth and Brisbane during the past month or so.

Greg Smith responded to David noting that there are quite a lot of people who are talking about the future of the classic car hobby. He noted that the 1960s VW owners that Enzo and he met last December while on their visit to Unique EVs in Bibra Lake, WA, seemed to have undergone "the full religious electric conversion," which seemed to have taken them well beyond just the electrification of their vehicles. The e-VW owners seemed to be in a new place, beyond just being very pleased with their cars' electrification results. They appeared quite unperturbed about any impacts of electrification on their vehicles' future valuation. In fact, they thought that, in due course, their cars would be the ones that became highly sought-after reborn classics.

David Wright responded that his understanding of FIVA'S objectives is that vehicles should be preserved in their historic context rather than just protecting their valuation. While the FIVA organisation does recognise that a significant change is taking place from ICE to alternative power trains, FIVA's response to this for future historic categories is that vehicles must retain their original form of motive power.

David also pointed out that FIVA has produced a 'Charter of Turin' Handbook which readers may find very informative on the subject of vehicle preservation and authentic restoration. If you are interested, you can download this handbook here:

<https://fiva.org/download/turin-charter-handbook-updated-2019-english-version/>



David also mentions that there has been a considerable amount of research underway in the UK regarding the future of historic motoring. As a result, organisations such as the 'Historic and Classic Vehicle Alliance' say they are confident that synthetic fuels will remain available after petrol dries up.

However, David also observes that there is a continuing problem in Australia in that the historic vehicle movement is not organised sufficiently for its influence on government policies and regulations to be felt. The need for meaningful data remains, together with a will to make the case for the importance of Australia's motoring heritage.

FIVA Position paper

We Protect
We Preserve
We Promote



Electrification of Historical Vehicles

November 2021

Background

An increasing number of individuals and companies ranging from specialist shops to large vehicle manufacturers are offering electrified vehicles for sale using historical vehicles as donors and exchanging the whole drivetrain into an electric unit with batteries to fuel the unit. This way it is possible to keep the classic appearance of the vehicle while meeting modern environmental expectations and standards. It may also incidentally increase the power available for the owner. Some of the manufacturers have even managed to get an approval to retain the original Vehicle Identification Number (VIN) of the donor vehicle, despite more or less changing the whole chassis.

Impact on the historic vehicle movement

Conversion of historical vehicles from their original internal combustion engines to electric power does not comply with the FIVA definition of a historic vehicle, it cannot be carried out in accordance with the Charter of Turin, and it doesn't truly achieve the goal of preserving historical vehicles. Vehicles so converted cease to be historic vehicles, except for "in period" changes.

FIVA's Position

According to FIVA, a historic vehicle is "a mechanically propelled road vehicle":

- which is at least 30 years old;
- is preserved and maintained in a historically correct condition;
- is not used as a means of daily transport;
- and is, therefore, a part of our technical and cultural heritage.

FIVA's three main goals and objectives are:

- Protecting historic vehicles by ensuring that the development of national and international legislation does not create an adverse impact on owners of historic vehicles and the use of these vehicles on public roads without inappropriate restrictions;



- Preserving historic vehicles, related artifacts and records, including research and cataloguing to ensure their continued enjoyment, and;
- Promoting historic vehicle culture, including international events, forums, and seminars.

FIVA understands the motivation of some owners to electrify their vehicles and acknowledges that, subject to legislation and regulation, all modifications are a matter of personal choice. However, given the above, FIVA cannot promote to owners or to regulators, the use of modern EV components (motors and batteries) to replace a historic vehicle powertrain.

If any owner, motor engineer or manufacturer wishes to make such conversions to historic vehicles, FIVA would recommend that any vehicle changes are reversible with all the original components marked and stored safely, so that the vehicle may in future, if desired, be returned to its original state and again become an historic vehicle.

FIVA - Villa Rey - Strada Val San Martino Superiore 27/B - 10131 Torino - Italy

Phone: +39 391 7259962. Email: secretary@fiva.org web: www.fiva.org

Note that the Australian representative of FIVA is the **Association of Veteran Car Clubs in Australia** c/- P.O. Box 440 Willunga, South Australia, 5172.

Phone: (08) 8556 2271 Email: secretary@tavcca.org.au Web: <https://tavcca.org.au> ◆

CONCORSO ITALIANO 2022

Edited from a story by Brandes Elitch that appeared in VeloceToday.com on 29th August 2022. It is republished here in edited form with the permission of [VeloceToday](http://VeloceToday.com).

Photos are also by Brandes Elitch



On California's Monterey Peninsula, the 3rd week of August is known as "Car Week." The population of the town of Carmel-by-the-Sea normally comprises about 4000 residents. However, during car week, an additional 85,000 visitors arrive, according to the Monterey County Visitors Bureau.

Photo of Alex Piliobs' Maserati T 151

Car week is a four-day event, but there is also a "Pre-Historics" held during the week before, at the racetrack at Laguna Seca.

Car week now spans ten days - and it stretches from Seaside to Carmel Valley and on down to Big Sur. Aside from the three major shows, there are another dozen or so smaller events, all spread out along the Monterey Peninsula. The pandemic did put the brakes on some of the Car Week events during the last two years, but in 2022, things were closer to normal.

ALFA OCCIDENTALE

Issue 71, April 2023



On display were an Alfa 8C, an Alfa 1300-Berlina, a 1600-Zagato and a 1900 Sprint.

That said, this year there were some changes. Over the last 13 years, one of the highlights was that cars which had attended the Pebble Beach concours were parked for a few hours along the main street of Carmel so that locals could view the cars, as part of a 'Tour d'Elegance'. It was a wonderful event, as you could talk to the car owners who were considerably more relaxed and available than while on the show field on the Sunday.

There is one thing about Car Week that certainly puts everything else in its shadow - that is the traffic. It is so bad that the locals usually plan not to leave their homes during Car Week. Aside from total gridlock in many places, you may also see swarms of "hypercars" – even in their hundreds. There are now so many seen that, next year, yet another new event will be held, the 'Hypercar Invitational' at the Sonoma Speedway. It is also interesting that, despite the very heavy traffic, during last year's Car Week, the Monterey Police Department made 250 traffic stops and 190 citations, mostly for "speed - related violations."

On local roads, an astonishing degree of wealth is evident, and that is not just the local real estate.

Car Week also hosts the car auctions. In 2022, the total auction outcome for the week was US\$469 million in sales volume. Examples included a 1966 Ferrari 275 GTB for US\$7.6 million; a 1957 Ferrari 500 TRC Spider for \$7.8 million; a 1924 Hispano Suiza for \$9.2 million; and a 1937 Bugatti type 57 for \$10.3 million.



At the two primary shows, for those lucky enough to find a ticket, they were able to view cars that have been restored over many years, all at great expense, and with long patience and dedication. This is the worldwide pinnacle of such concours car shows, although perhaps the shows are not for everyone. A ticket to attend the Pebble Beach event now costs US\$500, while for the Quail show, there is a lottery of about 3000 tickets, all of which had sold out the first day. It was rumoured that the minimum bid for a ticket to the Quail show was around US\$1,000.

There is only one major show that has a reasonable ticket price. It is open to everyone, and there is no competition for prizes or awards, no crowding, as well as easy access to plenty of parking. There are hundreds of wonderful cars to view at this event, and all are arranged on a golf course overlooking Monterey Bay.

This show was the 36th edition of 'Concorso Italiano'. Undoubtedly, it is the USA's largest showing of Italian cars. Concorso Italiano is not about demonstrating your wealth or connections; but of demonstrating your pure love for Italian automobile history. What is unique about Concorso is that it is really run by the individual car clubs and those clubs encourage their members to show up.

This Italian car clubs list included the following:

Abarth Enthusiasts Worldwide	The Maserati Club – CA.
The Alfa Romeo Association and the Alfa Romeo Owners Club;	
Pantera International Club;	Ferrari Club of America;
Ferrari Owners Club;	FIAT America;
ISO and Bizzarrini Owners Club;	American Lancia Club;
Lamborghini Club of America and Lamborghini Owners Club.	



Because of the informal nature of 'Concorso Italiano', the cars on display do not have placards showing the owner's name or location.

Seen at Concorso Italiano were an Alfa 6C2500 Touring (adjacent) and, (below), an Alfa Montreal.

The most astonishing car was one of the three original Maserati type 151 coupes (for which a photo is shown above at the start of this article). This car was manufactured for the 1962 Le Mans race to compete in the experimental GT car class.

Two cars were built for Briggs Cunningham. The motor was derived

from the famous 450S, downsized to 4 litres to meet FIA rules, four-cam, four-carbs, dry sump.

The cars were finished just before the race so there was no time for rigorous testing and shakedown.

They were not successful on the track and needed more time (and money) for them to be sorted out.

ALFA OCCIDENTALE

Issue 71, April 2023



The current owner is the collector Alex Pilibos, who told me that he has cars 002 and 004. He said that his car ran at Brands Hatch in 1963, the last time it turned a wheel in anger.

Pilibos also showed a remarkable motorcycle at Pebble Beach the next day: a 1922 Megola motorcycle, a 5-cylinder, 600 cc, rotary type engine, which rotates around a stationary crankshaft, mounted within the hub of the front wheel!

As if this was not enough, Alex Pilibos also mentioned that he is currently restoring a Locomobile with a custom body. I found it really meaningful to meet such a sophisticated collector - and there are a whole bunch of them to be met at the Concorso.

Per the PR, Totem Automobili has launched a gorgeous electric vehicle which looks like a vintage Alfa Romeo Giulia GT Junior. Totem's car, called the Giulia GT Electric, is a hand-built electric 'resto-mod' redesigned with a carbon fibre body.

While I am very partial to Alfa, Lancia, and Maserati, it would be remiss not to mention that Concorso is one of the largest Ferrari events in USA.

The Ferrari Club has 16 regions, and one of the most active is the Pacific Region, with nearly 600 members. The club has had a judged concours at the Concorso since 1992; judged under the International Advisory Counsel for the Preservation of the Ferrari Automobile. This is considered the most accurate judging standard for Ferraris.

Next year, you might want to attend this Italian car event on the Monterey Peninsula in California.

You can find out more and plan for next year's show at the website: www.concorso.com.

As you already will have noticed, within this article photos are included of some of the Alfas that were on show at Concorso Italiano 2022.



Other Alfas present included a classic Alfa Satta Sedan, an Alfa Sprint Bertone, an Alfa Sprint Speciale, Bertone, and an Alfa Disco Volante by Touring. ◆

AROC NZ'S 50TH ANNIVERSARY WILL BE IN OCTOBER 2024

How about visiting Wellington, NZ, in October 2024 ?



Kia Ora! This year, 2023, AROCA NZ's national event, 'Festa Annuale,' is scheduled for Christchurch, New Zealand on 13-15th October. As always, international Alfisti are welcome.

Perhaps more importantly, in **October 2024**, the **50th Anniversary Celebration of AROC NZ** will be held in **Wellington, NZ**. This important celebration will include Alfa tours that start both at the top of the North Island and the bottom of the South.

Eventually the two tour groups will join up in Wellington for AROCA NZ's 50th Anniversary Celebration. Anyone from Australia interested in joining AROC NZ members at this important event will be very welcome. ◆



ALFA ROMEOS PREWAR IN PERTH

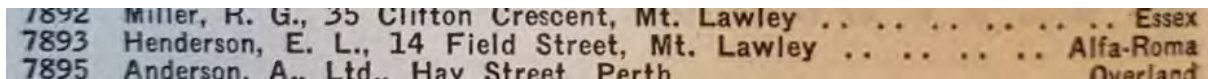
By Paul Blank

In a recent WA Alfa Club magazine issue, I read an article by renowned Australian Alfa Romeo historian, David Wright, titled “*The Famous Nine Alfas.*” It reminded me of something that I had discovered many years ago – of the existence of another early Alfa Romeo in Australia, here in Perth.

Fortunately, I had managed to collect a few issues of the ‘*RAC WA Year-Book and Road Guide*’ – spanning the period 1919-1930 (not inclusive). In its early editions, every car registered in WA was listed. I had carefully gone through every page and noted details of unusual cars.

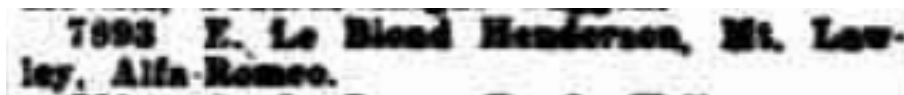
These books later were borrowed by the author A John Parker to help form the basis of his 2004 book ‘*Torquing of Marques*’ in which Parker attempted to list every make of car that ever existed in WA.

In the 1925-1926 RAC book, the number plate 7893 is listed:

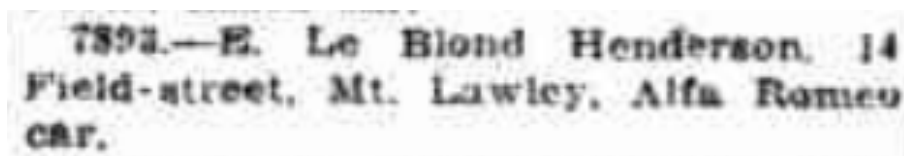


Clearly the 7893 reference is to an Alfa Romeo, although the entry actually says ‘Alfa-Roma’, but there are considerable numbers of such typographical mistakes throughout these books.

The West Australian newspaper also published a list of new car registrations and owner details. The entry below appeared in the list of June 4 1925:



In addition, the Sunday Times published such lists and, checking the records in The Sunday Times, I found the following, dated June 7, 1925:



I’ve done a bit of further research: Edgar De Blond Henderson (1890-1971) was a prominent architect, whose work included many churches built in Perth and in rural WA.

Mt Lawley was (and still is) an affluent suburb, close to the city. Research has shown that Henderson still lived in that same house in 1951. The house remains there today. Presumably, in 1925, a well-to-do man such as Edgar Henderson could afford an expensive car like an Alfa Romeo.

I had given these details to a couple of WA Alfa Club members in the past, but they were unable to dig up any further information on this early WA-resident Alfa Romeo.

But, then I found another entry...

On September 4, 1930, in the West Australian newspaper’s list of registrations of new cars, it had:



25303, Renato Citarelli, 170 St. George's-
terrace, Alfa-Romeo.

Then, on September 9, 1930, similar information was repeated among the new registration listings in The Daily News newspaper:

-25303: Renato Citrarelli, 170 St
George's-terrace, Perth, Alfa-Romeo.

However, the owner's surname is not spelled correctly on this occasion. (There is an extra 'r').

This information is the only other reference to an Alfa Romeo in Perth during the pre-war period that I have found. It does seem possible that the later entry could be for the same car, but with a new registration. However, the newspaper headings do spell out that these lists are for registrations of new cars.

A government listing of the period shows Renato Citarelli to be the Italian Vice-Consul in Perth:

Italian Consulate, Renato Citarelli, Vice-
Consul, 7 Howard st, Perth

According to another (August 1930) newspaper article, Signor Citarelli arrived in Perth from Milan; although other research has advised that he was originally Calabrian. Citarelli's Alfa Romeo has a registration that is dated approximately a year after his arrival in Perth. He may have imported the car himself.

Another article that I found, described a Fascist newspaper, printed in Perth in 1930-1931. It briefly refers to Citarelli: "Renato Citarelli, the energetic young Vice-Consul, war hero and fervent Fascist..." This article was written by historian and author Richard Bosworth.

After a short period, Citarelli left Perth, most likely shipping his car on with him when he departed from Australia.

By the late 1920s, the RAC Year Books no longer listed all of the cars in WA and I can find no later records.

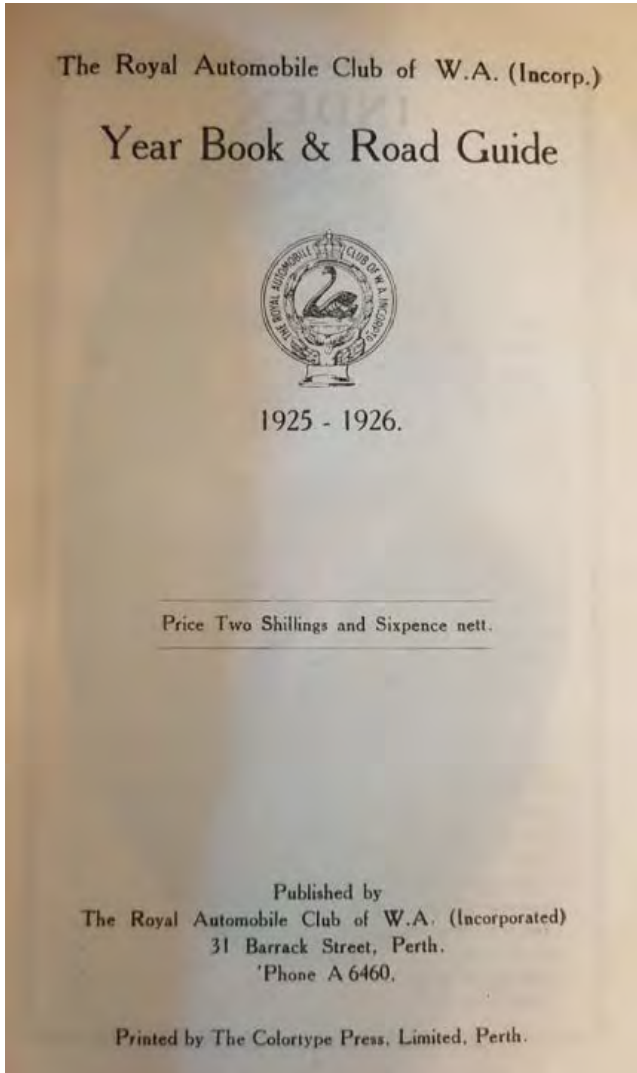
In addition, there are no records of an Alfa Romeo dealer in Perth during that period and it should be noted that the subject of Perth car dealerships has been well-researched and published.

I also checked with David Wright. He had not heard of either of these cars in WA. His only possible connection was that an Alfa Romeo RL (1924-1926) had been in Alice Springs in 1962 and that later, it apparently went to Adelaide. However, this RL was not one of the cars imported by Overseas Motors, the official importer; the cars from which are all accounted for. Perhaps this Alfa could have been the Henderson car?

It does seem that two Alfa Romeos were present in Perth during times prior to WW2. Whatever ultimately happened to the Henderson car remains unknown. It may have left the state, been damaged, or worn to the ground - or what-ever. Wouldn't it be nice to imagine that this Alfa could turn up again one day?



From the historian and author, Richard Bosworth: “In September 1929, the vice-consul of Perth, Virgilio Lancellotti, the doyen of Fascists in Australia, was posted to Brazil and replaced by Renato Citarelli. Born in 1898, Citarelli had a splendid Fascist background. He had written for the Popolo d'Italia the history of the Fascist militia, then he had been attached to the High Command of the militia, and left this position to take charge of the Press Office of the National Fascist Party in Rome.’



Above: Edgar De Blond Henderson, photographed circa 1930. Left: The front cover of the 1925/1926 RAC WA Year Book & Road Guide.

“Under his control, the Perth branch of the Fascist Party swelled to proportions which were unreal, because Citarelli wanted to have every Italian as a member of the Fascio.”

“It was alleged that, in private, Citarelli was even sympathetic with Mistrorigo’s ultra-

Fascist articles. The posting to Perth proved to be a dead-end for such an ambitious young man as Citarelli, and he was transferred to Syria in July 1932.”

Right: 1925 Alfa Romeo RL Super Sport seen at the Alfa Romeo Museo Storico – perhaps it would be quite similar to the Henderson car, if it is ever rediscovered. ♦





ALFA TO LAUNCH 1000HP GIULIA QV, SUVS & A SUPERCAR

Edited from an article in www.carmagazine.co.uk on 24th February 2023 by Phil McNamara.

Alfa Romeo is readying a wave of high-end products, including a D-segment saloon and SUV, a flagship E-segment SUV and a new supercar, all part-funded by the brand doubling its profitability in 2022.



The Giulia saloon is set to be replaced in 2025 and will be Alfa's first electric-only model. 'I will come to North America in 2025 with a 100 per cent [electric] D-segment offer,' said the brand's CEO Jean-Philippe Imparato.

Alfa Romeo CEO Jean-Philippe Imparato

Imparato has vowed to deliver a no-compromise vehicle, with an 800-volt architecture (just like a Porsche Taycan) for quick recharging and with a 700km range in the high-performance

Quadrifoglio version. To reduce charging downtime, it seems that Alfa is set to go first with an aerodynamic saloon-type body rather than with an SUV.

'Giulia is [coming] back!' said the CEO. 'We have to design the Giulia we love, an Alfa Romeo we all want, and [design director] Alejandro Mesonero-Romanos is on it. We will come back to you with something that is very cool.' [The image below in this article is an artist's impression by Avarvarii.]

A 1,000 HP Giulia Quadrifoglio.

It will have range, and from 350hp to 800hp as a Veloce, and with 1000hp as a Quadrifoglio.' The car is based on the Stellantis group's step-change electric car architecture, STLA, which packages motors for front, rear and all-wheel drive. Prospective purchasers should expect the base car to be rear-wheel-drive, while the punchier cars will split power across both axles.



'Alfa is only selling the Tonale as a plug-in hybrid in North America to build its electric credentials, and the new Giulia will double down on that. The boss promises that Alfa EVs such as the Giulia will be a no-compromise substitution for a petrol car, not hamstrung by range and refuelling issues.

That doesn't mean an SUV won't follow. Indeed the Stelvio, the Giulia's sister SUV, is odds-on for a 2026 introduction. After that, 2027 should see Alfa push into the E-segment, which is important for Chinese and American customers, most likely with a flagship SUV.

'In 2027, we jump up on the E-segment that will be frozen in terms of intention and design by the end of 2023. But it is completely locked and funded in the company,' said Imparato.



New supercar decision in April 2023.

Alfa Romeo is showing its low-volume supercar to clients and has been taking deposits, ahead of a decision being concluded to green light it in April. If it gets the go-ahead, the car will be shown in 2023.



‘We are working on something you could put beside the 8C in Alfa’s Arese museum,’ said Imparato. ‘Regardless, the car will be sold out before I unveil it, that’s absolutely for sure. So if I don’t make it, I’ll have to give back the down payments!’

Car Magazine first revealed Alfa’s intent to unleash a new supercar a year ago; and our artist’s impression appears adjacent. It’s inspiration is tipped to be the gorgeous, V8-powered 33 Stradale from 1967; but there is no certainty yet whether the drivetrain will be ICE or electric. It may be

called the ‘6C’, according to a recent Alfa media hint.

Alfa product plan for next five years.

Jean-Philippe Imparato’s candour has helped Car Magazine to build the clearest yet product plan for Alfa Romeo over the next five years:

- 2023 – **Tonale plug-in hybrid** rolled out;
- 2023 – Giulia and Stelvio refreshes;
- 2023 – **Supercar** that’s a modern take on 33 Stradale;
- 2024 – **Baby SUV** with mild hybrid and pure EV, filling gap left by Mito supermini;
- 2025 – **Electric Giulia** replacement (D-segment saloon);
- 2026 – **Electric Stelvio** replacement;
- 2027 – flagship **electric SUV** (E-segment).

Financial results include year-on-year profitability doubling.



Imparato’s team took Alfa from loss to profit in 2021 and then doubled its profitability in 2022, compared with 2021, although without giving figures. The Stellantis group doesn’t break out results for most of its individual brands.

‘Alfa Romeo contributes with a profit per unit at the height of the premium market,’ said Imparato. That may be so, but the brand’s volumes remain small. Its European sales grew by 23.7%, but from a modest 26,465 to 32,737 units.

Other reports say sales in the USA were less than 13,000 units in 2022. There were mitigating factors though, including that the **Tonale crossover** didn’t arrive in the European market until last summer, with the plug-in hybrid version still lagging behind. Alfa’s US cars won’t land until spring 2024. “Beginning 2023, we have an order book that



is more-or-less six times what I had at the end of December 2021. 2023 could be the year where we shoot for [volume growth] around 30%," stated Imparato.

This 2022 financial performance was built on maintaining pricing on the Stelvio and Giulia to bank a foreign exchange effect of a strong US dollar, setting up 'war rooms' at its factories to get cars out, while keeping its costs down despite inflationary pressures. On top of that, Tonale revenues gave the P&L a boost towards year end.

Latest on baby SUV beneath Tonale



Alfa's next volume car is due to be introduced in June 2024 as a smaller SUV with pure electric and mild-hybrid petrol power. Its platform is shared with the new Jeep Avenger, European Car of the Year, and also with the DS3, among others.

Prototypes will begin extensive testing later in the year. Imparato mentions that the engineering team is focusing on the e-CMP platform's rigidity, handling and weight distribution to get an agile driving experience from a platform that has yet to include a notably dynamic model.

'We have the design codes, the right lighting, and the right connection with the past,' said Imparato. 'If you are an owner of a Mito or Giulietta, just wait, I am coming!' The small-SUV will be the first volume car designed by Alejandro Mesonero-Romanos and our artist's impression by Avarvarii predicts what it might look like. ♦

AN ALFA 6C2300B MILLE MIGLIA IS NOW A STRANGE CROSS-BREED

Edited from an article written by Razan Calin for www.autoevolution.com on 12th January 2023



Eighty-five years ago, Alfa Romeo put their already famous 6C2300 model through a tune-up and gave the world the crown jewel of that model, the Mille Miglia. However, only 107 units made it off the production line and, as the quest for speed and power created a need for greater displacement engines, the 2300 series was discontinued.

Over the years, the car has slowly grown into collectible ranks, with some of the best preserved and most well documented examples now finding the range of US\$ 2 million to 3 million. In the case of a 'classic work of restoration art', the

achievable price may be slightly less prohibitive – at around US\$1.5 million, just like the car of this story.



This Alfa does hide a secret concerning its early history. While it was assembled in 1938, this 2300B can only be traced back to 1946. Anything before that year is shrouded by the dark veil of those murky war years.

Nonetheless, the car had a good life after the war, including accents of exclusivity and eccentricity during the decades up until 1990. It was well stored and well cared for; chassis no. 815053 eventually receiving two restorations. The last rebuild began in 2003 and two years thereafter, this Italian classic, now fitted with a new gearbox and clutch, won beauty contests at Pebble Beach and Amelia Island.



This Berlinetta model first appeared in April 1938, with a body crafted by the Milanese company Touring Superleggera. Its six-cylinder engine, hence the “6C” on the nameplate, was the ultimate expression of the 2300B variant. With a 2.3 litre displacement engine and a trio of Solex carburetors, it produced 105 HP.

This triple carburettor setup was applied only to the “Mille Miglia” variant; the top model of the 6C 2300B. Only 107 of these 2300B Mille Miglia Alfas were built, which explains why they are now so sought after. Of the 107 built, only 7 received a coach-built body from Carrozzeria Touring.

This 6C2300B Mille Miglia, as shady as its early years may be, had three owners between 1946 and 1990. Thereafter, the list of proprietors soon expanded to include another five owners – but throughout, care for the vehicle was a shared value of all those who enjoyed its company.

As a result of its rarity, this 1938 Alfa Romeo 6C 2300B Mille Miglia was presented for sale at the hefty price of US\$1.5 million. However, that pricing could be considered either to be a depreciation or a bargain, as 15 years ago, this car was sold for US\$2.5M at the 2008 Pebble Beach auction. While this automobile currently is painted black, its original colour was light blue. The livery was restyled during the 50s, and the paint was changed during one of the restoration works after 1990. In addition, the original four-speed gearbox was replaced and a BMW clutch found that could fit in place between the inline-six engine and a new five-speed manual gearbox.

That new gearbox came courtesy of an Alfa Romeo Giulietta Sprint Veloce; a much younger Alfa model and definitely not period- or model-correct. Nevertheless, according to the auction house’s website description, these mechanical additions were installed “to improve its touring capability.”



The Alfa Romeo 6C 2300 was built during the period spanning from 1934 to 1938, its iterations ranging from the modest 68HP of the single-carburetted *Turismo* on up. However, as 68HP was not nearly enough, the *Gran Turismo* arrived in that same year, 1934, with 76HP.

Next came the *Pescara* variant, also launched in 1934. It was basically an engine upgrade with two carburetors achieving 95HP. While this level of power was much better than Alfa Romeo had started with, room for improvement remained.



Another step was taken and the initial three versions of the 6C2300, the *Turismo*, *Gran Turismo* and *Pescara*, were fitted with independent suspension, and so they became the 2300B. Front springs with hydraulic dampers and rear swing axles with torsion bars were included and that gave these Alfas better road behaviour.

Ultimately, a “Superleggera” design was put together with aluminium panels over a thin-tube steel frame which brought the vehicle weight down and lowered the centre of mass. The 6C 2300B Mille Miglia, with three carburettors included, weighed 1,400 kgs. It also had independent suspension front and rear, and hydraulic drum brakes all-around, and so proved its worth in endurance racing. One particular model, built in Spider form, won the 1938 Mille Miglia rally, the last great race before WWII.



In conclusion, this car is only 1 of 7 with a body built by Touring, and 1 out of a total of 107 produced in the 2300B Mille Miglia format. It was auctioned at *Rétromobile* on 1st February 2023 and, as noted in *Alfa Occidentale* #70, at auction, it sold for €850,000, even though the pre-sale estimate was €1-1.4m (RM Sotheby).

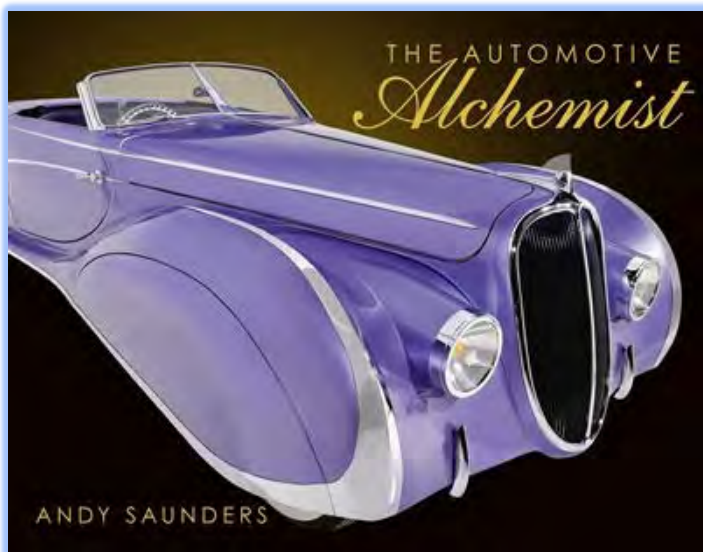
This Alfa is a timeless classic from the pre-war era of the European motor craze.

Despite some non-original, but important, elements that may have led to its lower than anticipated sale price, this 6C2300B does retain a status that most modern-day cars may find impossible to attain. ♦

BOOK REVIEW

‘The Automotive Alchemist’ by Andy Saunders.

Edited from a book review written by Peter Vack. It appeared on 30th January 2023 in www.Veloce Today.com and is republished here with the permission of that e-magazine.



With thanks due to the kind services of the publisher, Dalton Watson, *Veloce Today* was introduced to one of the most fascinating characters that we have ever encountered.

Andy Saunders is a British artist, creator, historian and showman, but also a coachbuilder in the tradition of the great American customizers.

Andy is unrestrained, outrageous, impractical, and ingenious. He deconstructs and destroys, then recreates, all with no mercy. Nor is he bound by a '32 Ford body or a type of



chassis. His subjects run from a futuristic safety car prototype from the 1950s, to Citroën 2CVs, to Panhards, to Zagatos and so on

Aside from some mechanical constraints due to an existing chassis, unlike other coachbuilders, Saunders seems to have no limits to what he can create. He can and does build whatever comes into his head. "I come, I see, I create".



This photo shows the end of a long and complex story beginning with a design for Ford by Alex Tremulis in 1958. In turn, that was copied by a charlatan designer for Vauxhall for a 1988 full-size futuristic show-car. Next, the car was reconstructed by Saunders in the late 1990s. At the time, it was his biggest and most important project yet.

Andy's freedom often seems overwhelming: He can build a speedboat that only runs on the street, or restore to perfection a 1936 Cord 810 Sportsman, or a Fiat Jolly. He can make the world's lowest car from a Mini Cooper or recreate one of the wildest American show-cars from the fifties. Saunders does not have to worry about emissions or safety laws, or even proportion, as whatever his creations may lack in proportion, these dimensions are often offset by their outright outrageousness.



Still, even Andy is occasionally bested by European design. He once found a Lancia Flavia Zagato and repainted it to suit. That Zagato was so wild looking that he couldn't bear to try to improve it further by customizing it.

Saunders calls this "Picasso's Citroën" and it was a showstopper at Goodwood FOS in 2007. "Every design feature on this car was born out of the confused aftermath left in the wake of a previous modification" writes Saunders.

hackneyed and with startling results. He also loved the lines of a Dyna Panhard and so wrapped the body around the chassis of a modern Citroën.



The Panhard PL-17s looks pleased Andy, but it was slow. So he formulated a plan to create a nice standard looking old car with modern running gear from a 250 hp Citroën Saxo VTS track car.

He says little about the complications of the drivetrain and suspension. He admits to not caring about the mechanicals, at least not too much, just the coachwork. But most of his cars run and they are driven on a regular basis. As often as possible, the drivetrain is used with few modifications, aside from a penchant to copy the 'lowrider concept' from America and to employ hydraulic suspension.



At one point, Saunders bought the Lancia Stratos Zero fiberglass look-alike that had been used as a prop for Michael Jackson's *Moonwalker* film. Apparently, Jackson paid to have moulds lifted from the original car. What Saunders did next is worthy of a quote: "I carried out some investigative work on wheelbases and found that the Fiat X/19 shared the Zero's dimensions perfectly. Finding a rust-free example, I used the entire floor pan, engine, gearbox and suspension from the little X/19. I removed the rest of the body, strengthening the floor and mounted the Zero bodyshell, adjusting it and tweaking it until it sat at exactly the same height as did the real car."



Here we see the movie version of the Zero being fitted to the chassis of the X/19. The kind of mechanical work that had to be done to achieve a driveable vehicle is unfortunately not revealed.

Here we see the movie version of the Zero being fitted to the chassis of the X/19. The kind of mechanical work that had to be done to achieve a driveable vehicle is unfortunately not revealed.

The Saunders' Zero premiered at an event at which Luigi Colani was the guest of honour. Colani was even farther out in his design interpretations than was Saunders, Andy recalls, "Now I have seen a lot of his stuff and he is really far out, sometimes in a good way and sometimes not quite so good.". Clearly, this is yet another case of the pot calling the kettle black.



One of Saunders' earlier creations was called the Rainbow Chaser. No, that is not a Mercury body, but a 1961 Volvo Amazon 121. This is American influence done to the extreme, but it is well done!

In fact, Saunders' reference point is American styling from the afore-mentioned Cord to the most lavish GM show-cars of the 1940s and 50s - and also to the many American artists who had created the customs, hot rods, show cars and movie cars. of the late 1960s.

The custom car movement eventually also took hold in the UK, perhaps spurred by the same very creative advertising vehicles that had influenced Saunders.

While working at his father's garage, Andy was 'bombarded' by cars. Early on, his father noted his talents and so he provided Andy with the time and tools that enabled him to create his crazy customs. By age 20, Andy's custom cars were a favourite around the growing UK show-car circuit and Andy was in seventh heaven.

Andy's love of American show cars caused him to buy the remains of the famous (or infamous) Aurora safety car, found via a notice that appeared in a column in *Classic Cars* "Discovered" in 1991. The Aurora was originally designed as a safety car at a time when no one wanted anything to do with safety features. Its restoration ensued as Andy felt he had acquired the automotive equivalent of the Dead Sea Scrolls. Help



was obtained from a *VeloceToday* reader and fibre-glass car expert, Geoffrey Hacker, who also supplied rare Patent Office drawings of the car.



How many of us recall Father Alfred Juliano? In the mid 1950s he was concerned about the number of deaths on the road. He came up with a radical safety car called the Aurora. Saunders found it and reconstructed it from a derelict wreck.

Andy's autobiography is just as unusual as his art. He was born in Bournemouth in 1963. His book begins with a short bio, then speeds away to describe the 52 or so cars that he has either customized or restored. Between these restoration and conversion descriptions, Andy comments on various American designers, as well as on Punk and Gothic Rock.

The layout of the book was produced by Jodi Ellis. It is loaded with illustrations. Jodi also manages to keep the rambling rogue, Andy, more or less on track, all the way from a dancing Audi to a Plymouth Caravan that he managed to reconstruct in English style.

While reading the book in preparation for this review, *VeloceToday* found that the photos in the book drew it more deeply into the 464-pages of text. As the book went on, it became critical to know how and why he had constructed his bodies and what eventually happened to them.



One of Andy's latest creations is the Deja. It began when he found two front fenders from a Delahaye while at an autojumble. But that is about as much as he reveals concerning the construction of this car anywhere in this book that was prompted by Glyn and Jean Morris, who are from the book's publisher, Dalton Watson Fine Books.

In most cases, Andy Saunders doesn't disappoint in terms of his reasons for constructing these show cars, or in talking about where they ended up.

For example, he describes driving a Reliant-powered speedboat to an event or even driving an outer space vehicle into Paris. As unlikely as it seems, until the 1990s, when Andy Saunders finally built his own transporter from a Citroën CZ, Saunders actually drove his custom cars to events across Europe from Finland to Germany.

Did *Veloce Today* enjoy this book? Absolutely! But, like Karl Ludvigsen, the writer of the Book's Foreword, our *Veloce Today* reviewer, Pete Vack, while growing up, also had enjoyed and appreciated the custom cars and hot rods that he saw.

In *Veloce Today's* view, Andy Saunders' work represents the continuation of an art form, and it is art, no matter how outrageous the outcome. The additional emphasis on the British and European cars that appear in this particular book could make it an even more fascinating addition to your library.



Page Size 290mm x 219mm,

464 pages,

1,055 images,

Hard cover with dust jacket,

Price: US\$115.00,

[click here to order](#)

Editor's End Note: It may seem unlikely that, in the near future, the WA Alfa Club's concessional registrar, Steve Sugden, is going to encounter too many show-car customized Alfa Romeos - perhaps even including some sort of Salvador Dali-like melting Alfa appearance? However, should you wish to introduce an Alfa custom car to him, note that it could be viewed as a novel candidate for the new C4C concessional license category (i.e., presuming that the original vehicle was over 30 years old). ♦

RECENT OVERSEAS ALFA SALES

As reported in the April 2023 on-line edition of Sports Car Market (SCM)

BONHAMS LONDON, U.K.



#110-1961 ALFA ROMEO GIULIETTA Spider. S/N AR171451. Gray/red vinyl. Odometer: 36,794 miles. 1,290-cc I4, 2-bbl, 5-speed. Not long out of a 2016–19 restoration in original AR716 and still good. Body looked to be excellent and rot-free before paint. New interior including floor mats, with period "All transistor" Motorola. Now runs a Weber and Abarth exhaust, but original Solex is included. Cond: 2+.

SOLD AT US\$95,194. Car was U.S. (Newark, NJ)-supplied, then in California since '70s, came to the U.K. in 1998. Price paid is on the nail for such a good shell.



#112-2009 ALFA ROMEO 8C coupe. S/N ZAR9200000044574. Yellow/black leather. Odometer: 6,230 miles. 4.7-L fuel-injected V8, auto. Well-optioned example of Alfa's Maserati baby supercar, including 20-inch wheels and Alfa-embossed leather bags. Low mileage, service history up until 400 miles ago (last stamp November 2020, so it hasn't been used much since). Cond: 2+.

SOLD AT US\$307,981. Price looks right in the auction-result ballpark for one of these, though there was a delivery-miles 8C Spider advertised for sale in the U.K. for a little less money recently.



BROAD ARROW AUCTIONS WEST PALM BEACH, FLORIDA



#2106-2010 ALFA ROMEO 8C convertible. S/N 136676K167703. Rosso Metallic/ black cloth/red leather. Odometer: 204 miles. 4.7-L fuel-injected V8, auto. Metallic paint gleams in the afternoon sun. Orange peel from factory is the only exterior issue. Paint said to have received a full ceramic coating. Red leather has basket-weave design and Alfa Romeo logo embroidered on headrests. Carbon-fibre dash and console. Two-inch scratch on leather glovebox door. No other wear to interior. Engine bay immaculate. Cond: 2+. (Note that photo adjacent is of a similar car, not the one at auction.)

NOT SOLD AT US\$300,000. *You can't drive it without seriously affecting the value, but this is expensive for Alfa garage art, so it's a real niche market. The high bid fell well short of the US\$400,000 pre-auction low estimate. I see the value for this car being between the high bid and low estimate. It seems a shame they couldn't meet in the middle.*

RM SOTHEBY'S MUNICH, GERMANY



#127-2010 ALFA ROMEO 8C Spider. S/N ZAR9200000050060. Pale blue/red/ black leather. Odometer: 828 km. 4.7-L fuel-injected V8, auto. Alfa's front-engined, rear-drive V8 concept/conquest car, although assembled by Maserati, with Maser/Ferrari power. Low mileage, in unusual colour combination. German title. Cond: 1-.

SOLD AT US\$314,492. *First owner (briefly) was Alain de Cadenet, who left us in 2022. In storage since 1979. Price looks low at around half of a nicely restored example, but it nearly all needs doing again, so even at*

this money —and with the stigma of an engine from the Fiat version (though really there's no difference)—the buyer may end up underwater.

ONLINE ROUNDUP



#93367-1978 ALFA ROMEO SPIDER. S/N 115410004322. Dark green metallic/tan cloth/light tan leather. Odometer: 15,084 miles. 2.0-L fuel-injected I4, 5-speed. Older but decent-looking repaint. A few light door dings on both doors. Respectable door and panel gaps. UV-fade on the bumper cladding. Moderate wear and weathering on the top, both inside and outside. Aftermarket roll bar. Reupholstered interior. Snake-pit wiring dangling under the dashboard. Modern DIN-mount CD sound system. Heavy staining on the floorboards. While not filthy under the hood, the alloy castings have notable corrosion.

Aftermarket ignition wires. The same wheels that are on the Cars & Bids 1983 Rover sedan. Cond: 3-. (Photo is not the car at auction.)

SOLD AT US\$7,245. Bring a Trailer, 12/14/22. *Photographing a green car against green background did it no favours, nor did the lack of multiple camera angles. As such, nobody was going to step up to pay retail, as they were taking something of a crap-shoot. Still, not a bad buy at the price. As evidence, the winning bidder was auctioneer Mitch Silver. It seems very likely that we will see it cross the block again later this year. After a thorough detailing, Silver should do well with this car in this fetching colour combination.* ♦



2023 CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
Club Picnic Evening	Tuesday 10 th January 2023	Sam Calabro	Meet at Swan River, South Perth for fish & chips club night. Details below.
February club night	Tuesday 7 th February 2023	Aidan Daly	At Light car club of WA—beer wine & pizza available
'Nautical Drive' weekend	25 th & 26 th February 2023	Aidan Daly	Drive from Perth, then weekend of events in Busselton. Attendees need to book own accommodation. Details are provided below.
Club night at the Como Hotel on Canning Hwy, Como	Tuesday 7 th March 2023	Greg Smith	Meet at the Como Hotel between 6:30 and 7:00 for an informal dinner and discussions about our Alfas.
Ferguson Valley weekend	11 th -12 th March 2023	Enzo Simeone & Sam Tornatore	Currently 11 vehicles are booked on the tour and staying for Sat night, with 3 more only doing the Saturday day trip.
Jag car club track day	Tuesday 21 st March 2023	Andrew Murray & John Reed	At Wanneroo – AROCA WA members are invited to join Jag club's track day.
Shannons Classic Car Show at Ascot	Sunday 26 th March 2023		Announcement appears below. Note no Alfa group space booked in 2023. Fiat 124s will be there to celebrate Fiat's 124 th anniversary.
Motorsport Festival in Northam / Sunday visit	Sunday 2 nd April 2023	Steve Sugden	Sunday morning run and breakfast while en route to Northam. Steve is finalising a run plan and tour group breakfast for the 2 nd April morning. Further details will be advised.
Classic Cars & Coffee (UWA)	Sunday 2 nd April 2023		Monthly CC&C meeting, but note that the Alfa club has a run to Northam..
Alfesta 2023 in Toowoomba, Qld.	6th to 10 th April 2023	AROCA QLD.	Aidan will attend. Easter event in Qld still short on attendees apparently.
Busso Day 2023	Sunday 30 th April 2023	Aidan Daly	Busso engined cars (including Nords) meet for a Sunday run to a lunch
Classic Cars and Coffee (UWA).	Sunday 7 th May 2023	Aidan Daly	First official Alfa club day at CC&C?
British Car Day Raid to GinGin. This date is also National Motoring Heritage Day.	Sunday 17 th May 2023	Richard Peirce, or ?	Plan is to run direct to GinGin and later repeat past annual run + coffee in Bindoon – but to do this on the return trip. Maybe will also consider a lunch at Stringy Bark winery?
Albany 'Classic' long weekend	3 rd & 4 th June 2023	Aidan Daly, Andrew Murray	Notification went out for anyone planning to book accom. in Albany. Group dinner in Albany planned. June meeting at UWA.
Classic Cars & Coffee (UWA)	Sunday 4 th June 2023		
Alfa Birthday dinner	Saturday 24 th June 2023	Greg Smith	Availability of "1934 Restaurant" at Italian club is being investigated.
Classic Cars & Coffee (UWA)	Sunday 2 nd July 2023	Aidan Daly	This may become a formal CC&C Alfa club meeting for third quarter 2023.



Stellantis day concept	TBD	Aidan Daly	Progress report on this concept has been developed. Aidan testing interest with relevant car clubs in WA.
Winter weekend away	Dates TBD	TBD	Considering multi-day tour to RAC Karri Valley resort and on to Margaret River.
Other event proposals?			Technical events, e.g., Sat morning paint shop, detailing or bodywork. Event at Steve Boyle's and Bernard Cecchele's workshops ?
New members night or day time BBQ.	Probably in May or June	Aidan & Greg	May or June club night, or a weekend day BBQ – TBD.
Como Classic Car Show, 2023 at Wesley College www.comorotary.org	Sunday 8 th Oct. 10AM - 3PM	TBD	Will WA Alfa Club have a formal display this year, or will it be up to individuals who wish to attend?
Pasta Run	October	TBD	Details to come
Italian Car Day	November	TBD	Details to come
Christmas run and Lunch	December	Greg Smith	Sunday morning club run to precede a leisurely Christmas lunch.

3^RD SUNDAY INFORMAL RUNS CONTINUE



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 will continue as per normal during 2023.

NEXT CLASSIC CARS & COFFEE

SUNDAY 2ND APRIL 2023



At UWA starting at 08:30,
ending at 10:30.

Get there well before 08:30 to avoid long lines of cars waiting to enter the carparks!



SHANNONS CLASSIC CAR SHOW



Ascot Racecourse, Sunday 26th March 2023.

bookings@premevents.com.au

FESTIVAL OF MOTORSPORT

Northam, Sunday 2nd April 2022

Join a Sunday morning club run with breakfast en route to Northam Festival of Motorsport.

Steve Sugden is finalising the run plan to Northam and the breakfast en route for Sunday 2nd April.

[Details to be advised via email circulation.](#)

At Northam Motorsport Festival, the main streets of the town are transformed into a circuit with classic cars competing in regularity time trials.

The event incorporates the Lindsay Monk Hillclimb at Mount Ommanney on the Saturday, with the Northam Flying 50 held on Sunday.

There are also car displays, market stalls, retail, café and hotel outlets as well as children's rides and activities in the family fun area.

Some streets are closed for the event on Sunday with traffic through the town centre disrupted. Pedestrian crossings will open between races.





JAGUAR CAR CLUB TRACK DAY

Tuesday 21st March 2023

JCCWA invites members of the WA Alfa Romeo Club to join this event at Carco Wanneroo Raceway. The format is a Super Sprint with timing based on Regularity.

- Gates open shortly after 7AM. Scrutineering/registration at 7.30AM.
- Driver briefing at 8.15AM.
- Familiarisation laps start at 8.30AM (depends on number of first time participants.)
- Sessions comprise 1 warm up lap, 3 timed laps, plus one cool down lap.
- Cars in small groups are signalled onto the circuit, one group at a time at regular intervals. It gives drivers a clear circuit for the timed laps and allows them to focus on consistency.
- Sessions continue until drivers or cars are worn out or available track time expires.



Registration

All entrants should register very soon. Numbers limited to 30 participants. Register early - avoid disappointment. Register and pay using the Green Register Button below. Entry form, day licence application and disclaimer must be downloaded, completed, signed and ready to hand

in on the day.

Click on [Track Documents](#) to download and complete forms so that you assist the organisers to commence track activities on time.

Click on [Information](#) to download other **important reminders** for the day.

Driver's apparel

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

Car checks

All cars scrutineered before the event. It is the driver's responsibility to present cars in road-worthy condition. Loose items must be removed from car. Licenced or unlicenced cars not deemed safe will not be permitted to participate.

Timing

No timing devices allowed in the vehicle other than the Dorian timers which are supplied on the day. No pit wall, radio or phone communications to or from the driver permitted.

Cost.

Entry cost per driver is **\$130.00 for JCCWA members and \$170.00 for non JCCWA members**. There are no ATM facilities available at the track. **Payment should be made online after registering.**

Lunch.

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

Licences and cost.

Compulsory AASA day licences available for **\$25** if you don't have a valid CAMS or AASA licence.

DON'T FORGET TO BRING YOUR COMPLETED FORMS & LICENCE TO PRESENT ON THE DAY.



Alfesta 2023
TOOWOOMBA

**See you next year!
... in Queensland
6th - 10th April 2023**

In 2023, Alfesta returns to sunny Queensland, in and around the beautiful city of Toowoomba. Enjoy a long weekend exploring the best of the Scenic Rim.

JOIN US!



Create an account on the Alfesta 2023 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

<https://www.alfesta2023.net>
email: admin@alfesta2023.net

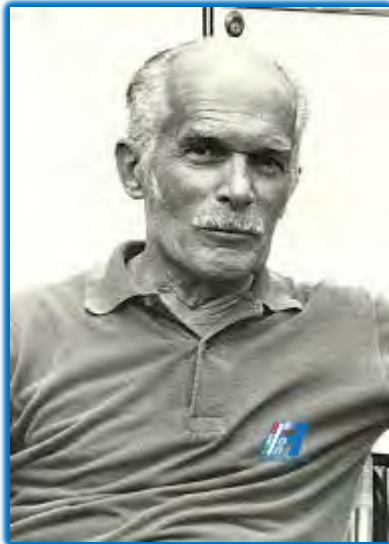




B U S S O D A Y 2 0 2 3

Sunday 30th April 2023

Held in celebration of the life of Giuseppe Busso



This event will be held on 30th April as an WA Alfa Club run, primarily for Busso-powered Alfas, followed by a club lunch.

Details will follow closer to the event date.

Please send an email to president@alfaclubwa.com.au advising if you will be joining the club at this new event.

Giuseppe Busso was born 113 years ago on 27th April 1900 in Torino, Italy.

Busso Day has been designed to celebrate the anniversary of the birth of this engineering genius whose creations have had such a long-standing impact on the world of Alfa Romeo and, therefore, on many Alfisti.



The most famous '*Violin of Arese*' is the wonderful, and still much admired, **Busso V6**.

You also may be aware that Giuseppe Busso was one of those responsible for the famous 4-cylinder **Nord** Alfa twin-cam engine that powers 105 series Alfas.

Giuseppe Busso passed away only days after the last **Busso V6** was installed into a car in the final run of 6-cylinder Alfa GTs.

Please join us to celebrate his life and the engineering marvels that he left behind – especially if one of those Busso V6s (or a Nord 4C for that matter) now resides in your tender care.



A L B A N Y ' C L A S S I C '



June Long Weekend - Saturday 3rd & Sunday 4th June 2023

Mount Clarence Hill Climb is on Saturday 3rd June.

Albany Classic "Around the Houses" will be held on Sunday 4th June.

Details and Registration -see:

<https://albanyclassic.com/>

Note that a group from the WA Alfa Club will be in Albany over this long weekend; some are competing in events, others will be watching the racing and/or attending social activities. As in past years, an informal dinner will be held for WA Alfa club attendees who are at the Albany Classic.

Accommodation in Albany

If you are planning to visit Albany over this year's June long weekend, be aware that it is highly advisable for you to book your Albany accommodation ASAP!

Historically, accommodation in the town books out over this weekend with many very early reservations from keen Albany Classic competitors and spectators.

To book accommodation in Albany:

<https://www.amazingalbany.com.au/accommodation/>

BURSON AUTO PARTS
THE PARTS PROFESSIONALS

2022
"Around the Houses"
in Albany WA

Saturday 4th June 2022
Mt Clarence Hill Climb

Sunday 5th June 2022
"Around the Houses"

- * Vintage & Classic Cars
- * Entertainment
- * Car displays & more

Further information
www.albanyclassic.com
coordinator@albanyclassic.com

ALBANY
Albany

ALBANY
ALFA ROMEO
CLUB INC.

ALBANY
ALFA ROMEO
CLUB INC.

AW7219876



49TH Festa Annuale
Christchurch 13-15 October 2023
Celebrating 60 years of 105 Giulia Coupe



TREASURER'S REPORT FEB. 2023



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

Treasurer's Report as at 16th February 2023

Opening Balance b/f 20/01/2023 \$7,575.40

INCOME

Memberships

<u>PAYMENTS</u>				
14/02/2023	I.Olsen	Renewal Motorsport Mem	\$787.00	
	A.Murray	Liquorland reim Club Night	\$89.30	
	D.Hamlyn	Postage on Member cards	\$24.00	
TOTAL PAYMENTS				\$900.30
Net Movement				-\$900.30

Closing Cash Book Balance \$6,675.10

Closing Balance Westpac 16/02/2023 \$6,675.10

Reconciliation Variance \$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 20/01/2023	\$14,234.47
Interest Received 31/01/2023	\$14.35
Closing Balance c/f 16/02/2023	\$14,248.82

TOTAL FUNDS AVAILABLE \$20,923.92

EDDIE BERNARDI
TREASURER
16th February 2023





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 2022 – 30th June 2023)

Associate Member Fee: \$80 (1st July 2022 – 30th June 2023)

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

Aidan Daly
President, AROCA WA.

ALFA OCCIDENTALE

Issue 71, April 2023



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>
--------------	------	------	--------	-----------------------------------------------------------------

Please complete the above form and email it to AROCA WA at memberships@alfaclubwa.com.au.

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 AROCA WA's Concessional registrar at concessions@alfaclubwa.com.au



DRIVING YOUR CONCESSIONALLY LICENSED ALFA LATEST 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.

FROM NOW ON, ONLY USE THE VERSION ON THE FOLLOWING PAGE.

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), at least one or two days before the run so that I can enter this run into the Club log before you go on your concessional run.

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: 0419.490.527

E: concessions@alfaclubwa.com.au



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

ABN 75 478 073 135

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

www.alfclubwa.com.au

Impromptu Run Advice

If you wish to take your Code 404 concessionally registered vehicle on an "Impromptu Run" please complete this form and return via email, or email the required details to the AROCWA Concessions Officer at concessions@alfclubwa.com.au who will record it in the club log.

An Impromptu Run is a one-day event, meaning the run must commence and end on the same day. It can involve one or more vehicles.

Note: Activities you can undertake without notifying the Club are detailed in the Code 404 Handbook (<http://www.councilofmotoringclubs.asn.au/index.php/downloads/code-404/22-code-404-handbook-v3/file>) include:

- Any advertised AROCWA or other Car Club event.
- Travel to and from a place of repair or mechanic.
- Within a 30km radius of the registered address for the purposes of maintenance and repair (e.g. keeping the car running reliably, battery charged, refuelled etc).

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

It is advised to keep a copy of the completed form or email with you while on the run

AROCWA Code404 Impromptu Run Form_V1.1.docx

29-Jul-22



Preferred Partner Program

Welcome to the Alfa Romeo® Preferred Partner Program

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

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

Company Name: Alfa Romeo Owners Club of WA

Preferred Partner Login: APP6753

How to Redeem



Select the model you wish to purchase and click 'Redeem Offer'.



You'll then receive a voucher through email displaying your bonus offer.



Print the voucher and present it to an Alfa Romeo® dealership to redeem and purchase your new Alfa Romeo.



MEMBERS (& OTHERS) PROFILED IN PAST ISSUES

Below is a directory of profiles published to date in Alfa Occidentale, mostly based on interviews with individual Club members, but with some other interviewees from elsewhere. All profiles appear on the club's website and in Alfa Occidentale issues. <https://www.alfclubwa.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>
Kyle Atwood	42	14	<i>AROCA WA member, Kyle, drives a 2003 Alfa spider. An auto photographer, he has made many impressive car photoshoots.</i>



Profile	Issue	Page	Comment
Peter Mathews	44	22	<i>In 2020, Peter became national coordinator of AROCA. He has owned some very well-prepared Alfa Romeos over a long period.</i>
Aidan Daly	47	12	<i>IT security guru and AROCA WA member, Aidan Daly, talks about the new Stelvio QV he recently drove out of the showroom.</i>
Sam Calabro	48	18	<i>Long-term AROCA WA member, Sam can't count how many 105 series Alfas he has owned (plus the Porsches, Alpines, Ferraris, etc.)</i>
Enzo Simeone	49	16	<i>Enzo loves driving his new Giulia QV, but worries about his beloved 105 GTV, which still waits for him, idle under its dust cover.</i>
Andrew Stevens	50	13	<i>Former club secretary, Andrew has lived in the UK since 2006. He drives his 1750 GTV to car events everywhere across Europe.</i>
Steve Sugden	51	10	<i>Club committee member and Alfa representative to the CMC, Steve Sugden loves his long-owned Alfetta GTV 6</i>
David Hamlyn	52	9	<i>Membership Secretary, David Hamlyn has many non-work interests including MotoGuzzis, Alfas, Electric Bikes, Kite Boarding, etc.</i>
Eddie Bernardi	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>
Richard Peirce	57	15	<i>AROCA WA member, Richard, owns Alfas, Mercedes and some British cars. Are there too many for him to drive them all?</i>
Norm Craven-Kelly	58 (& #7)	4	<i>On our 50th anniversary, the late "Il Presidente", a larger-than-life character and WA AROCA division founder is recalled once again.</i>
Bruce Thomas	58 (& #6)	9	<i>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.</i>
Glen Phillips	59	13	<i>Life member #2, Glen is a club hero in both the Alfa & Fiat/Lancia clubs in WA. His profile appears again on our 50th Anniversary.</i>
Peter Neale	62	10	<i>Although not (yet) a club member, what a collection of written-off Alfa Romeos Peer Neale owns in Fremantle and elsewhere!</i>
Enrico Fumia	70	10	<i>Auto designer, Enrico Fumia ("Signore Pininfumia") was the designer of the Alfa 164 and the 916 series Alfa spider and GTV.</i>
Someone you know ?			<i>Alfa Occidentale is very keen to interview more WA Alfa Club members when this series of profiles is continued.</i>



ALFA OCCIDENTALE

Issue 71, April 2023

