

ALFA OCCIDENTALE

Issue 83, April 2024



This is the **83rd edition of ALFA OCCIDENTALE**, the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). Here, you will find all the current information you need regarding the WA Alfa Club's recent and upcoming activities.



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

- A new event, the 'Italian Car Spectacular' was held in Fremantle on Sunday 4th February 2024. This summer event involved a great display of Italian cars, with attendees enjoying the summer afternoon among the seafood restaurants of the Fremantle fishing boat harbour. Although a report on the event appeared in Alfa Occidental #82, another recently received short pictorial article on the event also appears below in this magazine edition (#83).
- A demonstration and Q&A session on car detailing was held at Auto FX in O'Connor on Saturday 2nd March 2024 from 14:00. A short report appears below.
- On Tuesday 5th March, the March club night was held at the WA Light Car Club in Bayswater where Craig Alexander gave a talk on car restoration, focussing on his own '78 Alfa Spider. A report on the talk and the meeting can be found below.
- Alfesta 2024 is on in Lakes Entrance from 28th March until 1st April 2024. A sizable group of WA Alfisti is attending. A report on this year's Alfesta, plus a Chaucer-like 'travellers tale' from those touring trans-Australia (and then in Tasmania too!) will appear in the April magazine.
- The **April club night** will be held on **Tuesday 2nd April**. A pub night is being arranged. Its location will be advised in emails during the month.
- The **Northam Festival of Motorsport** is being held over the weekend of 27th/28th April. The Alfa club plans a **run to Northam for the race day on Sunday 28th April**. Details to be advised.
- **Sunday 5th May** is the date of the **2nd Annual Busso Day Run**. Kenneth Chee has set up a run with a **lunch at the Mundaring Hotel**. See the announcement below in this magazine.
- The **May club night** is scheduled for **Tuesday 7th May**. Details will be advised soon.
- The **British Car Day in Gingin** is on **Sunday 21st May**. As usual, an 'Alfa club raid' (really a Sunday morning run) to the British car day is being organized. Details are yet to be finalised.

Regular monthly club events also continue in 2024:

- **AROCA WA's committee usually meets every third Thursday of the month at 18:00**, in the **Northbridge Italian club**. All Alfa club Members are welcome to join the committee at an informal pizza dinner, commencing at 7PM, following the committee meeting.
- **The WA Alfa Club's monthly club meeting is normally held on the first Tuesday in the month**. Look for details including topics, locations, etc., below and in mailed-out updates.
- All of the 2024 dates of the monthly **Classic Cars & Coffee meetings** are also listed below in the magazine. ◆



ITALIAN CAR SPECTACULAR IN FREMANTLE REVISITED



Held at Fremantle Fishing Boat Harbour, Sunday 4th February 2024.

The *'Italian Car Spectacular'* was held for the first time in the area surrounding WA's iconic Fremantle Fishing Boat Harbour on Sunday 4th February 2024. In Alfa Occidentale #82, a photographic record of this event was published. However, since then, another photo essay by former AROCA WA member, Kyle Attwood, was noted on Facebook in which he gave more emphasis to the very large audience attending the event. Some of Kyle's photographs are republished below.





There was a wonderful crowd present at this Italian Car Spectacular, as you can see from these photos. The restaurants, cafés and food outlets around the boat harbour were very busy while the weather was as near-to-perfect as you could hope for in WA during early February.

A great display of most Italian car marques as well as of Italian motorcycles made an appearance, with a nice variety of interesting models presented for each marque. The Fremantle Fishing Boat Harbour (and surrounds) really is a great location for a car show, as it seemed everyone happily agreed. However, it may be a more difficult place to run an event for charity, which normally is the endeavour of Northbridge Rotary at its Italian Car Shows.

Thanks to Kyle Attwood for his permission to republish these photos from the Italian Car Spectacular.



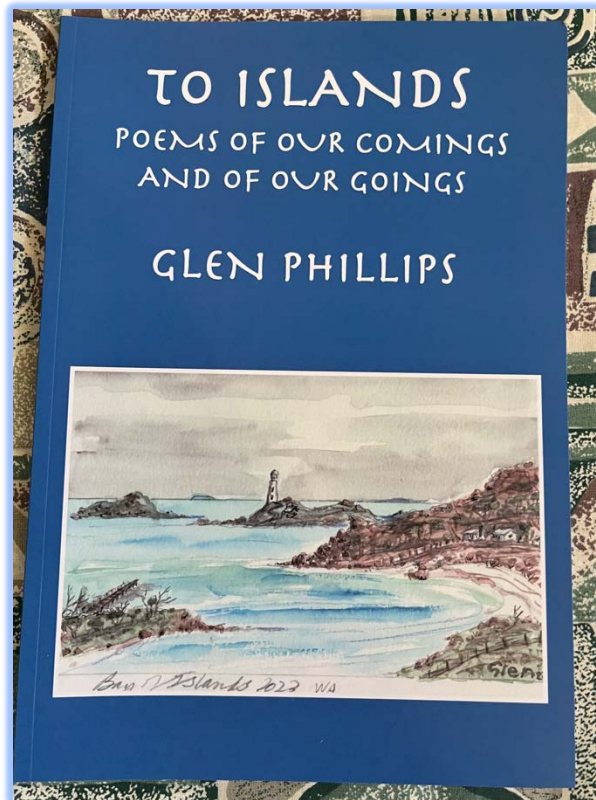


GLEN'S LATEST BOOK LAUNCH HELD AT WA STATE LIBRARY



A book launch for Glen Phillips' latest (& 90th) book, titled *TO ISLANDS* was held on Monday 19th February, at the State Library Theatre in Perth. The book was officially launched by the poet, Shane McCauley.

The adjacent photos show the book cover (complete with one of Glen's watercolour paintings) and also of Glen speaking at the book launch, then standing in the company of other presenters and Glen's wife, Rita Tognini.



Thanks to Richard Peirce for photos of the event celebrating the publication of Glen's latest book.





ON THE FLC'S SUNSET RUN

by Greg Smith

On Saturday 24th February, the WA Fiat-Lancia Club (FLC) organized a sunset run before an informal club dinner. The FLC kindly invited members of the Alfa Club along too, although it should be noted that quite a few AROCA members are also FLC members. All participants met at the eastern end back lot of the City Beach Car Park at 17:30, well prepared for an 18:00 departure from City Beach, southwards along the coast.

Saturday mostly had been cloudy and a lot cooler than it had been earlier in the week. The day even included occasional showers around Perth. Even so, your author had washed, dried and polished the car in preparation for a hopefully very positive comparison of his Alfa Spider Duetto with other Italian car marques, found already lined-up when the Duetto finally arrived in City Beach. In the end, the rain that the local weather forecast threatened, actually did hold off all evening. The result was that, as the sun lowered to the horizon, the clouds out over the ocean seemed well prepared to provide a great sunset as everyone headed south through Fremantle and then down towards Coogee.



The chosen tour route included a nice deviation away from the West Coast and Stirling Highways to the parklands beside the Swan River in Peppermint Grove and Mosman Park, eventually returning to the highway in North Fremantle. With no-one lost along the way, everyone arrived close to 19:00 at the Coogee Boathouse restaurant, alongside the marina in North Coogee, arriving just as the sun was setting.

Interestingly, the touring contingent included several Alfa Romeos; with most of the others being Fiats, but for one intriguing, quite fast driver in his Mini Moke! Both in Alfas, Greg Smith and Eddie Bernardi represented the Alfa club, while long-time FLC member and multiple time state champion racing driver, Gordon Mitchell, drove an Alfa 159 wagon.

The route taken from City Beach down to North Coogee is shown in this link:

<https://maps.app.goo.gl/UmVGswMx84Y5SBaJ8>



The photos of several Fiats, seen parked outside the Coogee Boathouse, are courtesy of Paul Blank.

It was a very entertaining evening with the Fiat Lancia club at Coogee Boathouse. About 30 attendees enjoyed the casual bar and food choices available. Some very interesting discussions occurred concerning the Italian car collections of fellow Western Australians whose classic vehicles mostly weren't Alfas. ♦



CAR DETAILING AT 'AUTO-FX'

A car detailing workshop was held at 'Auto FX' in the O'Connor Park Industrial Estate, at 21/5 Hines Road, O'Connor starting at 14:00 on Saturday 2nd March. The host, Des from Auto-FX, provided the 18 club members in attendance with afternoon tea, a car detailing demonstration and then an extended Q&A discussion. The photos shown here were taken during the workshop.



You can view Auto FX's website here: [Premium Car Detailing Services in Perth \(autofxwa.com.au\)](http://Premium Car Detailing Services in Perth (autofxwa.com.au))

Des very proudly described how AutoFX is a leading automotive service provider in WA. His company specializes in car detailing, paint protection, ceramic coatings, and PPF (paint protection film); catering to car enthusiasts across Perth.



AutoFX created the

'Optix Nano' range; its own line of car care and coating products, developed with a focus on quality and performance. Optix Nano includes products such as wash and gloss shampoos, leather cleaners, interior cleaners, and hydrophobic coating maintenance sprays. The company does sell these products directly to the public. It also can supply products and provide training to other auto detailers.

As the creator of the Optix Nano range, as well as a certified detailer for the highly esteemed SWISSVAX range and a certified repairer for Colorlock, Des pointed to AutoFX's commitment to the delivery of top-notch services and products to its clients, ensuring that customers' vehicles both look their best and are well-protected.

During the afternoon, those attendees whose Alfa spiders were parked outside became concerned as the sky darkened and rain threatened, while convertible hoods were still down. This concern led a few to quietly depart before the workshop ended. ♦



TALK ON SPIDER RESTORATION

The club night of the WA Alfa Club for March was held at the Light Car Club, in Bayswater on Tuesday 5th March. Members discussed car related topics while enjoying wines and beers supplied by the club, plus consuming a range of pizzas that were provided by committee members. The major feature of the night was a Powerpoint presentation by WA club member, Craig Alexander, which discussed his experiences during the restoration of his 1978 vintage Alfa Spider; a car he named 'Henry'.

When Craig first bought 'Henry' on the 18th February 2020, it had done 93,485 kms and originally was a USA-delivered LHD vehicle. Craig had responded to an ad in 'Marketplace' and arrived in Geraldton where he purchased Henry at a farmyard in the area where the car had resided, unused, since 2005.

While poor Henry evidently was in a sad state, all the parts of a 1978 Alfa Romeo Spider 2000 were there. Craig transported his purchase down to Perth and began to consider what was ahead of him.

Restoration began in Craig's back shed, with a serious set of rust removal and panel repairs including nose repairs, repairs to the left front guard, the driver's and passenger's side doors, the driver's side sill panel, rear boot panel, interior floors and removal of the car's inappropriate USA side-lights. A serious amount of welding was undertaken by Craig as he made use of parts that he formed from the badly worn rear boot panel to source replacement sections that would fill all of the rust zones.

He then took his rewelded car to a paint shop (which fortunately is related to the company that he works for); although progress there was slow as Craig's restoration wasn't part of the shop's high priority list.

Initial steps at the paint shop involved straightening the car and getting its body lines right, then removing the doors and bonnet before application of spray putty. The exhausting process of sanding and re-sanding began over the entire car and on all of the panels removed from the car. Eventually Henry was ready for priming before its final painting.



Engine bay clean up and the refurbishment of some engine parts followed. Full restoration of the car's dash panel was undertaken, before the doors, bonnet and boot panels rejoined the car's body.

At the 2023 Italian Car Day, Craig's '78 Alfa Spider is seen in the middle of a trio of silver spiders, between a '67 Spider Duetto and an early 2000's 916 series Spider.

The car then returned home. Its strange steering wheel was replaced with a period correct wheel. Many other new and replacement interior parts were installed. A set of Simmons wheels arrived but first needed refurbishing.

A new 'soft top' hood was installed on the car's hood frame, Alfa and Pininfarina badges were positioned on the car and the renovated Simmons wheels were installed.

Some interior refurbishments, particularly to the door panels and car seats occurred, before Craig's spider finally was ready to go. Henry made a very impressive appearance at the 2023 Italian car day at Mulberry Estate in the Swan Valley, held last November. It sat beside a few other silver spiders of various vintages, all while looking very much at home.

You can view Craig's club night presentation here:

 [SPIDER RESTORATION.pptx](#)





PASTA SENSA SALSA DI POMODORI RECIPE

Try this recipe as an alternative to tomato-based sauces.*

INGREDIENTS: (Will produce 600mls of sauce.)

- 1 white onion, finely chopped.
- 2 garlic cloves, finely chopped.
- ½ tin, anchovies.
- 8 black olives.
- 1 tablespoon, butter.
- 2 tablespoons, olive oil.
- 1 small tin, sliced button mushrooms.
- ½ cup, shredded cheddar cheese.
- 1 cup, plain yoghurt.
- 2 tablespoons, capers.
- 1 cup, white wine.
- 1 tablespoon, Worcestershire Sauce.
- Salt, pepper, Italian dried herbs, chilli flakes, added to taste.

PROCEDURE:

1. Cook pasta as indicated on the package.
2. Sauté onion and garlic with butter and olive oil for 5 minutes, until soft and transparent.
3. Add 1 cup of white wine and cook another 3 minutes.
4. Add olives, anchovies, chilli flakes and cook for another 2 minutes.
5. Add mushrooms and Worcestershire sauce and cook a further 2 minutes.
6. Add pepper, salt, dried herbs, shredded cheese and capers to taste and cook for 1 more minute.
7. Turn off heat, stir yoghurt in well to thicken the sauce.
8. Serve pasta with the sauce.

NOTE:

300ml of this sauce is suitable for 4 persons. The remainder can be stored or frozen for another meal. When re-serving, add ½ cup of plain yoghurt after re-heating the sauce.

Glen Phillips
February, 2024

**This is the first article in a new section of Alfa Occidentale that may appear occasionally in future issues.*

Should you have any (preferably Italian) recipes you believe might be of interest to your fellow Alfa club members and their partners, please send them to: secretary@alfaclubwa.com.au



SNOWED IN AT ST. MORITZ?

Then why not slide down the bob sled run and race up again in our cars?

Edited from an article by Błażej Żuławski found in www.classicdriver.com on 26th February 2024.



‘The ICE’ classic car event on a frozen lake in Switzerland might have been cancelled this year due to too much snow, but did that stop the fast people of St. Moritz from finding another way to obtain a sufficient dose of adrenaline? The answer to that question is a definite No!

“Why not slide down the Olympic bob sled run and then race back up again in your car?” someone said. Next thing it was “welcome to the inaugural ‘Down-Top’ bobsleigh and classic car run!”

“We simply cannot give up, because of a little bit of snow. This is St. Moritz after all!” exclaimed Fritz Burkard, custodian of the famed Pearl Collection (pictured adjacent), while participants geared up at the top of St. Moritz’s Olympia Bob Sled Run, located just behind the resort’s iconic Dracula Club.

Burkard is the right person to explain exactly what is happening. He not only is the mastermind behind this spontaneously organized gathering, but also the current president of the St. Moritz Bobsleigh Club.



The previous evening, some WhatsApp messages began circulating with the rumour that some of the cars in town for ‘The ICE’ concours (which had just been cancelled due to heavy snow falls), might choose not to leave their cars safe and dry, parked in an underground garage, so that they could take part in some sort of outdoor timed competition event on the Saturday.



“Of course this is only done for fun, we always try to think of new ways of having fun,” Fritz Burkhard added with a twinkle in the eye.

While the president himself did not turn out as a competitor, due to a small injury sustained recently on the equally famous Cresta Run, he is seen sporting the famous V-neck sweater of the St Moritz Tobogganing Club.



Naturally, Burkhard is still racing by proxy, with both his friend, the racing driver, collector, concours judge and general bon vivant extraordinaire, Katherina Kyvalova, together with his eldest daughter, Emma Sunshine, representing the honour of The Pearl Collection.

The rules were simple: just race down the hill in a vintage sled from the 1950s or 1960s, next run to your car and then drive it back to the bob sled start line as quickly as

reason allows.

The well-known automotive photographer Rémi Dargegen (who normally might have been seen taking event photos) was observed to excel in this event, driving in the Burkard-owned Ferrari 212 Inter Cabriolet Ghia. Meanwhile, Richard Gauntlett made a vow to never ever go down the hill in a bobsled again. Your author also raced both down and then uphill with equally vigorous spirit; the latter stage undertaken to the accompaniment of a high-revving ‘Colombo’ V12 Ferrari engine.



Other cars present included a noted Alfa Romeo - the 1934 Le-Mans-winning Alfa Romeo 8C, as well as a significant 1922 Bentley 3-litre short chassis tourer and a Little Car Company Bentley Blower replica, dubbed "Blower Junior". It is an exact copy of the original car, but was built to be just 85% of the original's size ... and it is electric! The line-up closed with a 1932 Ford Model B Hot Rod, plus Alexander Boller's 'Ice Control' VW Käfer and a Volvo P1800 Safety Car.

Who was the winner? Everyone who participated.

What was the prize? An aperó at the Kulm Hotel's famous 'Sunny Bar'.

And the highlights were? For the reporter from Classic Driver, it certainly was the competitive atmosphere.

There were loud cheers from all the teams' supporters as the daredevils hurled themselves down the icy track at over 120 kph in 70-year-old open bobsleds.



Another highlight was the sight of what later turned out to be The ICE's 'Best Of Show' winning car – [the 1938 Delage Type D8-120 S Cabriolet by De Villars](#) – after it had been driven uphill at full speed.

"You know, the Delage has never been in a race in its entire life," Fritz Burkard confided to our reporter, as she admired Burkhard's bravery (or foolhardiness) for allowing his priceless machine to appear with its roof down while snowflakes fell onto the soft leather front seats.

The only thing left to say is that that these competitors' classic cars certainly weren't behaving like garage queens, nor were their owners acting like snowy-day hotel room sulkers. Instead, all of them wrote themselves into the histories of these extraordinary vehicles, while adding to the eternal spirit of St. Moritz!

Photos: Błażej Żuławski.



Adjacent: The very different and much busier scene at "The ICE" when it is held, out on the frozen ice of the lake in St Moritz, but during a blizzard-free year.





A ROSE BY ANOTHER NAME ?

Although when new, the Fiat 124 Spider couldn't shake off its past, especially in the USA, that actually makes it more of a bargain buy today!

Edited from an article in the March 2024 issue of www.sportscarmarket.com by Jeff Zurschmeide.



On the surface, Fiat Chrysler Automobiles (FCA), but now part of Stellantis, had a great idea for a new, lightweight, 2-seater sports car.

Days of future past: A 1968 Fiat 124 Spider faces off with its 2020 vintage counterpart.

Interestingly, (and, do note, this is the Alfa Romeo link that causes this article to make an appearance in Alfa Occidentale), a co-development agreement between Fiat and Mazda was set up in 2012 that led to the 2017–20 Fiat 124 Spider. However, it originally was intended to produce a new Alfa Romeo model! FCA's then CEO, the late Sergio Marchionne, put a stop to that plan when he decided that, on his watch, no Alfas would be produced outside Italy. The result of this decision was that the prototype sports car with its Japanese engineering and build quality, all paired with Italian design, became a Fiat not an Alfa.

Pininfarina's Tom Tjaarda had designed the 1966–85 Fiat 124 Sport Spider. His original is one that always has been admired. The update for the new joint venture sports car did a great job of capturing the attitude of the original 124, while nicely updating the look. It put the Mazda MX-5 Miata's chassis under a Fiat Spider body and, presumably, that should have been all that was needed for it to be a winner.

This new Fiat came with some exciting differences. Instead of Mazda's naturally aspirated 2.0-litre engine, Fiat provided the 124 with a 1.4-litre turbocharged in-line 4-cylinder. At its launch in late 2016, the Fiat engine was rated at 164 hp with 184 lb-ft of torque, compared with the Mazda's 155 hp and 148 lb-ft. The 6-speed manual transmission was still as precise and refined as only Mazda could make it.

When these twins from Mazda and Fiat hit the market, they offered comparable real-world performance. The instrumented 0–60 mph times were reported at about 6.3 seconds for the Fiat version and 6.1 seconds for the Miata. That 0.2 sec. was due to extra weight in the Fiat, which was about 100 kg heavier than the Mazda.

Apart from the bodywork, the engine and softer suspension tuning, in fact the Fiat 124 Spider was a Miata. The Fiat was even built on the same production line in Hiroshima. The two cars were alike enough for the 124 Spider to earn the nickname "Fiata." (At least it did that in the USA.)

Fiat's trim levels were less club racing and a bit more country club than its counterpart. That was fine, considering that most Miatas were purchased by the type of owners who did more wine-region tours than touring-car racing. And yet, this trim difference was noticeable enough to attract criticism from Jeremy Clarkson who said, "You would expect the Fiat, being Italian and all, to be sportier and more manic than the MX-5, but actually it's quieter and less fun." The next year, Fiat issued an Abarth version of the 124, boosting its power by a mere 4HP, but tightening the suspension and giving it a limited-slip differential.



As a long-time Miata and vintage Fiat 124 Spider fan (author Zurschmeide has owned both), he found the Fiat to be pleasant to drive and easier on the eye than was the fourth-generation Miata. The turbo-4 engine made for a classic, rev-happy, small-displacement-momentum-car experience, much like Zurschmeide's old 1.6-litre Miata; or even his original 1971 Fiat. The Fiat had a more supple suspension, with a little body roll retained. The Fiat 124's lineage brought a nostalgic smile to Zurschmeide's face.

While the Fiat 124 offered looks, performance, and quality, the 'Fiata' was a marketplace failure. In USA, it sold in smallish volume compared to the Miata. It seems that the fatal flaw was not in the car itself, but rather came from the badge on its nose.

Over four model years of the new 124, Fiat dealers sold a total of 15,778 Fiat 124 Spiders in the USA. and another 1,565 in Canada. Although the car did a little better in Europe, selling 23,978 units, Stellantis pulled the plug on the 124 Spider a full year earlier in Europe, before deciding to do the same in North America.

Compare that to Mazda's sales in USA of 56,760 Miatas over the same period. As the Fiat was almost the same price as the Miata, there isn't much else besides a poisoned brand name to account for the difference. The median age of a Miata buyer was over 60 years old. This also is the demographic that would clearly recall Fiat 124s of the past.

The ironic part is that the Fiat 124 Spider has generally been as rock solid as its production in Japan might suggest it should be. Reliability statistics on the Fiat are comparable with the Miata, with most of the maintenance and repair items occurring in the shared parts of the two cars.

According to the USA's NHTSA, the Fiat 124 Spider has had zero recalls and few complaints. When new, the Fiat 124 Spider typically carried an MSRP between US\$27,000 and US\$31,000. Today, you can pick up a well-kept 124 for about US\$17,000, plus or minus 10% for various options, its condition and mileage. This seems to work out to about US\$2,000 less than a comparable Miata.

DETAILS

Years produced: 2017 – 2020

Number produced: 17,343 (North America)

Price when new: \$27,340–\$35,995

Pros: Miata underpinnings, Italian styling, luxury trims

Cons: Possible future orphan status, questionable Fiat service departments

Best place to drive one: To the annual Fiat Freakout event

Worst place to drive one: Miata club gatherings

A typical owner is: Imagining himself on the Stelvio pass with Sophia Loren holding his espresso.

Fiat Lusso (luxury) trim and the Abarth performance models trend a little higher, but it is easy to find one with fewer than 50,000 miles (sometimes with far less) and with the features that you want. One of the 'must-have' features is manual transmission; don't bother with the automatic, which seems to suck most of the joy and vigour right out of the car.

Here is the bottom line: Just as the Miata is the most affordable "British" sports car ever made, the 'Fiata' is the best affordable "Italian" sports car. Don't allow any shadows from the past to diminish your future enjoyment of this truly affordable classic. ♦



A D I S C O A T T H E M I L L E

From the archives of www.veloce.today.com comes this story and photos by Dale LaFollette. It was first published in *Veloce Today* in June, 2018 and now is republished in *Alfa Occidentale*, with the permission of that journal.

Dale LaFollette writes that when he was asked for photos of the Disco Volante at Mille Miglia, he found that he had to go back to the Mille Miglia Retrospective of 1986 to find them. What wonderful memories that review of his photo library then dislodged!

At that 1986 Mille Miglia retrospective, an Alfa Romeo Disco Volante was piloted by Phil Hill and John Lamm. Meanwhile, our author, Dale La Follette, was driving in a C-Type Jaguar owned by his co-pilot, Steve Earle. As the numbers on the two cars were quite close to each other, the Alfa Disco Volante and the Jag C-type seemed to be in contact, or at least they were during the first full day of that three-day event.

Phil Hill and John Lamm had said that the Disco belonged to the Alfa Romeo Museum and, in fact, they seemed a little concerned about its mechanical preparation. Anyway, Dale remembers that the exhaust note of the Disco did not inspire and that its acceleration was not blinding, but he was sure that Phil Hill, who certainly was no slouch, was driving it conservatively to make it last.



Adjacent left: The Disco Volante with Phil Hill leaning into the cockpit at the beginning of the Mille Miglia Retrospective back in 1986.

Left lower: ...and just about ready to get underway.

Right lower: Steve Earle and Dale LaFollette in a C-Type Jaguar come up on the Disco Volante of Phil Hill and John Lamm.





While it may seem from the above that Dale LaFollette was not overly impressed by the Disco Volante, after the event he decided that he had a need for a red roadster of some sort. In order to satisfy that need, he bought an Alfa Romeo Duetto within a month of returning home. Design-wise, this was as close to an Alfa Disco Volante as he could afford at the time. Dale then drove his Duetto for the next 14 years.



Phil Hill and John Lamm are in the Disco Volante as pulls away from a stop.



At a rally control point stop where drivers get their books stamped, the Disco Volante is ahead of the Jag.



At a food stop, the Earl/La Follette C-Type Jaguar is seen on the foreground with the Hill/Lamm-driven Disco Volante a little obscured behind it! ♦



FORD CORTINA II LOTUS VERSUS ALFA ROMEO 2000 GTV

Two twin-cam tearaways are compared.

Edited from an article written by Simon Hucknall in www.classicandsportscar.com.
It appeared on 25th January 2024. Photos are by Max Edleston.



At the final round of the Castrol/BARC Hill Climb Championship in 1970, whether affected or not by the heady mixture of bracing North Sea air together with the sweet aroma of Castrol R racing oil, you probably would have enjoyed the eclectic program of road-based competition cars out on the track at the Scarborough course in Northern England. Except for a solitary [Porsche 911](#), everything trackside was homespun. This was a scenario that played out in the spectators' car park, too, mostly because around that time foreign-built models made up only 10% of the vehicles on British roads.



But, in 1970, the tide was turning and while a [Ford Cortina II Lotus](#) was still as familiar as the sighting of string-backed driving gloves, junior exotica such as the 105-series [Alfa Romeo](#) GT Veloce were gaining popularity among well-heeled enthusiasts.

The [1750 GTV](#) was launched in 1967, a year after the Cortina II Lotus. Although the [Ford](#) was drawing its last breaths in the UK as that season was ending, new-car buyers still had the choice between Ford UK's hot-blue-collar Cortina, or its suave Milanese rival.

For many, their budget ruled out the Alfa, with its £2,300 price nearly twice as much as the £1,266 Ford. Pricing aside, some lingering suspicions of anything not home-grown still pushed some towards the sporting Cortina. Was that Italian GTV really worth the price of two Lotus-fettled Cortinas? To find out, we brought both cars back to the same track in the UK so that we could settle the score.



Ford's Cortina II Lotus has good front-end grip but an inclination to oversteer when pushed.

Those more observant will spot that the Alfa representative is a very early [2000 GTV](#); the 1971 successor to the 1750 model. We will look at the changes that the 2000 brought, but fundamentally, that GTV was an evolution of the 1750 rather than any sea-change, so the comparison with the Cortina remains valid. The design of both the 1750 and 2000 GTVs really



dates back to 1963, when the Alfa first appeared as the [1600 Giulia Sprint GT](#).

The Alfa was styled by Giorgetto Giugiaro at Bertone, with its pretty two-plus-two body having shades of his earlier [2000/2600 Sprint](#). It was based around a shortened [Giulia](#) saloon platform.



The Sprint GT morphed into the Sprint GTV (V for 'Veloce') three years later and then it became the 1750 GTV in 1967. With the larger engine displacement (from 1570cc to 1779cc) there was a move away from the previous 'step-front' bonnet design and a refreshed cabin, with new, larger speedo and rev-counter dials ahead of the driver, and the ancillaries in the centre stack.

There were minor revisions to the chassis, including the fitment of a rear anti-roll bar and, from 1970, dual-circuit brakes.

The GTV 2000 reviewed here was the final iteration of the 105-series coupé, with the last cars being built in 1976. While heavily based on the 1750, its engine capacity grew by 183cc to 1962cc with a

ALFA OCCIDENTALE

Issue 83, April 2024



4mm increase in bore, with a power increase of 13bhp to 131bhp, and with torque up from 125lb ft to 134lb ft.

With its top speed of 120mph, the 2000 was only fractionally faster than the 1750, but in terms of 0-60mph acceleration, the change from the 1750 to the 2000 dropped that time from 11.2 secs to a decidedly more rapid 9.2 secs.

Other than that, changes were largely visual: a new grille with horizontal bars incorporating the Alfa shield; larger tail-light clusters; and, inside, a revised instrument panel that brought the 1750's central dials to driver's-eye level. But no matter the model, the basic 105-series recipe remained unchanged during its 13-year life.

Power came from a Giuseppe Busso-designed, all-alloy, twin-cam, twin-carb in-line 'four', of varying capacities, with a five-speed gearbox driving the rear wheels, solid disc brakes all round and independent double-wishbone front suspension, with a live axle suspended by trailing arms and coils at the back. It was an advanced and, to a degree, race-ready package that had been adapted for the road, and there were few rivals that could match it.

In comparison, the Mk1 Lotus Cortina, Ford had already fired a shot across the bows of its mainstream competition by cleverly aligning its humdrum brand with a highly successful and popular motorsport powerhouse. The fact that Lotus was largely responsible for this end product, which went on to be proven on circuits around Britain and Europe, where it was piloted by the cream of 1960s drivers, added yet more panache to this model's image.



The cabin of the Ford Cortina II Lotus has a cheaper feel, but it is sporty and the driving position is good

The Twin Cam engine received a small power boost over the Lotus Cortina, up to 109bhp.



But the Lotus version of the Cortina came at a price. While the Mk1 Lotus Cortina was highly bespoke, at least in its early guise, its production costs were high and, overall, durability was low.

Ford had already swapped the Cortina's novel rear A-frame arrangement for the GT's leaf springs and had started to use steel body panels, instead of lightweight aluminium, in order to save cost and improve reliability.

At the time, there was a concern that buyers were associating the good parts of the hottest Cortina with Lotus, but the less successful bits with Ford. As a result, when Lotus announced that it was moving from nearby Cheshunt to Hethel in Norfolk, Ford was delivered with the perfect excuse to bring production of the Cortina II Lotus in-house.

The first Ford Cortina II Lotus rolled off a new Ford Dagenham production line after that factory's summer break in 1966. It was based around the slightly shorter but wider Cortina Mk2 body, designed by Roy Haynes, with the Lotus version being built on a lowered Cortina GT platform, doing away with the Mk1's bespoke struts, cast track-control arms and reverse-eye rear springs.

A strengthened two-door GT bodyshell was used, with reinforced strut-tops and double-skinned rear chassis rails, and front arches rolled to accept wider wheels. Meanwhile, under the bonnet was Ford's 1558cc iron-block Kent 'four', with its Harry Mundy/Cosworth-developed twin-cam cylinder head, fed by twin Weber carburettors. This engine was a carry over from the Mk1 Lotus Cortina, but with a small increase in power to 109bhp. The only visual difference of this unit was a redesigned air-filler housing.



As production moved in-house, Ford had more say over the second-generation, Lotus-fettled, Cortina.

Inside, the Cortina II Lotus was all but identical to the GT, apart from a natty three-spoke steering wheel borrowed from the Cortina 1600E, plus a bespoke tachometer (red-zoned between 6,500 and



8,000 rpm) and speedo (reading to 140mph, which was about 36mph above its real-world top speed).

The shared content with the GT was also a deliberate Ford ploy to de-emphasise links with Lotus, even though the company continued to market the model as the 'Cortina Lotus' in Britain. Nothing summed this up more than the arrival of the Cortina II Lotus from launch available in the extensive colour palette of the GT. For the first time, buyers could specify their car in Dragoon Red, Seafoam Blue or Spruce Green, among many other hues (in reality, an estimated 80% of buyers still plumped for Ermine White and paid extra for their dealer to apply a Sherwood Green side flash). Ford went a stage further a few months later, when even the Lotus badge on the rear panel was replaced by a 'Twin Cam' script. Then, in 1968, among a plethora of minor revisions, 'Ford' lettering appeared on both bonnet and boot. It was then fair to say that this particular Cortina finally was more Ford than Lotus.

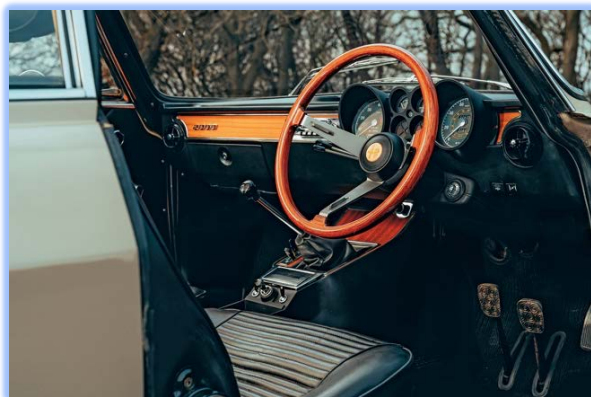
When parked next to the Alfa GTV, the Cortina has a scaled-down NASCAR look about it: upright and quite conservatively styled, but with its lowered ride height and wide 5.5J x 13in steel rims, it does have a tough, four-square stance that isn't unappealing and would certainly have found favour with the hillclimbers at a track half a century ago.

Inside, the driving position is excellent, with a near-vertical, leather-rimmed steering wheel before you and pedals with no offset housed in a broad, carpet-trimmed footwell.

Our Cortina test car is a late 1970 model, so not only does it have its minor dials – amps, oil, water temperature and fuel - all set high above the heater controls instead of on the centre stack, it also has the 1600E's slicker-shifting single-rail four-speed gearbox.

What lets down the well-equipped cabin are its mediocre build and material quality – typical of almost any Ford of the period; despite our test car undergoing a comprehensive restoration. But fire up the Cortina's Twin Cam Engine and these niggles are set aside. Even at idle, its lumpy burble has you grinning. Once underway, after the warbling Webers clear their throats, the snarling soundtrack is that of a pure 1960s club racer.

Short gearing gives the Cortina a willing responsiveness on the hill-climb track, borne out by a respectable 0-60mph time of 11 secs, versus a 1750's 11.2 secs (although it's slower off the line than the 2000).



The Alfa Romeo 2000 GTV has an elegant wood-rimmed steering wheel, the five-speed gearbox is smoother than the Ford's short-shifting unit, but the floor-mounted pedals may need some familiarisation.



But out on the A64 it feels slightly breathless at cruising speeds and, combined with the sparsely trimmed and meagrely insulated cabin, progress is noisy. Handling is marred a little by the steering, which is vague off the straight-ahead and lacks caster, meaning almost no self-centring out of turns (which may have been a quirk of this particular car). However, in general, the Ford's body control is tight for a '60s car, and it is nicely balanced, with strong front-end grip and a tendency to oversteer when pushing, even on our impromptu test track's tighter corners

Overall, the Ford offers what you would expect: an honest if pretty raw driving experience, which, for a certain type of driver, would hit the mark every time. Unless, that is, they approached the Alfa for a drive immediately afterwards.

Even 'our' Alfa's subtle hearing-aid beige can't disguise the drama of Bertone's rakish bodywork: the GTV looks more set to climb the Col de Turini than a hill climb track in northern England. It is seven inches shorter and the same width as the Cortina; manifested in its less capacious cabin, especially in the rear where legroom is compromised. Subjectively, though, it's instantly more enticing.

Like in the Cortina, you drop down on to a nicely bolstered vinyl seat, although here the facings are ribbed rather than perforated, with elegant head restraints on the front seats. Matching trim adorns the door cards, where there was bare metal in the Ford, and the quality of that trim is of a higher grade. Facing you is a deeply dished, wood-rimmed steering wheel with a horn button in each spoke, framing a skeletal but attractive four-dial layout, with a large rev counter (incorporating an oil-pressure gauge) and speedometer flanking secondary clocks for fuel and water temperature.

A longish, chrome-topped gear-lever sprouts from the centre console, which also houses the heater controls set into its wood-effect trim.

In short, the Alfa's interior is elegantly designed and contoured, compared with the pared-down, more workaday cabin of the Ford. That impression continues when you turn the GTV's key. With twin Webers and twin cams, the soundtrack at idle is similar to the Ford's, if more subdued. Floor-mounted pedals take some getting used to, and to avoid adopting a long-armed driving position you tend to sit with knees bent; the Cortina has the Alfa licked here.

Pull away and the Alfa's gearchange is smoother and more delicate, with a longer throw than the Ford's short-shifting, more mechanical-feeling 'box. Rolling refinement is in another league, with sufficient cabin insulation for occupants to contemplate long Alpine schleps.



Like the Ford, there is some body roll as you press on, but the GTV is more composed – especially if you hit any mid-corner surface imperfections, and it feels less as if the body is pivoting around its front end.

Alfa's 2000 GTV is the quieter and more refined car out on a cruise and is a more amenable companion than the Ford on a longer journey.

It also scores on the tight switchbacks of the track by having a standard limited-slip differential, avoiding unnecessary



inner-wheel spin on the exits. That said, while the Alfa's recirculating-ball steering is better damped and generally is more confidence-inspiring than the Ford, it never fully engages in the way you would expect.

But the Alfa's crowning glory is its engine: sonorous in its upper reaches, it begs to be extended towards the tachometer's surprisingly conservative 5700rpm redline and, thanks to well-chosen ratios, it is easy to keep the motor percolating at optimum revs, no matter what the terrain.

We are left with the question of whether that GTV advantage adds up to a car worth twice the price



of a Ford Cortina II Lotus? Based on this appraisal, the answer has to be 'yes'.

Even in its 1750 guise, the GTV was more complete, more sophisticated inside and out, with a better-resolved drivetrain and superior dynamics.

But if you only had half the money to buy a new car, then the Cortina II Lotus would still earn you the respect of those track spectators half a century ago.

Fact File	Ford Cortina II Lotus	Alfa Romeo 2000 GTV
Sold/number built	1966-'70/ 4,093.	1971-'76/ 37,459.
Construction	steel unitary.	steel unitary.
Engine	iron-block, alloy-head, dohc 1558cc 'four', twin Weber 40 DCOE carburettors.	all-alloy, dohc 1962cc 'four', twin Weber 40 DCOE carburettors.
Max power	109 bhp @ 6000 rpm.	131 bhp @ 5500 rpm.
Max torque	104lb.ft @ 4000 rpm.	134lb.ft @ 3000 rpm.
Transmission	four-speed manual, RWD.	five-speed manual, RWD.
Suspension	Front independent, by MacPherson struts, anti-roll bar. Rear live axle, leaf springs, radius arms, telescopic dampers.	Front independent, by double wishbones. Rear live axle, trailing arms, A-bracket; coil springs, telescopic dampers, anti-roll bar f/r.
Steering	recirculating ball.	recirculating ball.
Brakes	discs front, drums rear, with servo.	discs, with twin servos.
Length)	4,267 mm	4,089 mm
Width	1,574 mm	1,575 mm
Height	1,346 mm	1,295 mm
Wheelbase	2,489 mm	2,336 mm
Curb Weight	914 kg	1,044 kg
Fuel Economy	24 mpg	21.1 mpg
Time 0-60 mph	11 sec.	9.2 sec.
Top speed	104 mph	120 mph
Price when new	£1,266 (in 1970)	£2,433 (in 1972)
Price now	£25-50,000*	£15-50,000*

*Prices correct at date of publication





CLASSIC CAR MARKET DOWNTURN

by Greg Smith

(with guidance from Paul Blank.)

The front cover headline on the April 2024 issue of Sports Car Market (SCM) read **“Bye, Bye Bubble: Arizona Auction Week Deflates to \$293.1M”**. Inside this edition of SCM (and the one before it), reviews of recent classic car auctions in the USA and Europe made the case for that cover statement.

Here in Perth, in a recent chat with Paul Blank, WA Alfa club member, classic car broker and valuer, he mentioned his concern about the significant difference in the higher prices still sought by sellers relative to the market values now being achieved. Of particular interest to those of us in the WA Alfa Club is that some Alfas which were for sale or at auction in Australia recently have been withdrawn, or their sales not successfully completed.

It seems that the classic car market is in a period of decline or correction. Primarily, this is mostly due to slowing economies and possible impending recessions across a number of major countries (perhaps even including Australia). Nonetheless, this trend in the classic market began some months ago. The world’s experts and major auction houses have all recognized that this “correction” in the market is taking prices back to pre-Covid boom levels, and sometimes beyond that. The bubble of the recent period is now seen as a glitch, not where the market is at today. However, many sellers are still reluctant to accept this, leading to some unrealistic expectations in auction reserves, or asking prices.

Late in 2023, Bonhams Cars’ London sale of brass-era cars was held ahead of the running of the UK’s annual London-to-Brighton Veteran Car Run for pre-1905 cars. While Bonhams had the most lots on offer at this sale since 2020 and it actually sold more of them (21) than in the past five years, the sales rate dropped from 2022’s 95% down to 81%. However, the average sales price remained identical to that of 2022 at US\$153k. Bonham’s top result was a 1902 Panhard et Levassor 7HP Type A2, sold at US\$453,218, about \$25k more than the same car had made the year before in Paris.

The very next day, RM Sotheby’s held its own London auction, but with a more diverse inventory, ranging from a single Veteran Car Run candidate all the way to Next Gen supercars. Sotheby’s top seller was a 1993 Ferrari 512 TR Spider; a rare Sultan of Brunei special with its factory-chopped roof. RM Sotheby’s ultimately sold 80% of the 61 cars it offered, including nine post-block sales, but with an average sales price of just \$317k, i.e., less than half that achieved in 2022 (and the lowest since 2019). Its sales of \$15.5m were similarly about half of the prior year.

In Palm Springs, USA, McCormick’s collector-car auction also was its lowest-grossing Autumn sale of recent years at US\$4.2m. Part of the blame for this could have been the uncharacteristically damp weather on sale day, however, the sales rate was down, with only 57% of 362 cars finding new homes at an average sale price just over US\$20k. While this auction has ‘everyman’ offerings, this year a red 1971 Mercedes-Benz 280SL “Pagoda” produced its best auction result at US\$83k.

RM Sotheby’s auction in Munich included a trove of 1950s-through to 2000s European sports cars (and the occasional rally racer). Total sales were US\$17.1m this year, well below the inaugural event’s \$24.2m, achieved back when the market was in a higher gear. Nonetheless, a gold 1973 Ferrari 365 GTS/4, restored to a high standard and one of only 122 built, dominated with its US\$3.4m sale. This result exceeded the current SCM Price Guide’s \$2.5m–\$3m range, showing that exceptional cars still can bring exceptional prices. ◆



R E C E N T O V E R S E A S S A L E S

As reported in the April 2024 on-line edition of Sports Car Market (SCM)

WORLDWIDE AUCTIONEERS TEMPE, AZ



#100-1991 ALFA ROMEO SPIDER Veloce. S/N ZARBB32N8-M6006165. Red/tan cloth/tan leather. Odometer: 77,977 miles. 2.0-L fuel-injected I4, 5-speed. Veloce-spec. phone-dial alloy wheels, shod with newer radials. Cosmetically refurbished from 2011 to 2018. Good-quality, trim-off glass-out base/clear repaint. New headlight trim rings and refurbished windshield-frame trim. Aftermarket Nardi steering wheel has replaced the stock airbag steering wheel (hard to deny that when the airbag servicing decal is still in place in the door jamb). Replacement top. Reupholstered seats, but that could have been done better. Modern DIN-mount sound system. Engine bay is quite clean but not really detailed. Cond: 3+. (Note the photo shown here is not the specific car auctioned.)

SOLD AT US\$16,800. *Not all that bad an example, but by the 1990s, the fourth-series Spider Veloce was pretty much a porcine caricature of the svelte Duetto that it had evolved from. You could do worse at this price for a Spider, but you can get a better car for this money.*

ONLINE ROUNDUP



1992 ALFA ROMEO Spider Veloce. S/N ZARBB-32N3N7004674. Red/black cloth/ black leather. Odometer: 18,269 miles. 2.0-L fuel-injected I4, 5-speed. Paint is presentable. Photos highlighted two half-inch touched-up chips on hood and the usual chips on lower bumper area. Also, a small chip on passenger's door, minor scuff to back bumper. Front turn-signal lens badly cracked. Top looks recent, with a good plastic rear window. Stainless windshield and window trim okay. Seats show wear; two small punctures on driver's bolster. Large crack on dash, glovebox door badly warped, but instrument binnacle and gauges are clear. Engine bay is dry but not detailed. Underside shows wear but no leaks or rust. Clean CARFAX with three long-term owners. Cond: 3+. (Note the photo here is not of the specific car auctioned.)

SOLD AT US\$16,852. Hagerty Marketplace, 12/28/23. *A Series-4, next-to-last-year example of the Spider, which dated back to 1966. Say "Alfa" to most Americans and this is what they will think of. An incredibly long-lived car, it remained in production long enough to receive airbags and a host of convenience items while going from 1.6 to 2.0 litres in engine size. While not perfect, with its low miles and better-than-usual condition, this particular one was fairly bought and sold.* ♦



MEMBERS' CARS FOR SALE

1973 ALFA 2000 SPIDER



Club member, Laurie Benedetto is advertising his 1973 Alfa Spider 2000cc convertible for sale. He is first approaching fellow members in the WA Alfa Romeo Club, before going elsewhere.

Laurie has owned the vehicle for the last 20 years. He hardly has needed to do anything to the engine other than oil and filter changes,

new spark plugs and, more recently, also attend to the brakes. His Spider now mostly sits in a shed as Laurie finds that it is becoming harder to get in and out of the car as his age approaches 77.

For more information, please call Laurie by mobile phone at **0417.985.755**. Laurie is looking for offers around \$50,000, ono. Note that the car is housed in Bedforddale.

ALFA ROMEO 156



AROCA WA club member, Jeremy Threlfall, advises that he seeks to dispose of an Alfa Romeo from the estate of his late brother, Geoffrey. He has an Alfa Romeo 156 which is in good condition, registered but currently not running.

Jeremy has put another three months onto registration and dropped the price to \$1,200.

Depending on the purchaser's ability to get it fired up, despite a potential crank angle sensor or MAF problem, this car will need to be trailered from Greenbushes.

The last time he drove it, the car had a good strong engine. A new clutch and new leather interior has been installed in the last few years. The car resides in Greenbushes, where you can view it, although Jeremy is based in Bridgetown. Jeremy is happy to provide further details to anyone who wishes to contact him.



Contact: **Jeremy Threlfall.**

Mob.: 0410 523 920. **Email:** jeremy.threlfall@erawa.com.au



ALFA SPIDER 2000 PANELS

WA Alfa Club Member, David Canute, has some panels from a series 2 Alfa Spider for sale.



- | | |
|---|-------|
| 1 x bonnet in excellent condition, with no rust. | \$500 |
| 1 x boot lid, in excellent condition too. | \$350 |
| 1 x left hand door shell (but with no fittings,) in fair condition. | \$200 |

If you are interested in any of these panels, please call David Canute on 0439 146 658. ♦



U P C O M I N G E V E N T S C A L E N D A R

EVENT	EVENT DATE	COORDINATOR	COMMENTS
Alfesta 2024 is at Lakes Entrance, Victoria	28 th March until 1 st April	AROCA VIC	Note that Alfesta 2024 is sold out.
Club night	Tuesday 2 nd April	Hyde Park Hotel	Pub night from 19:00 – informal dinner & discussions, North Perth
Perth Italian Festival	Saturday 6 th April	Langley Park	Alfas are requested for Italian car display at all day & evening event.
JCCWA Track Day	Tuesday 16 th April	WJCCWA at Wanneroo Raceway	See brochure on this event below. The WA Jag club invites Alfa club members to come at this event
Northam Around the Houses	Sunday 28 th April	Event still needs an organizer.	Morning drive to Northam for the race day with breakfast stopover.
2 nd Annual Busso Day run and lunch	Sunday 5 th May	Kenneth Chee	Run will start in Gosnells, heading for lunch at Mundaring Hotel.
Club night at the Light Car Club in Bayswater	Tuesday 7 th May	Tourists to Alfesta	Presentations by recent travellers to Alfesta and then Tasmania
British Car Day, Gingin & National Motoring Heritage Day	Sunday 19 th May	TBD	Club run to GinGin to see British Car Day. Lunch at Stringybark restaurant at 13:00.
Albany festival of speed: Hill Climb & Around the Houses	Fri – Mon, June long weekend	Aidan Daly	Sunday evening dinner is arranged for Albany event attendees.
Club night	Tuesday 4 th June	TBD	TBD
Alfa Birthday dinner	Saturday 22 nd or 29 th June	Greg Smith / Andrew Murray	Venue and date to be confirmed.
Club night	Tuesday 2 nd July	TBD	TBD
Club night	Tuesday 6 th August	TBD	TBD
New Members Event	Sunday in August	Andrew Murray	Event details to be advised
Club night and AGM	Tuesday 4 th September	Aidan Daly	AROCA WA's AGM at Light car Club of WA
President's Run and Lunch	Sunday, September	Aidan Daly	Details to be advised.
CMC's Classic Car Show 2024	Sunday 8 th September	TBD	At Ascot Racecourse
Club night	Tuesday 1 st October	TBD	TBD
'Two Oceans Tour 2024'	14 th to 19 th October	Fiat Lancia club	Event start in Esperance, see details below. AROCA is invited to join this multi-day trip with FLC
Pasta Run	Sunday 20 th October	FLC WA	Details to be advised.



Italian Car Day	Sunday 3 rd November	Andrew Murray	Details to be advised.
Club night	Tuesday 5 th November	TBD	TBD
Club night	Tuesday 3 rd December	TBD	TBD
Christmas Run and Lunch	Sunday 8 th or 15 th December	Greg Smith	Details to be advised.

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 continues as per normal during 2024. ♦

CLASSIC CARS & COFFEE 2024

- 2024 DATES -

FEBRUARY 04	MARCH 03	APRIL 07	APRIL 14	MAY 05	JUNE 03	JULY 07	AUGUST 04	SEPTEMBER 01	OCTOBER 5&6	OCTOBER 20	NOVEMBER 03	NOVEMBER 17	DECEMBER 01	DECEMBER 31
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SPECIAL EVENT SPECIAL EVENT SPECIAL EVENT

NEXT EVENT: SUNDAY 7th APRIL 2024.

Schedule of dates for all CC&C days is shown above.

The Sunday morning CC&C shows are usually held at UWA starting at 08:30 and ending at 10:30. Be sure to arrive at UWA well before 08:30 to avoid the long line of cars that usually can be found waiting to enter the carpark! ♦



2024 CLUB NIGHTS SCHEDULE

The WA Alfa Club holds its club nights on the first Tuesday in the month, unless a rare exceptional circumstance dictates that another date in the month is necessary.

The dates of these monthly first Tuesday club nights for the rest of 2024 are listed below.

Please insert them all into your diaries for future reference.

Details on locations and topics for all club nights will be notified to you well before the events.

Look for announcements in editions of the magazine and/or in emails from the club.

1 st Tuesday Date	Location	Topic
2 nd April at 19:00	Pub night, Hyde Park hotel, North Perth	Social discussion & casual dinner
7 th May	Light Car Club of WA, Moojebing Street, Bayswater.	Photos presentation by tourists to Alfesta and on to Tasmania.
4 th June	TBD	TBD
2 nd July	TBD	TBD
6 th August	TBD	TBD
4 th September	Light Car Club of WA, Moojebing St. Bayswater.	Annual General Meeting of AROCA WA
1 st October	TBD	TBD
5 th November	TBD	TBD
3 rd December	TBD	TBD

FROM KEITH'S BLOG IN SCM

How Many Cars Do You Need?

By Keith Martin on 5th February, 2024 in a Sport Car Market blog.



Here is an eternal recurring question for gearheads. Just how many cars does anyone really need? Quite often, the answer is determined by how many parking spaces the car owner has. But for the moment, let's assume that you have unlimited space.

I have found that when you get beyond five or six older cars, you may not be driving any of them frequently enough to stop the occasional weird problems from popping up. It is no fun when, on a sunny day, you grab your XK120 out of storage only to find that the wheel cylinders are leaking, so you have no brakes; or perhaps that the clutch disc has bonded with the flywheel and you have no gears.

I propose that six old cars is the maximum number you can own while being able to adequately use them all. However, with modern cars, things are different. You can have as many as those as you like, as long as you never let the batteries go dead – which can cause a whole host of on-board computer issues.

What have your experiences been? How many cars do you effectively handle in your collection? Feel free to email your interesting answer to secretary@alfaclubwa.com.au



Perth Italian Festival

FREE ENTRY

Perth Italian Festival

A celebration of Italian rich culture and heritage in our city, Perth.

Saturday, 6 April 2024

11 am to 10 pm | Langley Park, Perth

Live entertainment & roaming artists | Car displays

Family fun, pasta making, soccer, facepainting, bocce & more | Italian food & gelato

Live food demonstrations | Spritz, vino & formaggio

Fashion & markets | Fireworks

part proceeds go to **Lifeline**

#BEITALIAN

#perthitalianfestival
perthitalianfestival.com.au
perthitalianfestival
perthitalianfestival

Proudly supported by

Perth Italian Festival WA Inc.

Some classic and new Alfa Romeos are requested for the Italian Car display in Langley Park on 6th April.

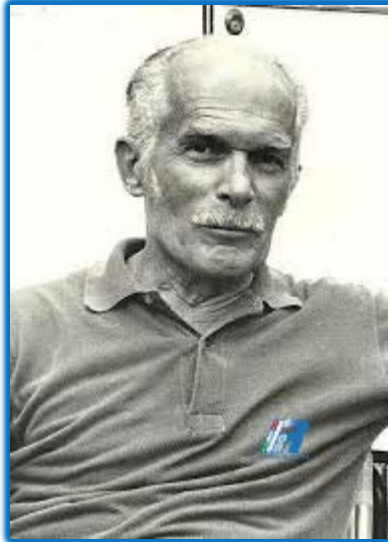
Please let Andrew Murray know if you are available and interested in participating.



2^ND ANNUAL BUSSO DAY

Sunday 5th May 2024

Held in celebration of the life of Giuseppe Busso.



Giuseppe Busso was born 114 years ago on 27th April 1900 in Torino, Italy. 'Busso Day' is the WA Alfa Club's celebration of the anniversary of the birth of this engineering genius whose creations have had a long-standing impact on both Alfa Romeo and many Alfisti.

His famous '*Violin of Arese*' is the wonderful, and much admired, **Busso V6**. You also may be aware that Giuseppe Busso was among 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

of the **Busso V6** engines was installed into a car in the final run of 6-cylinder Alfa GTs.



The WA Alfa Club's event on Sunday 5th May will offer members the opportunity of a Sunday morning run, especially for Busso-powered Alfas, followed by a club lunch. But, please don't feel that you can't attend this event unless your Alfa has a V6 engine! Both 4 and 8-cylinder engines are OK too!



Ken Chee has organized the trip route for our Sunday morning run starting from Café Vivo, which is located at 50 William Street, Beckenham (see adjacent), where there is ample parking available.

We will meet at Café Vivo at 09:30 for coffee, a chat and to view all those Busso-driven Alfas. Tour departure time is 10:30, heading to the Mundaring Hotel, in Jacoby St, Mundaring, for lunch. The tour route is shown here: <https://maps.app.goo.gl/95LoEqPNRDtP5nyE6>



At Mundaring Hotel, seating for club members and partners is arranged out on the balcony. While eating lunch, we can overlook our assembled Alfas parked on the lawn. The hotel kitchen opens at 11:30. Participants are advised to place lunch orders early (even if arriving before 11:30), or to place a pre-order online. This will help with the timely serving of your order.

If you plan to attend this year's event, please send an email to secretary@alfaclubwa.com.au advising how many in your party will be joining the club on the 2nd running of Busso Day.

Do join us to celebrate Giuseppe Busso's life and to recall 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. ♦



COMPETITION UPDATE

The WA Alfa Club has been kindly invited to join in a number of track events that are part of the HSV Owners Club of WA's competition program.

Any Alfa club members who are interested in participating in these track events should register to become a **free Motorsport Partner Club Member** at the **HSV Owners Club WA website** See: <https://hsvownersclubofwa.com.au/>

The HSV Club's upcoming track events include:

Round 2 on Sunday 17th March

The next track event attended by the HSV Club will be held on St Patricks Day, Sunday 17th March at Wanneroo Raceway. Note that this particular event will be run by the Porsche Club.

Round 3 on Sunday 28th April

At the Collie Raceway on Sunday 28th April. This also is the date of the Northam Round the houses event.

Round 4 on Sunday 16th June

Is at the Wanneroo Raceway on Sunday 16th June.

Intending drivers should note that an AASA licence will be required for most of these events.

NORTHAM MOTORSPORT FESTIVAL is on Saturday 27th and Sunday 28th March 2024.



The Mount Ommanney hill climb and SCBC Motokhana are held on the Saturday, and the Northam Flying 50, around the town, is on Sunday. You can freely access car display areas, market stalls, retail, cafe and hotel outlets, as well as the show in the Sound Shell, plus children's rides and other activities.

The Alfa Club is running a morning drive to Northam on Sunday 28th April. Look for details in upcoming calendar notes.

BE AT ALBANY OVER THE JUNE WEEKEND



The Albany Classic is being held over the long weekend of 1st & 2nd June. You can view details of this great weekend on the Albany Classic website: <https://albanyclassic.com>. If you plan to attend the Albany event that long weekend, please note that accommodation in the vicinity of Albany always sells out quite early. A number of the WA Alfa Club's members have attended the event over the years and have always enjoyed a great weekend away.



W A J A G U A R C L U B T R A C K D A Y



Tuesday 16th April 2024 at Wanneroo Raceway.

The next JCCWA sporting event for 2024 will be on Tuesday 16th April at Carco Raceway Wanneroo. The format is the same as the last JCCWA track day with the event styled on Super Sprint with timing results

based on Regularity.

- Gates open shortly after 07:00. Scrutineering/registration from 7.30. Driver briefing 08:15.
- Familiarisation laps start at 08:30 (dependent upon number of first-time participants)
- Sessions comprise 1 warm up lap, 3 timed laps and one cool down lap.
- Cars in small groups signalled onto the circuit one at a time at regular intervals, giving each driver a clear circuit for the timed laps to allow a focus on consistency.
- Sessions continue until the drivers or their cars are worn out, or the time expires.

Registration.

All entrants should register for the event soon. Total driver numbers are limited to 34 participants. To register click on the registration button below.

The entry form, day licence application and disclaimer forms must be downloaded, filled in, signed and ready to hand in on the day.

Cancellation: 4 weeks prior – 100% refund; 3– 4 weeks prior– 50% refund; <3 weeks prior – no refund.

Driver's apparel –

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

Car checks.

All cars to be scrutineered prior to the event. The driver is responsible to present his/her car in roadworthy condition. All loose items removed from the car. Licenced or unlicenced cars not deemed safe will not be permitted to participate.

Timing.

No timing devices will be allowed in the vehicle other than the Dorian timers supplied and fitted by the Timing Official. No pit wall, radio or phone communications to/from the driver will be allowed.

Cost.

Entry cost per driver is **\$130 for JCCWA members** and **\$160 for guests**. ATM facilities are not available at the track. Provision for pre-payment has been made.

Lunch.

A light lunch is available at no cost to participants and officials and is 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 AT THE TRACK ON THE DAY.

Click in the box below to register:

[To Register](#)



NORTHAM FESTIVAL OF MOTORSPORT: RUN & BRUNCH

At Northam, Sunday 28th April 2024

Join a Sunday morning club run to Northam Festival of Motorsport.

The run plan to Northam is being finalised for Sunday 28th April.

Note that the club committee is still looking for a meeting day organiser/facilitator for the club run to this event.

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

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



The event incorporates both a Hillclimb at Mount Omanney on the Saturday and the Northam Flying 50 around town on the Sunday.

There are car displays, market stalls, retail, cafés 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. .





AROCA Victoria is excited to invite you to return to the stunning state of Victoria for Alfesta 2024 - from Thursday 28th March to Monday 1st April.

Join us for a memorable long weekend filled with adventure and exploration in the charming seaside town of Lakes Entrance.



The region boasts eight magnificent coastal and high country National Parks, including the Alpine National Park, the Snowy River National Park, and Croajingalong National Park – the latter claiming 100 kilometres of Victoria's pristine eastern coastline.

The region also has two of Australia's greatest driving routes: the Great Alpine Road, which winds through the Alpine National Park and Victoria's high country (the subject of the Post Alfesta Tour); and the Coastal Drive, between Croajingalong National Park and the Gippsland Lakes.

Mark your calendars and get ready to make unforgettable memories with fellow Alfesta enthusiasts.

We can't wait to see you next year in sunny Victoria!

<https://www.alfesta2024.net>
email: alfesta2024@alfaclubvic.org.au

How to book - it's as easy as A B C



Create an account on the Alfesta website and register your interest



Select and pay for your accommodation directly with the hotel



Select your Alfesta Activity Package via this website and pay directly to the Club

The 2024 Easter long weekend event at Lakes Entrance Victoria, is now sold out.

Don't miss out on Alfesta in 2025 when it will be held in South Australia. ♦



AROC NZ'S 50TH ANNIVERSARY

Be there in Wellington, New Zealand in October 2024



Kia Ora!

This year in **October 2024**, the **50th Anniversary Celebration of AROC NZ** is scheduled to be held in **Wellington, NZ**.

This Jubilee event will include Alfa tours starting at both the top of the North Island and at the bottom of the South.

After everyone arrives in Wellington, AROCA NZ will celebrate its 50th Anniversary. The Festa d'Oro event program appears below.

Why not join AROC NZ for this important celebration?

You will be most welcome.



Festa d'Oro

Hold the date! The golden anniversary of the Alfa Romeo Owners Club of New Zealand will be celebrated with a special Festa weekend in Wellington, 17th to 20th October 2024. The milestone will be marked with the launch of the book 'Half Century, Full Throttle', lovingly recording the history of the club from the legendary meeting in the Taupo Suncourt Motor Inn in 1974 to the present day, as well as uncovering the full history of the Alfa Romeo marque in New Zealand since 1950. All the usual Festa Annuale highlights will be there too: the Festa Meet and Greet, Shine and Show, Cocktails and Gala Dinner, and of course, the business of the AGM.

To accommodate the cornucopia of events we have added an extra day to the normal weekend:

Thursday, 17 October

- Arrive in Wellington - convoys from north and south
- Evening - Meet and Greet in the Rydges Hotel

Friday, 18 October

- Extensive list of suggested activities to enjoy on the day
- Evening - the Launch of 'Half Century, Full Throttle' in The Boatshed on the Wellington waterfront

Saturday, 19 October

- Shine and Show on Odlin's Plaza, Wellington Waterfront near Te Papa
- Extensive list of suggested activities provided to attendees to enjoy the afternoon
- Cocktails and Gala Dinner at the iconic Te Papa - a very special venue, for a very special occasion

Sunday, 20 October

- AGM in the Rydges Hotel with Buffet lunch
- Convoy home

And if you couldn't cram everything into the weekend, we are planning some post-Festa events including a Wairarapa vineyard run and a tour of Wellington's historic hill climbs.

Come celebrate the Anniversary amongst the vibrant culture and stunning natural beauty of Wellington (fingers crossed: "Wellington on a good day..." etc. etc.) All the venues are located closely spaced along Wellington's spectacular (in any weather) Waterfront.

The golden anniversary of the club is a significant milestone to showcase our enduring passion for Alfa Romeo and the camaraderie among enthusiasts. It's a special occasion to celebrate the club's rich history and contribution to the Alfa Romeo community in New Zealand.



WA FLC'S TWO OCEANS TOUR 2024



Join us for a tour of WA's South West
Esperance will mark the 2024 start for Local,
National and International entrants to meet up
The tour takes in 6 days of excitement with organised events and drives through
areas such as Bremer Bay, Stirling Range, Albany, Pemberton, Augusta,
and the famous Margaret River wine region
on the way up to finishing in Perth

Contact: Rob Rowbottam
pininfarina@fiatlanica.org.au

Detailed planning is underway for this year's Tour with dates and overnight stay locations decided. Members of AROCA WA are invited to join this tour, either in its entirety or in part.

Interest has been expressed by those coming on the tour from Victoria for a formal start to the tour in Esperance, WA, on the south coast. The FLC anticipates that several Fiats and Lancias will drive across to Western Australia and converge in Esperance on Friday 11 October with those who started from Perth.

A welcome dinner is envisaged for all participants to be held in Esperance on the Saturday night, 12 Oct.

The proposed route and itinerary is as follows;

- Thursday 10 October – leave Perth, overnight in Lake Grace, dinner at a local winery.
- Friday 11 October –after breakfast, leave Lake Grace, lunch in transit to Esperance.
- Saturday 12 October – A full day in Esperance to view places of interest before a welcome dinner that night for all participants, including those from the East Coast.
- Sunday 13 October – Leave Esperance heading for Bremer Bay, picking up points of interest along the way.
- Monday 14 October – Leave Bremer Bay for Albany, travelling via the Stirling Range National Park and Porongurup Ranges.
- Tuesday 15 October - Free time to visit sites in Albany.



- Wednesday 16 October – Leave Albany for Pemberton with sight-seeing stops en route.
- Thursday 17th October – Drive to Margaret River, via Augusta, taking in some of the renowned premium wine areas of Australia and travelling on some great driving roads through the forest. If time permits, an afternoon wine tour by bus may be possible before dinner in Margaret River.
- Friday 18 October – We head back to Perth through some of WA's best driving country, with morning tea and lunch stops along the way.
- Saturday 19 October – This is a free day, possibly in Fremantle. Guests from the East coast may like to spend the last days after the tour staying at the Esplanade Hotel in Fremantle.
- Sunday 20 October – ANNUAL PASTA RUN may be run on this day, organised by the WA FLC. The FLC will be joined by other WA Italian car clubs for this annual event. The FLC would be pleased if guests from the Two Oceans Tour could join this event too. After a short morning scenic run, participants meet at a designated Italian pasta restaurant for lunch.

An informal FLC BBQ type event is also proposed for the Sunday night to farewell visitors before their departure for home.

As with previous Two Oceans Tours, it is proposed that the Tour Entry Fee will allow for at least one lunch or dinner during each day on tour. The preliminary journey from Perth to Esperance, for those travelling in that convoy, will be PAYG, with accommodation booked and paid for by those participants when entry forms with accommodation options become available in May 2024.

EXPRESSIONS OF INTEREST ARE NOW CALLED FOR :

In order to give the organizers confidence that this tour will be well supported and to block out sufficient accommodation along the planned route, it would be appreciated if anyone proposing to attend the tour would email an expression-of-interest (EOI) to Rob Rowbottam at: pininfarina@fiatlanica.org.au

Your EOI does not bind you to enter, but nor does your failure to express an interest at this time exclude you from entering when the entry forms are released in mid-May 2024.

PLEASE BLOCK OUT THE ABOVE DATES IN YOUR 2024 CALENDAR.





TREASURER'S REPORT MAR. 2024



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

Treasurer's Report as at 14th March 2024

Opening Balance b/f 16/02/2024 \$4,844.51

INCOME

Memberships

22/02/2024	B.Buckley		\$80.00	
8/03/2024	M.Anderson		\$80.00	\$160.00

OTHER INCOME

6/03/2024	B.Buckley	Historic Plates		\$15.00
7/03/2024	D.Hamlyn	Alfa Merchandise 2 x Polo		\$85.00
TOTAL INCOME				\$260.00

PAYMENTS

6/03/2024	S.Tornatore	Club Night Pizza		\$292.31
14/03/2024	S.Sugden	Historic Plates		\$60.00
	A.Daly	Club Night Drinks		\$94.00
	A.Daly	ZOHO Upgrade		\$16.73
TOTAL PAYMENTS				\$463.04

Net Movement		-\$203.04
Closing Cash Book Balance		\$4,641.47

Closing Balance Westpac 14/3/2024		\$4,641.47
Reconciliation Variance		\$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 16/02/24		\$14,451.99
Interest Received 29/02/2024		\$15.50
Closing Balance c/f 14/03/2024		\$14,467.49
TOTAL FUNDS AVAILABLE		\$19,108.96

EDDIE BERNARDI
TREASURER
14th March 2024



ALFA CLUB MEMBER PROFILES BOOK AVAILABLE FOR PURCHASE

ALFISTI DELL'OVEST

This book, Alfisti Dell'Ovest presents profiles of members of the Alfa Romeo Owners Club of Australia (AROCA), Western Australian Division.



Edited by Greg Smith

In June this year, the WA Alfa Club decided to publish a book containing 23 of the profiles that have appeared in various issues of the club's magazine, Alfa Occidentale, since its first issue was published on-line.

This 135-page, A4-sized book is printed in glossy colour.

In the 75 issues of Alfa Occidentale published to date (including this issue), 36 profiles of well-known Alfa enthusiasts have appeared. Of these 36 profiles, the criterion for inclusion in this book was limited to include only those who are currently financial or deceased WA Alfa club members; the profiles of whom have already appeared in Alfa Occidentale.

A number of other articles have been published that profiled others, but which are not included in this book. They had been written about since-lapsed WA members, or interstate members of AROCA, about one or two unique non-members, plus a few

which considered the lives of famous past or current Alfa Romeo-related figures from across the world.

The title of this new book is 'Alfisti Dell'Ovest' (i.e., 'Alfisti of the West', in Italian.) Copies are available for purchase for just **\$20.00 each, plus \$5.20 per copy packing & postage** (i.e., if sent to a mail address in Australia).

You can avoid that postage charge as some copies will be available at upcoming WA Alfa Club events. However, please do remember to bring along \$20 in cash, per copy, as no credit card or other EFT capability will be available from our club at any of its events. Of course, you could EFT into the club's account before or after receiving your copy of the book at any future WA Alfa Club's event.

Should you be interested in obtaining your copy by post, please contact the club secretary, Greg Smith, by email at: secretary@alfaclubwa.com.au. ◆



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.

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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.



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, 2023/2024. **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.)

Renew your Membership by 1st July 2023. The annual fee remains at \$80.00.

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

Aidan Daly
President, AROCA WA.



A P P L I C A T I O N F O R M

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 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.



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 A CONCESSIONAL CAR

The Department of Transport (DOT) has advised several clarifications to the Code 404 Concession scheme, especially regarding any impromptu run in your CODE 404 concessionally licenced vehicle. The Club's impromptu run form (see following page) was recently updated to capture additional information that the WA DOT now requires to be recorded by the club. Please only use this form.

Steve Sugden, Concessions Officer, AROCA WA

E: concessions@alfaclubwa.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 it via email - or email the required details to the AROCWA Concessions Officer at concessions@alfaclubwa.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. Consecutive day runs are not permitted. It can involve one or more vehicles.

Note: Activities you can undertake without notifying the Club are detailed in the Code 404 Handbook (<https://councilofmotoringclubswa.wildapricot.org/resources/Documents/Public%20Documents/CM%20Code%20404%20Handbook%20October%202022.pdf>) and 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, refueled 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 you are on the run.



MEMBERS (& OTHERS) PROFILED IN PAST MAGAZINE ISSUES

Below is a directory of profiles published in Alfa Occidentale, based on interviews with individual Club members and some other interviewees are from elsewhere. All profiles appear on the club's website and in Alfa Occidentale issues. See: <https://www.alfclubwa.com.au/newsletters/>

Profile	Issue	Page	Comment
Glen Phillips	5	22	<i>AROCA WA life member #2. A club hero of the WA Alfa & 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, since he bought it brand new, while he living 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 that 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 New Jersey 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>Ugo was an early 1920s Alfa racing driver who 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>Piero, passed away in early 2023. His love of cars started very early. His career was always in automotive electrics.</i>
Scott McKivett	38	10	<i>Scott is 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
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 Sudgen	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 was recalled once again.</i>
Bruce Thomas	58 (& #6)	9	<i>The profile of AROCA WA foundation and life member Bruce Thomas was 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 (& #5)	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 Peter 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>
Warren Milner	73	13	<i>A long-time member and a former treasurer of AROCA WA, Warren loves Italian cars, including Alfas, and has owned British cars.</i>
John Crute	76	22	<i>John lives a very active retirement while also enjoying his two recent Alfa Giuliettas and his renewed interest in the Alfa Club.</i>
Craig Phillips	77	19	<i>Craig is a member of CIAO in NSW and is Glen Phillips' son. Clearly the allegiance to Alfa has carried across generations of the Phillips.</i>
Les Mitting	78	14	<i>Les is a long-term club member and a frequent interstate Alfesta attendee. In part 1, he reports on his early Alfa experiences.</i>
Edoardo Weber	79	17	<i>Edoardo Weber, the founder of the manufacturer of the much-admired Weber carburettor, is profiled by Viano Jaksa.</i>
Roberto Cecchele	79	31	<i>WA Alfa Club member, Roberto, is an FLC and HSV member too. He races his GTV6 at various club races, especially with the HSV club.</i>
Franco Scaglione	80	10	<i>Feted Italian auto designer Franco Scaglione, of BAT cars and Alfa tipo 33 fame, is remembered by AROCA SA President Viano Jaksa.</i>

Your Suggestions ?

Alfa Occidentale is keen to interview more WA Alfa Club members for future editions of the club magazine.



La Macchina del Tempo

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MUSEO ALFA ROMEO *for* CLUBS

Alfa Romeo

All the events at the Museum you cannot miss

We are pleased to share with you the program of activities for 2024 at the Alfa Romeo Museum. Feel free to reach out to us to discuss collaboration arrangements for specific events, as we have already done with some of you. Your active participation in the activities means a lot to us!

You can find the full program by [clicking here](#)

<p>Museo Alfa Romeo BACK STAGE 2024</p>	<p>A LUCI SPENTE LIGHTS OFF</p>	<p>ALFA ROMEO CLUB MEETING ALFA ROMEO</p>	<p>ARCHIVIO STORICO Museo Alfa Romeo</p>
APRIL 20 NOVEMBER 09		JUNE 22	OCTOBER 27

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The **Alfa Romeo Caffè & Bistrò** has been renewed and has new proposals and offers dedicated to Clubs.

The new contacts are as follows:
caffe@museoalfaromeo.com
+39 389 19 444 53

We remind you that the annual subscription **Formula Card** is available at a cost of €40 for 5 entrances. The single ticket for AR club members costs €12.



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