

# ALFA OCCIDENTALE

Issue 82, March 2024



This is **82<sup>nd</sup> 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.



## CONTENTS OF ALFA OCCIDENTALE # 82

Issue Contents and FY 2023/24 Committee Contact Details.	Page 2
Summary of Recent and Upcoming Events.	Page 3
The Club's Summer Food Trucks Picnic in South Perth on 11 <sup>th</sup> January.	Page 4
At the Gianni Agnelli Celebration Day at Mandoon Estate on 21 <sup>st</sup> January.	Page 6
At the Italian Car Spectacular in Fremantle on 4 <sup>th</sup> February.	Page 8
GTV 6 3.0 – Homologation Hero.	Page 14
Stellantis and the current Italian Trade Balance.	Page 15
Renault Merger Speculation?	Page 16
(Belated) Christmas Greetings from the UK; Stolen \$23M Alfa recovered in USA.	Page 18
In 2024, Don't Miss these 10 Must-Attend International Car Events.	Page 19
An Alfa 1900 Super Tackles the Mille Miglia on a Budget.	Page 22
Veloce Today subscribers have reviewed the movie 'Ferrari'.	Page 26
Results of 'Steady's Teaser' Competition.	Page 30
New 2024 Alfa Books are Previewed.	Page 32
Recent Overseas Alfa Sales and AROCA WA Members' Cars for Sale.	Page 35
2024 Calendar Update.	Page 38
Next 'Classic Cars & Coffee' is at UWA on Sunday 3 <sup>rd</sup> March 2024.	Page 39
March events include a Club Night in Bayswater and a Car Detailing workshop.	Page 40
Alfesta 2024 is at Lakes Entrance now booked out. Post-Alfesta tour of WA group.	Page 41
AROCA's Alfa Racing competition guide for May 3 <sup>rd</sup> to 5 <sup>th</sup> at the Bend in SA.	Page 43
Alfa Club Member Profiles Book is still available for purchase.	Page 44
AROCA WA Treasurer's Report for January 2024.	Page 45
Alfa Romeo's Preferred Partner Program.	Page 46
New Member Application, Subscription Renewal, Code 404 Declaration Forms.	Page 47
"Drive my Car" Concessional Run Approval Program – please use the revised form.	Page 50
Directory of Alfa Club Member Profiles appearing in past Alfa Occidentale Issues.	Page 51

## FY 2023 / 24 AROCA WA COMMITTEE

Aidan Daly	President.	<a href="mailto:president@alfaclubwa.com.au">president@alfaclubwa.com.au</a>
Andrew Murray	Past-President.	<a href="mailto:Andrew.Murray@alfaclubwa.com.au">Andrew.Murray@alfaclubwa.com.au</a>
Greg Smith	Secretary/VP.	<a href="mailto:secretary@alfaclubwa.com.au">secretary@alfaclubwa.com.au</a>
Aidan Daly	Webmaster.	<a href="mailto:digital@alfaclubwa.com.au">digital@alfaclubwa.com.au</a>
Eddie Bernardi	Treasurer.	<a href="mailto:treasurer@alfaclubwa.com.au">treasurer@alfaclubwa.com.au</a>
David Hamlyn	Membership Sec.	<a href="mailto:membership@alfaclubwa.com.au">membership@alfaclubwa.com.au</a>
Steve Sugden	Concessions Sec./CMC	<a href="mailto:concessions@alfaclubwa.com.au">concessions@alfaclubwa.com.au</a>
Ivan Olsen	Competition Sec.	<a href="mailto:competition@alfaclub.com.au">competition@alfaclub.com.au</a>
Scott Constable	Gen. Cttee.	<a href="mailto:scott.constable@alfaclubwa.com.au">scott.constable@alfaclubwa.com.au</a>
Enzo Simeone	Gen. Cttee.	<a href="mailto:enzo.simeone@alfaclubwa.com.au">enzo.simeone@alfaclubwa.com.au</a>
Sam Tornatore	Gen. Cttee.	<a href="mailto:sam.tornatore@alfaclubwa.com.au">sam.tornatore@alfaclubwa.com.au</a>
All AROCA WA Committee Members:		<a href="mailto:committee@alfaclubwa.com.au">committee@alfaclubwa.com.au</a>
David Wright	National Coordinator.	<a href="mailto:national.coordinator@alfaclub.org.au">national.coordinator@alfaclub.org.au</a>



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

- A food trucks picnic was held on the South Perth foreshore on Thursday 11<sup>th</sup> January 2024. About 30 club members and partners attended. We were all able to sit as a group under the trees that we had used in previous years for the fish & chips picnic. There were 8 food trucks present with a wide variety of food available. Everyone arrived a little early to ensure that they found good parking spaces and the best picnic spot. A short report appears below.
- On Saturday 21<sup>st</sup> January, the WA Alfa and Fiat/Lancia Clubs' inaugural Gianni Agnelli Celebration Day occurred. About 15 club members and partners first met at the Dome alongside the Swan River in East Perth for coffee before enjoying a club run out to the Swan Valley. On arrival at Mandoon Estate, members and partners enjoyed a lunch in the grounds of the estate.
- A new event 'The Italian Car Spectacular' was held in Fremantle on Sunday 4<sup>th</sup> February 2024. This summer event involved a great display of Italian cars, with attendees also enjoying the summer afternoon among the seafood restaurants of the Fremantle fishing boat harbour. An article on this event appears below in the magazine.
- Another new event for the club was held on Friday 9<sup>th</sup> February 2024. Club members and partners gathered at the Palace Cinema in Raine Square, 30 Murray Street, Perth to attend the 6PM showing of the movie 'Ferrari'. The club booked out a smaller 49 seat cinema for this showing. Reviews of the movie, provided by readers of the US online magazine, 'Veloce Today', plus an Australian movie critic's review, appear in this issue of Alfa Occidentale.
- The **March club night** will be held at the **WA Light Car Club** on Moojebing Street, Bayswater, on **Tuesday 5<sup>th</sup> March starting at 7pm**. There will be a talk on car restoration. Wine, beer and pizza will be served.
- A **demonstration and Q&A session on car detailing** will be held at **Auto FX in O'Connor on Saturday 2<sup>nd</sup> March 2024 from 14:00**. Attendance is limited to 30 for this event, so be sure to book early using the Trybooking link provided below.
- The **Alfesta for 2024 is on in Lakes Entrance from 28<sup>th</sup> March until 1<sup>st</sup> April 2024**. A sizable group of WA Alfisti is driving over for the event. This event is now completely booked out, although it may still be possible to just join the WA Alfa group heading east late in March.

Note that regular monthly club events also continue in 2024:

- **AROCA WA's committee 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 at 7PM, following these committee meetings.
- **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. in mailed-out updates.
- Also in this magazine, the 2024 dates of **Classic Cars & Coffee monthly meetings** are listed.





## ALFA CLUB FOOD TRUCKS PICNIC ON SOUTH PERTH FORESHORE

**Thursday Night, 11<sup>th</sup> January, 2024.**



This picnic idea with about 8 food trucks present really was a very nice, relaxed way to dine on a warm and relatively still evening in early January. This year, about 30 attendees from AROCA WA tried out the food trucks instead of the usual Fish and Chips at our summer picnic on the Swan Foreshore in South Perth.

The picnic-in-the park '**South Perth StrEats**' is run from 5pm until 8:30pm five nights each week, between mid-November 2023 and April 2024. The location is the Sir James Mitchell Park, west of the Boatshed Restaurant (near Coode Street Jetty). This is the same location we have used over recent years for our Fish & Chips picnic, but nights, when there were no food trucks and so many fewer people are present.

These days, from Wednesday to Sunday nights each week, a number of food vendors trucks arrive and sometimes there is a quite good, but unamplified, jazz band too. It was there on 11<sup>th</sup> Jan, and it did sound good if you went up close enough to listen. The trucks operate in a rotation and you can find out which ones will be there on any given night, via a Facebook page ([facebook.com/PerthStrEats](https://www.facebook.com/PerthStrEats)). Typically, at least 6 trucks arrive each evening - often one of them is a dessert truck. On 11<sup>th</sup> Jan we had 8 trucks, one selling ice-cream.

The club was aware that on Fridays, Saturdays & Sundays a bar is amongst the food trucks (*except not on Thursday nights!*) For those who drove to the picnic, the usual car park located off Coode Street still had available spaces when most club members arrived a little before 6pm. After the usual car park filled, a large additional section of the park opened to 'overflow' parking, and it almost became filled too. All club attendees managed to sit in the shade of trees, in an uncrowded area, quite close to the food trucks. Most attendees brought along their own drinks, chairs, picnic items, insect repellent, etc, etc. It seemed there was little need for any bug spray this year though as no mosquitos were seen, even as darkness fell.

A few photos from the event are shown below.

# ALFA OCCIDENTALE

Issue 82, March 2024



The shots all were taken quite early before many other picnickers had arrived. However, it does seem that a few of these photos could have come from that old TV program 'Candid Camera'. The photos are provided courtesy of Richard Peirce and Glen Phillips. ♦



**SOUTH PERTH STREETS**

**MUNCHBOX**

Colin Davidson performing

**FRI NOV 17 5-8.30PM SIR JAMES MITCHELL PARK**

CON PERRE - BOMBAY KNIGHTS - AJS KAI KARI - STREET FOOD LAB - FRANNY'S KITCHEN  
GEORGE'S KEBABS - SATAY KINGS - MUNCHBOX BY TIKKA - HOT JAM DONUTS - BURNZ CHICKEN



## AT THE GIANNI AGNELLI CELEBRATION DAY

Sunday 21<sup>st</sup> January 2024



Gianni Agnelli (1921-2003) was the grandson of Giovanni Agnelli, who founded FIAT. Today, Gianni's own grandson, John Elkann, chairs both Ferrari and Stellantis. In 1966, Gianni Agnelli first took over the reins at FIAT. Thereafter, he was responsible for the expansion of the group in 1970 to include Lancia and Ferrari (although Ferrari is again a separate company today) and, later, in 1986, also Alfa Romeo. Agnelli's grandson John Elkann led the merger of the Peugeot and Fiat-Chrysler groups to form Stellantis in 2022.

On Sunday 21<sup>st</sup> January 2024, the WA Alfa Romeo Club held a club run organized by Aidan Daly. The event began at Dome Coffee on the river in East Fremantle. After coffee, the group headed off to a picnic lunch in the Swan Valley at Mandoon Estate. About 15 members and partners attended the club run, although a few more members had earlier attended just the morning coffee at the Dome.



The convoy of Alfas left East Fremantle at 10:00 and arrived at Mandoon Estate at 11:00 in preparation for the lunch. There some members had ordered picnic baskets to eat out on the lawn while others had ordered from Mandoon's limited menu of hot food, available from the 'Lawn Kitchen'. Some photos from the event, parked near the vinyards at Mandoon, appear below courtesy of Aidan Daly.



# ALFA OCCIDENTALE

Issue 82, March 2024





## ITALIAN CAR SPECTACULAR

Held in Fremantle on Sunday 4<sup>th</sup> February 2024 at the Fremantle Fishing Boat Harbour.



The *'Italian Car Spectacular'* was held for the first time around the area adjacent to WA's iconic Fremantle Fishing Boat Harbour on Sunday 4<sup>th</sup> February 2024.

A nice array of Italian cars and bikes from the golden era of Italian automotive design through to modern supercars was presented. A

good group of Alfa club members had entered their cars in the exhibit. Other WA Italian car and bike clubs also had strong representations too, including Ferrari, Fiat, Lancia, Maserati, Lamborghini, Ducati, Vespas, etc.



It was a family friendly, inclusive event set up in support of the charitable work of the Northbridge Rotary Club and presented by the Fremantle Fishing Boat Harbour Traders Group.

The event ran from 11AM until 3:00PM with

Northbridge Rotary acting as the marshall of the event for the day, although event management was run by the Fishing Boat harbour's PR unit.

After some hot 40°C days in Perth last week, Sunday 4<sup>th</sup> February turned out to be a beautiful day with the temperature at about 25°C, and a sea breeze. Attendance was very strong with the many restaurants, cafes and bars dotted around the Fremantle fishing boat harbour precinct benefitting from the large number of additional customers attracted to this Italian car show.



Strangely, only one 105 series Alfa coupe appeared (John Reed's GTV – see sale ad for this car later in this magazine) on the Alfa display, plus a few 105 spiders of various vintages and Andrew Murray's lovely yellow 105 Junior Zagato. Otherwise, mostly post-Y2K cars were arrayed in the Alfa display area. Historically, this is a bit unusual for the WA Alfa Club, although the presence of a growing number of newer Alfas seems to be a trending feature of our recent club events.

Quite a number of Ferraris made their appearance - both seen and heard - with a few of their owners spending a good part of the day enjoying one or more of their noisy revving engines. Surprisingly, also in attendance were multiple Maserati SUVs; an unexpected new group at Perth's Italian Car Days.



# ALFA OCCIDENTALE

Issue 82, March 2024



The display from the WA Fiat/Lancia club was greatly enhanced by Steve Boyle who brought along 3 cars to position near the fishing boats, including his wonderful early 1930s Lancia Augusta.

All up, especially given the perfect weather, the Italian Car Spectacular, held at this new location beside the Fremantle Fishing Boat Harbour, made for a very successful day.

Thanks to Richard Peirce, Ashley Niciforo and Aidan Daly for providing the photos shown below. ♦



# ALFA OCCIDENTALE

Issue 82, March 2024



# ALFA OCCIDENTALE

Issue 82, March 2024



# ALFA OCCIDENTALE

Issue 82, March 2024



# ALFA OCCIDENTALE

Issue 82, March 2024





## G T V 6 3.0 - H O M O L O G A T I O N H E R O

Edited from an article in [www.classicdriver.com](http://www.classicdriver.com) by Mikey Snelgar on 4<sup>th</sup> December 2023.

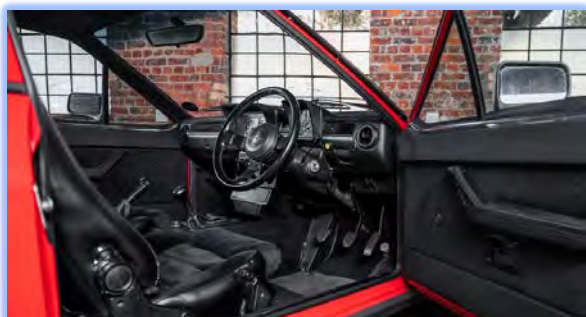
*South Africa has created its fair share of homologation specials. This immaculate Alfa Romeo GTV6 3.0, which is now available from Crossley & Webb, is one of the best.*



Mikey Snelgar is quite partial to a homologation special, and South Africa has been home to some of the most intriguing entries in this genre. There is the snarling Ford Capri Perana, the BMW 333i, and, perhaps his favourite, the Alfa Romeo GTV 3.0.

Snelgar got up close and personal with one of these rare Afro-Italian beasts in the past. He now notes that there is a current opportunity to acquire your own example from the Cape Town classic car vendor, [Crossley & Webb](http://Crossley & Webb).

This car was built to compete in the South African Group One series during the 1980s, when the GTV6 3.0 was one of the most successful racers of the era. It took home gold from 70% of the races it entered. It should not be any surprise therefore that the road going variant is also pretty special. This recently restored Alfa is a prime example of the breed - its Giugiaro-designed exterior is truly eye catching, while the pinstriped seats simply beg the driver to climb aboard.



There were only 212 copies of the GTV 6 3.0 ever built. Each was fitted with a 3.0-litre 'Busso' V6 that produced 186HP and 222Nm of torque. Despite their rarity and racing pedigree, the GTV6 3.0 remains a hidden gem of the global collector car scene. Considering the recent rise in the value of cars from this era, this GTV 6 could prove to be a wise investment for a discerning collector. Author Snelgar says: "Forget the values! Simply get out and enjoy one of South Africa's greatest automotive heroes!" ♦



## STELLANTIS AND THE CURRENT ITALIAN TRADE BALANCE



On 24<sup>th</sup> January 2024, in the British Newspaper, 'The Independent', it was reported that Italian Premier [Giorgia Meloni](#) had slammed car-maker Stellantis, accusing it of weakening Italy's industrial footprint since the merger of [FiatChrysler](#) and PSA [Peugeot](#) that had created the world's fourth largest auto maker.

During her first Premier's question time in the Lower House of the Italian Parliament, she argued that the Stellantis group, formed in 2021

after the merger of Italian-American Fiat Chrysler Automobiles (FCA) and the French PSA Group, had not acted in Italian interests.

Premier Meloni stated that, "As one of Italy's top private sector employers, Fiat and its successors, FiatChrysler and then Stellantis, have always received government attention, but rarely have premiers been so pointed in their comments." Meloni even characterized the merger that created Stellantis in 2021 as a French takeover. "We want to return to making 1 million vehicles a year with whomever wants to invest in the historic Italian excellence," she said in her speech to the Italian parliament.

Meloni cited figures that show motor vehicle production in Italy dropped from 1 million in 2017 to under 700,000 by 2022 while Stellantis had slashed 7,000 jobs since the merger. "If you want to sell cars on the international market, advertised as Italian jewels, then these cars need to be produced in Italy," she said.

Stellantis CEO Carlos Tavares, who was visiting a plant in Abruzzo at the time of Meloni's comments in parliament, soon told reporters that he didn't think the company's Italian workers would appreciate Meloni's characterizations. "We have more than 40,000 workers in Italy who work very hard to adapt the company to the new reality, as decided by politicians, and they are full of talent," he said.

Tavares also said that production in Italy grew by nearly 10% last year to 752,000 vehicles, two-thirds of which were exported, "contributing to the Italian trade balance." Stellantis has invested several billion Euros in Italian operations for new products and production sites in recent years, he also noted.

Automotive industry expert Francesco Zirpoli said annual car production in Italy fell from 2 million a year two decades ago to about 800,000 before the pandemic, despite the goal of the late former FiatChrysler CEO, Sergio Marchionne, of creating a luxury pole in Italy that could produce 1.4 million cars per year. FiatChrysler instead started looking for a European partner, putting a hold on new investments, which weakened Turin's claim to remain an R&D centre after the merger in 2021, he said.

"It was evident that the technological heart of Europe could not be Turin, it had to be Paris," said Zirpoli, the director of the Centre for Automotive and Mobility Innovation at Venice's Ca' Foscari University. Without R&D to anchor Italian auto activities "you can easily move production from one place to another, and, as a result, Italy became just one other place where you can locate production," he stated.

Meanwhile, in Rome on 24<sup>th</sup> January, ANSA ([www.ansa.it](http://www.ansa.it)) published a report in which Stellantis defended its position. It stated that it had made a strong contribution to Italy's trade balance in 2023, with over 63% of the vehicles produced in its Italian plants being sold abroad.



Photo of Stellantis's Mirafiora plant.

Last year, more than 752,000 vehicles (cars plus commercial vehicles) were produced by Stellantis in Italy. This is an increase of 9.6% over 2022. Of the total, over 474,000 were exported to the international market."

"In particular, exports concerned 93% of the over 85,000 vehicles produced at the Mirafiori

plant near Turin, 75% of the 48,800 vehicles produced at Cassino, 41% of the 215,000 vehicles produced at Pomigliano near Naples, 85% of the around 230,000 vehicles produced at Atessa near Chieti in Abruzzo, and 53% of the over 170,120 vehicles produced at Melfi near Potenza in Basilicata."

Stellantis continued by saying that it has continuing strong commitments to Italy and that it has made these in recent years. The company has invested several billion euros in its Italian operations for new products and production sites," a Stellantis spokesman pointed out to the ANSA news bureau.

On reviewing the above figures, as cited by the Italian Premier and the Stellantis CEO, you can see that they both are using similar numbers, while reaching quite different conclusions as to what these production statistics actually mean. (- Ed.)

## RENAULT MERGER SPECULATION ?

### A Summary From Several Recent News Articles



Having read the comments above from the Prime Minister of Italy about Stellantis made during Question Time in the Italian Parliament, you know that she was concerned that Stellantis had reduced its Italian manufacture and that it was now headquartered in France. But, at the time of this article, it wasn't entirely clear what really was behind this storm between the Italian PM and Stellantis. Perhaps the article below clarifies what may have led to this unexpected disagreement.

Various European reports at the start of February 2024 have suggested that there might be a plan to merge Renault with the parent company of the other French car marques, Peugeot and Citroen, to create one of the world's largest car makers. A French-led supergroup of car brands was suggested in the European media, with reports indicating that the French Government is looking to merge Renault with Stellantis to compete against the rise of the Chinese automotive industry. However, after speculating on this new alignment with its French overtones, the same reports said that it appears unlikely to proceed.

A merger between Stellantis and the Renault Group would create one of the world's largest car makers, with Stellantis already the world's 3<sup>rd</sup> largest in sales terms and one of the most profitable.

The French government owns 6.1% of Stellantis and is the largest stakeholder in the Renault Group, with 19.73%. While neither the French government nor Renault have publicly commented, Stellantis Chairman, John Elkann, firmly rejected the idea. "There is no plan under consideration regarding merger operations





with other manufacturers," he stated. But Elkann's comments do follow on from speculation by the Italian newspaper *Il Messaggero*, as reported by *Autonews*, which suggested that the French government was studying a potential merger between Renault Group and Stellantis. The aim, according to *Il Messaggero*, is to counter increased competition from the German and Chinese car industries.



*Automotive News* also reported that talk of the merger was further fuelled by Stellantis CEO, Carlos Tavares, who predicted that an era of auto-industry consolidation is on the horizon. Tavares said Stellantis was "ready for any kind of consolidation" according to *Reuters*. The rise of Chinese car manufacturers, the European Union's phasing out of petrol and diesel engines, plus new costly union contracts in North America were cited as being among the determining factors. "The race to electrification would

result in a 'bloodbath' between car makers", Tavares then added.

Any merger would need to pass tough anti-trust laws in Europe. Analysts agree that Renault combining with Stellantis wouldn't lead to any improvement in the EU's excess of auto manufacturing capabilities either. Meanwhile, Renault faces severe challenges after the sale of its cars in Russia was discontinued. This market for Renault was second only to France in terms of sales volume. Renault also sold a 5% stake it held in Nissan at a \$US1 billion loss in late 2023 and then it cancelled plans to sell its Ampere electric car division. These moves have led to dramatic falls in Renault's stock price in recent weeks.

Is it no wonder that the Italian PM fired a shot across Stellantis's bow, given the further shifts in the balance of Stellantis's manufacturing locations that M&A and then needed cost reductions could cause? But, then again, maybe it is just another day in the European Common Market? (Ed.) ♦

## ALFA ROMEO MONZA 8C 2300 AT GOODWOOD FESTIVAL OF SPEED

Seen running during last year's Goodwood Festival of Speed, was an Alfa Romeo Monza 8C 2300 looks resplendent in green!

Check out the video link below to see this Alfa Romeo Monza in action. Could this car be the prettiest Alfa of all time?

<https://fb.watch/pr7hzvn25W/?mibextid=Nif5oz>





## SEASONAL LETTER FROM THE UK

Hi Greg,

Please feel free to circulate this far and wide!

We thought it might be a good idea to take the chance, now that the days have drawn in, the weather is grey and chilly and the roads are gritted around us, to wish all AROCA WA members (and those in other places down-under!) a Merry Christmas and, hopefully, a not a too hot New Year!

We also wanted to let you know that our GTV still wears its AROCA stickers with pride and that we get out and about in it as much as possible - although sadly not so much at this time of year.

After 34 years and 130,000 miles, it still brings a smile to my face every time. I can never thank John Schoen enough for finding it for me! Right now, it is tucked up in our garage at home, on its battery charger and awaiting the next available fine day ...

Seasons Greetings to all!

Andrew Stevens & Kelly La Velle. ◆



## BREAKING NEWS: STOLEN \$23M ALFA ROMEO 8C IS RECOVERED

In the USA, Sports Car Market (SCM) recently learned that the stolen 1938 Alfa Romeo 8C 2900B Lungo Spyder that was the subject of an article in the February 2023 edition of SCM in the series 'Legal Files' (see: [February 2023 "Legal Files"](#)) has been found.

According to a knowledgeable source, the car was discovered in a warehouse in North Carolina, along with 15 other stolen vehicles. SCM was advised that two men were arrested, although their roles in the operation are not yet identified.

This rare Alfa, the trailer it was locked in, and the truck that was hauling them were all stolen from a parking lot located behind a hotel in Latta, South Carolina, back in July 2022. Immediately after the theft, AIG Insurance had paid out US\$23M to the Alfa Romeo owner and so it acquired all rights to the car. However, AIG did give the owner an option to buy back the 8C if it was ever recovered. Now it remains to be seen whether the owner will decide to exercise that option.

"Legal Files" intends to provide further details in an upcoming issue of Sports Car Market, which will be reported on in a future edition of this magazine. ◆



## IN 2024, DON'T MISS THESE 10 'MUST-ATTEND' CAR EVENTS!

Abbreviated from an article by Jan Baedeker in [www.classicdriver.com](http://www.classicdriver.com), on 5<sup>th</sup> January 2024.

Mark your calendars, book your villas, charter your jets! Here is a definitive (yet still incomplete) list of the greatest celebrations of car culture that you could attend during 2024. See you there?

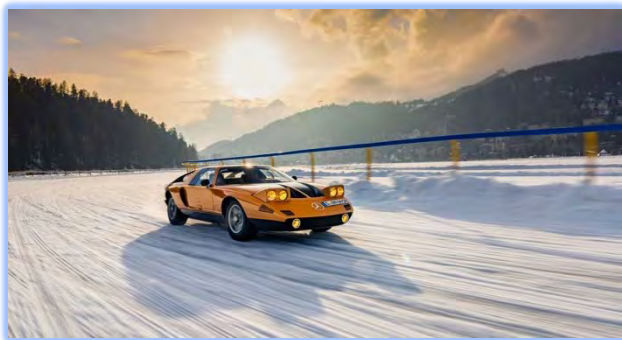


This list of ten events presented in an article in Classic Driver certainly has a European feel to it. There are no events shown that are based in the southern hemisphere. There is only one entry for the USA, where many great events and auctions are held annually, and there is nothing for any of the BRIC countries. While global outlaw, Russia, may be a quite excusable omission, perhaps it shouldn't be the case for India or China? Anyway, the list is still an interesting one, even if it is biased towards including only those events within the international travel budget of the reporters at Classic Driver.

### Rétromobile | 31 January - 4 February.

For those of us at Classic Driver, a trip to France for Rétromobile Paris in early February is always a nice tradition.

There, we meet our clients and long-time companions, marvel at the latest cars for sale, scout for the latest trends at the auctions – all while we get to rub shoulders with our teammates (who we find actually do exist outside of Zoom meetings!) All of this occurs while enjoying some nice Parisian dinners. What better way could there be to get into the groove for the collector car new year?



### The I.C.E., St. Moritz | 23-24 February.

In just a few years, Ronnie Kessel and his team have turned 'The I.C.E.' into one of the most high-class concours events of the year. There are coach-built classics, concept cars and racing legends, all are on a par with the automobiles competing at Villa d'Este and Pebble Beach – but with one little difference in that at 'The I.C.E.', they don't stand on grass or gravel, but are seen drifting around on the frozen lake at St. Moritz. If you haven't been there before, don't miss this chance to experience the coolest sub-zero event of the northern winter.



### Geneva Motor Show | 26 Feb. - 3 March.

Motor shows have been proclaimed dead again and again. But now the greatest and most iconic show of them all is making a comeback for its centenary celebrations. After a four-year hiatus, the Geneva Motor Show returns to its origins,



where it promises a 100th birthday party to remember. Will the old larger-than-life show format with its blockbuster unveilings, smiling hostesses and blasting music still work? We will definitely have a look.

### **Concorso d'Eleganza Kyoto | 12-14 April.**

This is an event that we have been eagerly awaiting since the last edition was held back in the spring of 2019. Just in time for the hanami season, Japan's car collectors will reveal their most secret cars for the Concorso d'Eleganza Kyoto. This display, which mainly includes impossible-to-find unicorn European cars, is held at the Nijo-jo Castle, right in the heart of Kyoto's old imperial city. This event is nothing short of mind-blowing. We certainly won't miss the additional opportunity of joining a five-day road trip from Kyoto to Tokyo.

### **Como Car Week | 24-26 May.**

On the last weekend of May, the beautiful shores of Lake Como in Northern Italy turn into the centre of the collector car world.



Firstly, there is the incomparable (and highly exclusive) Concorso d'Eleganza Villa d'Este where the most elegant cars of all time compete for the "Best of Show" trophy.

Meanwhile, BMW Classic has set up a more casual 'Amici & Automobili' event format at Villa Erba, while our friends from FuoriConcorso again take over their trademark lakeview villas for another open-air exhibition of automotive excellence – a format which Classic Driver is very

much looking forward to supporting as a partner.

However, this year's theme is still top secret!

Furthermore, we heard through the grapevine that there might be even more satellite events happening around the lake this year – so don't even think about missing Como Car Week in 2024!



### **Ultrace | 29-30 June.**

If you want to sober up from the champagne-fueled grandezza of Lake Como, just to elevate your mind to the latest trends in stance, tuning and custom car culture, Ultrace's headline event in Wrocław, Poland, should be high on your bucket list for 2024.

After last year's highly successful event, Classic Driver and our friends from Rennmeister will certainly make a comeback during the show - and we cannot wait to see the latest DIY creations that are currently being built in garages across the world.

If automotive archaeologists dig for the archetypal cars of our day and age, these will certainly be the machines they excavate with the most excitement.



## British Classic Car Meeting (but held in Switzerland) | 4-7 July.

British car culture is held high in the Engadin – and this year, the British Classic Car Meeting is celebrating its 30th anniversary at the venerable Suvretta House in St. Moritz. After last year's event put the spotlight on the cars of the royals, this year's BCCM will pay tribute to trademark British adventurism and sportsmanship with a 'Safari Edition'. So expect to see well-battered Land Rovers and, maybe even a desert-racing Rolls-

Royce – on some of the world's most beautiful alpine roads during the 'rallye'.



## Concours of Elegance, Germany | 22-27 July.

You will certainly see us at the London Concours and Hampton Court Palace – but one of the events we are most excited about in 2024 is the all-new Concours of Elegance spin-off at Gut Kaltenbrunn near Tegernsee in Bavaria. Together with A. Lange & Söhne, Classic Driver is an official partner of the event, with J.P. Rathgen leading the jury, so we are very much looking forward to finally bring the most elegant British concours event formula to Germany – and to see which precious automobiles local collectors have hidden within their garages.



## Monterey Car Week | 9-18 August.

It's certainly the biggest gathering of the global car community. Even if the number of must-attend-events is becoming a challenge for even the most organized timekeeper, Monterey Car Week cannot be missed.

We are looking forward to The Quail event and to a day at Laguna Seca, but still the most important event is the Pebble Beach Concours d'Elegance. This year's featured classes will celebrate the 125<sup>th</sup> anniversary of Packard and the 75<sup>th</sup> birthday of Maserati, the coach-built masterpieces of Frua and – two themes we particularly look forward to – wedge-shaped concept cars as well as 1990s BPR & FIA GT racers!

## Goodwood Revival | 6-8 September.

We probably will share a pint or two at the 81<sup>st</sup> Goodwood Members' Meeting in April while marvelling at the wildest racers at Goodwood Festival of Speed. But the petrol-infused nostalgia of the Goodwood Revival is hard to beat. This year is especially exciting: cars in all 13 races will be powered only with sustainable fuel. If this is the future of historic racing, count us in! A lot of well-known faces do appear at Goodwood events too (including UK resident WA club members, Andrew Stevens and Kelly La Velle.) ♦





## AN ALFA 1900 SUPER TACKLES MILLE MIGLIA ON A BUDGET

*Edited from an article by Martin Buckley in Classic and Sports Car on 12<sup>th</sup> January 2024.*



This story is a true ‘real world’ adventure and it is at the most glamorous old-car event of all. This example proves that, with the right classic car and the right support, it is quite possible to do the [Mille Miglia](#) on something resembling a budget and still come back smiling.

Gentleman farmer, Sheridan Bowie, happens to have Mark Devaney, a Dino specialist, as one of his tenants. This is very handy given Sheridan’s weakness for Italian cars.

The idea of entering the Mille Miglia resulted from Sheridan’s chance encounter while in Florence with a man from long-time event sponsor, Chopard. It resulted in an invitation for Sheridan to attend the retrospective as a guest spectator, where it was quietly suggested that, with the right car, the Englishman would probably get an entry in 2023 to run in the prestigious rally which, back in 1989, had been reinvented as a tribute to the original event.

Mark did not need much persuading to come along as the co-driver, but the question remained; which car to take?

*The Alfa Romeo 1900 Super has history with the original Mille Miglia.*

“They have a list of eligible models,” Mark explained, “and most of them are huge money,

where it was quietly suggested that, with the right car, the Englishman would probably get an entry in 2023 to run in the prestigious rally which, back in 1989, had been reinvented as a tribute to the original event.



very exotic and exceedingly rare. But even less rare choices such as [Aces](#) and [XK120s](#) are big money, perhaps just because they are eligible.”

*Mille Miglia scrutineering for the world’s most exotic traffic jam.*

But then a 1955 Alfa Romeo 1900 Berlina popped up. This is not a car to set the track alight visually, even by period [Alfa Romeo](#) standards; the 1900 is a pedestrian-looking saloon. Yet it is a very worthy machine and a very eligible one, given the model’s history in the Mille Miglia in period. Better still, the example in question could almost have found its own way from Brescia to Rome.



“Not only had it participated in the first-ever rerun of 1989,” Mark noted, “but it was also reckoned to have competed 18 times in the event, which



is a record. One previous owner even had hired it out. I thought it was a good, solid car, perfect for a first-timer.” Therefore, Sheridan bought the left-hand-drive Alfa 1900 Super in the summer of 2022. However, during a shakedown drive at the [Goodwood Revival](#) some issues were highlighted with the Alfa’s charging system that would come back to haunt them during the Mille.



*The Alfa Romeo 1900 Super’s twin-cam engine is spicy yet sturdy in equal measure.*

Suitably galvanised, Mark, the respected Fiat and Ferrari guru, diagnosed a leaky differential casing. This meant dropping the rear axle and removing the half-shafts to repair a crack. Then, with just a week to go, the car having received new tyres and seatbelts and a rebuilt gearchange and throttle, it was decided that the heavy clutch might make the Alfa Romeo a chore to drive. A new release bearing cured that problem.

“It was easier to take the engine out than to pull the gearbox through the floor of the car,” Mark pointed out. Next, the distributor was rebuilt, but problems with the crank pulley soon highlighted the fact that parts for a 1900 are not in plentiful supply, although a specialist for the model was eventually discovered in Milan.

Once finally in Italy for the event proper, the first day (Sunday) started with lunch at the highly recommended Museo Mille Miglia in Brescia, along with three and a half hours of scrutineering. Then on Monday, it was time to have all 450 entries blessed by a priest.

Austin-Healeys were popular, with one of the runners being NOJ 393, the ex-Lance Macklin 1955 Le Mans disaster 100S. Oddities such as a 1950s Goliath also added plenty of colour and variety. Mark was spellbound: “At times it was like being at the world’s biggest car show, so much so that it was difficult to concentrate. I mean, where else will you see an Ermini with a Kimono-wearing Japanese driver?”

Luckily, there was still a little time in hand to sort out a recurring fault with the 1900’s charging system. “I had brought a spare dynamo, but I couldn’t get it to charge properly,” Mark commented. “Luckily, in Brescia, I found a proper, old-fashioned auto electrician – it had been established pre-1914! – and he sorted it: the brushes were not seated properly.”

Later, an overheating regulator showed signs of giving more problems, but Mark decided that, if he cable-tied a bottle of mineral water onto it, as a heat-sink, then charging issues were averted.

Arriving at the Tuesday podium start, each team had mugshots flashed up on a massive screen. This tended to make all concerned look as if they had just been arrested by the vice squad rather than promote that they were participants in the world’s most prestigious classic-car event. “Our start time was at 3pm,” said Mark, who was to navigate throughout, “and the section ended at 7pm... but then there was another four-hour long stint after that!”

“As a 1950s car,” Mark continued, “we were starting at around 8am most days, although the slower, 1930s cars start even earlier, but we were not getting back to our hotel until midnight.

# ALFA OCCIDENTALE

Issue 82, March 2024



Having crossed Lake Garda and passed through Verona, Ferrara and Imola, day one finally finished at Cervina-Milano. “We were warned that we would not get much sleep and, while I wouldn’t say that it is gruelling, it does involve a lot of concentration and a lot of hard driving.” Mark noted. “Also, in reality it is actually 1,500 miles of driving, across five days, rather than 1,000 miles over three days.” On the longest day, they drove for 16 hours.



*Devaney (left) and Bowie (right) are in the Alfa Romeo 1900, about to tackle Italy’s legendary regularity rally.*

At least one other Alfa Romeo 1900 saloon was entered, plus variants such as the impossibly exotic Sportiva from the Alfa Romeo museum, driven by an all-female crew. “We often found ourselves in convoy with that car, or with a white [Maserati](#). We had a wonderful blast in the mountains following a ‘Birdcage’ too. At some

times, I thought: ‘Is this real?’”

The atmosphere throughout was fantastic the team agreed. The Alfa Romeo 1900 attracted plenty of positive vibes – although perhaps this was as an antidote to all of the ‘money’ cars, particularly those [Porsche 356s](#) and [Mercedes-Benz 300SLs](#). “Some of the 356s were running on racing fuel,” according to Mark. “You would see the service crew decanting it, and, if you drove behind one, it stung your eyes.”

Because [Mercedes](#) is a part sponsor of the event, a lot of the Gullwing entries were evident as corporate-hospitality cars and came with ‘VIP’ drivers. “They would only drive for one four-hour stint, then hand over to another VIP,” said Mark.



*“I didn’t really believe it was going to happen, but suddenly we were ‘in’ and things started to get a bit real!”*

Jochen Mass was spotted behind the wheel of one of the big Mercs. A certain amount of weight was thrown around by this contingent, which tended to drive hard, arrive early at controls, and then hang back in order to get the appropriate time stamp.

“On one of the time trials, it was sweltering hot in the queue,” recalled Mark. “We had slight

worries about a vapour lock and so decided to hang back a bit, under the shade of a tree, rather than repeatedly stopping and starting the engine.”

“We chatted with a lot of people. One Alfa Giulia driver said that he had a 1900 Zagato back home which would become his new Mille Miglia car, and that Ferraris were ‘no good’ for the event. It turned out he was a major American Ferrari collector, so he knew first-hand.”

Day two started at 7am, with a stop at San Marino for coffee, then on to Senigallia for lunch. Cooled by a desk fan wired into the Alfa’s electrics, Mark got to grips with the roadbook and the tripmeters: “The time trials were for low average speeds. Some people had 10 egg-timers along the dashboard for different sections. Had we got the hang of that, we could have finished a lot higher.”





*The Alfa Romeo 1900 Super had a good reception from the locals. Here it is seen at a time control.*



Via Fermo and Ascoli Piceno, competitors emerged into Rome's Via Veneto in the evening. "I was so tired by then," admits Sheridan, "I don't even remember seeing the Colosseum and, once we lost the police escort in traffic, we decided to head for our hotel."

The Alfa proved to be an excellent choice of car: "Extremely comfortable, with the roof giving blessed shade, plus the airflow with the windows open. The cloth seats worked well from a heat point of view, too." The single-carburettor 1900 Super wasn't too slow either.

*"The Alfa stomped along – one guy in a Ferrari even commented on how quick it was."*

Day three (Thursday) ended in Parma, but the highlight that day was lunch in Siena. There was some fast motoring through open countryside with plenty of examples of risky overtaking manoeuvres by some of the quicker machinery. However, about 100 cars did drop out either through accidents or mechanical failure.



*The Alfa Romeo 1900 Super's well-stocked and stylish dashboard*

On Friday, the final evening of the event was hosted in Milan, after the team had run through Stradalla, Pavia and into the Piedmont region for lunch at Alessandria. Then, on Saturday, the finish line in Brescia beckoned, with the team coming a creditable 314th, ahead of 40 other cars. "Just finishing was an achievement, given that I had never even read a tulip map," Mark smiled.



Sheridan had fleeting thoughts of entering again at that point, but then thought better of it: "Having done it, and thoroughly enjoyed it, it would be impossible to improve on, so why try?" he said.

*Mille Miglia medals are awarded upon crossing the finish line in Brescia, Italy. All images are by John Bradshaw/Joe Devanny [www.devanny.co.uk](http://www.devanny.co.uk)*

On the basic package, the cost is at least £16,000 just to enter the Miglia Miglia), so it is a stretch to say that this assault on the 2023 retrospective

running was a shoestring effort. However, all things are relative; particularly when most, if not all of



your fellow entrants have flown in their seven-figure exotica by air freight (while jumping aboard private jets to get to Brescia).

Meanwhile, the Alfa 1900 team took two days to trailer its entry from England and could be forgiven for feeling a poor relation (even if the tow car is a Maserati Levante).

The original Classic and Sports Car article continues for several additional pages, discussing the history of Alfa Romeo's first series-production monocoque car, the 1900, developments during the period of its production, its track racing record, and its 1950s touring tradition. The above is an abbreviation of the published material in the article.

If you are keen to read more, you can find this at [www.classicandsportscar.com](http://www.classicandsportscar.com) in the issue of 12<sup>th</sup> January 2024. ♦

## AROC NZ'S 50<sup>TH</sup> ANNIVERSARY

Be there in Wellington, New Zealand in October 2024



Kia Ora!

Next year in **October 2024**, the **50<sup>th</sup> Anniversary Celebration of AROC NZ** will 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 50<sup>th</sup> Anniversary.

Anyone keen to join AROC NZ at this important celebratory event is welcome. ♦

## 'VELOCE TODAY' SUBSCRIBERS REVIEWED THE MOVIE 'FERRARI'

Edited and adapted from an article in [www.velocetoday.com](http://www.velocetoday.com) on 1<sup>st</sup> January, 2024.

*Well, says the editor of Veloce Today "We asked! Here are some reviews provided by people who know their subject well." An edited version is presented here in the order these reviews arrived at Veloce Today's offices. It is republished in Alfa Occidentale with that magazine's permission.*

*After that, an interesting, but perhaps contrasting, Australian movie critique is included.*



**Burt Levy says:** Got to see *Ferrari* a few days ago and was gobsmacked by some of the fawning & enthusiastic early reviews I've seen online. Did we really see the same movie? To be honest, I really wanted to like it, and was hopeful it would present and perhaps even illuminate the career path, challenges and accomplishments of the enigmatic title character as well as the magnificence of the machines that he built and the multi-layered and oft-Machiavellian motorsports juggernaut he both created and commanded. I was also hoping they would show a little respect and accuracy regarding the history. What I got instead was a dull, ponderous, confusing, poorly cast, tabloid-worthy peep-hole peek into his personal/sexual relationships and company financial struggles, and for a couple of lurid, gory & gratuitous crash scenes. Was there really any tentative out-reach between Ferrari and Ford in 1957? I think not. I hope Brock's heirs were paid well for the rights to the book, they deserve it, but if Brock was still around to write a review of this plodding, inaccurate, hard-to-follow mess, he'd chop it off at the knees...just like the body parts seen strewn about after Portago's horrific fatal crash on the Mille.

**Mary Zeitner's view:** Just home from seeing *Ferrari* with the Northwest Alfa Romeo Club! Quite a movie on many levels. I was somewhat familiar with that Mille Miglia, but not the depth of the interpersonal issues shown in the movie. My husband, who has no particular interest in racing, said it was about the saddest film he had ever seen, again considering the accident and the interpersonal issues. The cars were beautiful, and not just the race cars, but also the workaday background cars. The race scenes were interesting, but the surrounding countryside added its own beauty. And not the least important ingredient in the movie was the excellent acting. To sum up, a very engaging movie, with some deviation from history, but I would like to see it again!

**Bill Tuttle sent in this:** Having seen the movie *Ferrari* this afternoon I left both pleased and a little disappointed. There really was not that much actual racing shown but what was... was very well done. Great scenes shot in Italy. The movie cars used looked very convincing. The accident scene at Guidizzolo was over the top. There was a lot right and a lot wrong in this movie, such as Ford's interest in Ferrari about five years too early... But if you aren't too worried about facts and details, I would recommend this film.

**Peter Vanlaw reports:** My take was that the movie was far better than I expected for a "race car movie." It was essentially a film in two parts, a story about Enzo himself and his issues, as of 1957. The racing scenes were spectacular. Both Adam Driver and Penelope Cruz did a nice job with Enzo's life story at that time. And Michael Mann did an incredible job with the racing scenes, the authenticity of the race cars and their locations. I was fortunate to see it at a screening, where Mann was part of a Q&A, afterwards. So, I learned that all scenes were shot in their actual locations, including de Portago's fatal crash, which was shot in front of the house where it actually happened!



**Tim Clark contributed the following:** Very well done, but certainly not a racer/automobilist movie. I set up a viewing for six of my car buddies, all older guys. The consensus was that *Grand Prix* is still the best and *Ford vs Ferrari* was more entertaining. The acting was great, the race scenes were OK, but typical “Hollywood.” Definitely a movie I wouldn’t watch again or recommend to a Car Guy.



**‘Peter Brock’ (from the USA) says:** Whereas *Ford vs Ferrari* was pure historically inaccurate entertainment for the motorsport uneducated public, *Ferrari* is a rather dark introspective look into the complex lives of those who created one of the most exciting automobiles in the world. For those expecting an evening of glorious motorsport, forget it. This is raw human drama tinged with a taste of what might be expected only to find in the end that this too is dark, violent and ugly. *Ferrari* is

not going to be the Hollywood blockbuster many expected, but it will be a movie that remains in your thoughts long after the final curtain. Penelope Cruz presents an astonishing portrayal of a betrayed business partner wife who, one unexpectedly and finally understands, was every bit as powerful in making the Ferrari name what it is today. Cruz IS the Ferrari movie in an award contending performance that will be remembered long after the movie’s story fades from view. What was missing for me was none of the passion that I so remember from those who created and raced those incredibly exciting cars of that era.

**Wallace Wyss writes in:** I was surprised to see how dark and moody it was, especially the scenes with Adam Driver playing Enzo and Penelope Cruz playing his wife Laura. The mistress? Miscast, no chutzpah compared the angry wife. Re the lighting: I read after I saw the movie that it was deliberate, Mann thought the red Ferraris looked better after you emerged from the caves. I think he had seen too many “art house” films. I was relieved that the big crash wasn’t on screen too long, but a lot of fans who plan to take their wives or girlfriends should be ready for a walk out at that point. Chronology-wise, I am a little surprised he has Ferrari eyeing Ford as a buyer of his firm in ’57 when Ford didn’t pitch their offer until 1963. Overall it is a must-see for those who like behind-the-scenes drama of famous racing efforts: it makes *Ford vs Ferrari*, with all its innocence, look like a kid’s film...this is an adult movie. (Note that Wyss is currently hawking his own Ferrari-tiled book to Hollywood. It will be an action thriller called *Ferrari Hunters*.)

**Sam Smith says:** *FERRARI* is a compelling and well-crafted movie about the complicated life of a very dynamic personality. Like those films about Michelangelo or Babe Ruth, the story is wrapped around Enzo Ferrari’s obsession with being the ultimately successful race car builder and the need to win one race, the 1957 Mille Miglia, to survive financially to fight another day. However, when I want to watch the best racing movie ever made, I watch Steve McQueen’s *Le Mans*.

**Aldo Zana adds:** *Ferrari* is a good movie only if you have a discounted theatre ticket. I watched it with two buddies, and we were the only audience that night in Milano. It is a Hollywood old-timer that was made strictly controlling the overall expenditures, despite many scenes being filmed in the correct Italian locations; the Modena cemetery, the Brescia Piazza della Vittoria, the Maranello factory entry gate. Enzo Ferrari is presented as a mature man without any mention of his achievements prior to 1957, the history making events and the endless line of success and failures that made Ferrari, the man. He is shown focusing on his own adultery rather than on his iron will to win the races that are the lifeblood of his factory. Some scenes are irritating, false, and somehow non-essential to the development of the story, such as when he takes Laura on the kitchen table (in 1957 Ferrari was 59!) or when the reporters flock to assault him after the Mille Miglia tragedy. The racing scenes in the Apennines are thrilling, yet false, as a so close a fight was impossible due to the difference in the starting times; the race being against the clock, not direct competitors. The phone call with Mr. Agnelli is only a good piece of humour. Even the ones who either lived or heard the real-life story would find it difficult to accept or to identify minor figures like Miss Delia Scala (Castellotti accident), ingegnere Carlo Chiti (checking of the tire back at the factory), the drivers Piero



Taruffi, Mike Hawthorn, Olivier Gendebien, Wolfgang von Trips, and even Peter Collins. And there was never a prize-giving ceremony in Brescia that took place in front of a clapping mob.



**Ralph Shandilya comments:** The film tells the story of this complicated man, Enzo Ferrari, based on the excellent book by Brock Yates, and it shines the light on his wife, Laura, and the indiscretions in his married life to the extent that he fathered a child without his wife knowing. By taking the Mille Miglia of 1957 and the tragic death of Portago and his navigator Edmund Nelson with nine spectators, five of them children, the film builds on that race. It opens the door to some very good race scenes, for which the film's budget of US\$ 99 million was probably almost all spent, as they are very good and the action comes alive. I wanted more of that.

Overall, the film is a good story about a 'Family', but maybe too much is packed into the film. My big criticism is the poor sound, almost indistinguishable at times. Apart from that, my advice is to see the movie even if it's just to watch these cars in action. All the acting is top-notch; Penelope Cruz is great, as is Adam Driver.

**Ed McDonough gets the final word in VeloceToday:** I have gone to see it...not entirely what I expected, but I counted 39 errors of fact. They were not all major, but some were, and they end up painting a false picture...that is if you are interested in accuracy. The film is presented as 1957 and Portago meets Ferrari at a stop light and then again at a test session. Portago is told that he will be in the team when Castellotti is killed. But, in fact, they were already teammates the previous year in sports cars. Castellotti was killed in March 1957. Portago is portrayed as an F1 driver after that and he is criticized for not being committed at the French Grand Prix, then his car is given to Collins. That never happened. Portago was not in the French Grand Prix...he was already dead. The Mille Miglia is at the end of the film, implying that it is at the end of 1957, but in fact it was held in April. And Portago never pushed Behra off in the Mille Miglia and the top five cars never ran nose to tail, etc, etc. Piero Lardi Ferrari in a recent interview said that he never asked for autographs and acknowledged much 'poetic licence.' Enzo was not slick as played by Adam Driver, but was often coarse. And then there were all those conversations where there were never witnesses. Lots more...so why make such an expensive film and manage to get so much wrong?

---

**An Australian Film Critic's Review:** In the 'Weekend Australian Review' (7<sup>th</sup> January 2024) this movie was discussed by the movie critic, Stephen Romei, including an interview that he held with the 80 year-old Director of 'Ferrari', Michael Mann (see pages 4 & 5), plus Romei's own review of the movie (found on page 9), where he rated the movie 3.5 out of 5 stars. In reaching this 3.5/5 score, Romei considered the movie as a film critic, rather than as an offended automotive historian, as it seems did some of the above reviewers.

Romei noted that the term 'melodrama' is usually used as a pejorative one, but in this case, Ferrari, his wife and his lover certainly do live melodramatically, and that, for them, a 'melodrama' means 'life as it is'.

While there certainly is some dramatic auto racing shown, the film is really a human story about a man with an engineer's mind and a philanderer's heart – plus two not-to-be-crossed women. However, the movie is not a biopic, but a pitstop, says Stephen Romei, and the period covered unfolds over just 4 months in 1957 while Ferrari's business and marriage both are crashing and burning. His wife is furious, his lover has a 12-year-old son by Enzo and is seeking for her son Piero to be known as a Ferrari.



Romei has a film critic's eye that forms a more positive view of the movie than do many of Veloce Today's commentators. He notes that Penelope Cruz takes the film with her truly great performance. Meanwhile Adam Driver is quite good and believable as Ferrari, but he can't quite hide his American origins and, emotionally speaking, he does perform his role as part-machine, part-man, which, Romei notes, is intriguing in today's emerging world of AI.



Apparently, this film did get to spend a long time in the movie studio's repair pit, before its final release. The director, Michael Mann, has claimed that the main source of the film's material came from Brock Yates' 1991 book on Enzo Ferrari, even though some of the Veloce Today reviewers above did think Yates might be turning in his grave if he had managed to endure some sort of other-world-viewing of this movie.

As for your editor's humble opinion, the Alfa Club's summer film night in the city was a very attractive option. Aidan Daly arranged for the viewing to be held in a small theatre in the city. Its 49 seats were booked out by members of the Alfa club, plus some members of the WA Ferrari club. However, Friday 9<sup>th</sup> February was a very hot day with afternoon temperatures around 41°C. This made getting from home to the theatre and return fairly unpleasant

Anyway, the movie 'Ferrari', proved to be a good fit for our February club night held in Perth. If it existed, a newish movie featuring Alfa Romeos might have made an even better choice, of course! ♦

## RESULTS OF 'STEADY'S TEASER'

This 'Teaser' was compiled by 'Steady' Barker.

How many cars did you actually find in last month's 'Steady's Teaser'? Paul Blank was the only person who formally reported back to Alfa Occidentale with a list which included 95 cryptic mentions of cars that he recognised (which are listed below). He wins the prize; a copy of 'Alfisti Dell'Ovest'.

Apparently the Teaser has over 200 names hidden within that short piece of text. We continue to seek a full list of the names supposedly hidden within the Teaser.

number	car	number	car	number	car
1	Facel	33	Lanchester	65	Champion
2	Healey	34	Audi or Horch (again) – translation of Listen	66	Darracq
3	Bizzarini (long shot)	35	Cadillac	67	Zedel
4	Ascari	36	Morgan	68	Triumph
5	March	37	Napier	69	Star



6	Asp	38	Morris	70	Audi
7	Talbot	39	Tracta	71	Sunbeam
8	Swallow	40	Pick	72	Maybach
9	Mercury	41	Alvis	73	Indigo
10	Simca	42	Bijou (model, not a brand)	74	Ultra
11	Checker	43	Essex	75	Maxwell
12	Amal (as in carburettor)	44	Arden	76	Pontiac
13	Morgan (mouth organ)?	45	Allard	77	Osca
14	Plymouth	46	Sprint	78	Gold
15	Piper	47	Swift	79	Monica
16	Hillman	48	Buick	80	Fang (model not a brand)
17	Commer	49	Saab	81	Adler
18	Bristol	50	Holden	82	Amilcar
19	Stola	51	American	83	Transit (model not a brand)
20	Bugatti	52	Diana	84	Squire
21	Horch	53	Crosley	85	Dort
22	Ferrari	54	Panhard	86	Moon
23	Seat	55	Darling	87	Master (model not a brand)
24	Mini	56	Pegaso	88	BMW
25	Suzuki	57	Alpine	89	Dixi
26	Panther	58	Morse	90	Flyer
27	Auburn	59	Benz	91	Jowett
28	Nissan	60	Glas	92	Airedale
29	Guy	61	Borgward	93	TVR
30	Fiat	62	De Tomaso	94	Bean
31	Arab	63	Brotherhood	95	Salmson
32	Crouch	64	Cord		





## NEW ALFA BOOKS PREVIEWED

Edited from an article in [www.velocetoday.com](http://www.velocetoday.com) appearing on 18<sup>th</sup> December 18, 2023 and republished here with the approval of that on-line magazine.



The article below perhaps should be seen as a *preview*, rather than a *book review*. Note that Veloce Today intends to produce a full, detailed and illustrated *review* of each and every one of the following nine books (five in one set, two in another set and two separate), in later issues.

However, please note that, right now, these books are available, and they come highly recommended. This preview hopefully will give you a sense of what each book is about and how you can order it, says Veloce Today editor Pete Vack.

### Alfa Romeo Giulia TZ

An Alfa Romeo Giulia TZ documentation and register has been written by Martin Übelher and Patrick Dasse. The five volumes of these books total 1500 pages. Price is €349.00\* incl. VAT, but plus shipping costs. Size: 29 x 24,8 cm      Weight: 8,2 kg. Language: English – German Authors: Martin Übelher & Patrick Dasse. ISBN 978-3-87166-086-3



The editor of Veloce Today, Pete Vack, notes that he has owned 20 plus Alfas, all roadworthy, and everyone a truly enjoyable experience, (visually, mechanically, and in terms of handling.) These Alfas ranged from an early 2000 Spider to an Alfasud. But the goal in Alfa ownership for Pete was always to own a TZ 1. The closest he came to that goal was a 1965 2600 Zagato. But even back during the 1970s, the TZs were beyond his reach, with prices climbing faster than he could afford.

Pete Vack never scored a TZ home run, but today, he says that at least he can have the most complete photographic history of the TZ1 and TZ2 ever produced.

Patrick Dasse's five volume set of factory (and other) photos seems quite unlikely to ever be bested, and just like his other sets of Alfa photo histories, it is essential reading for any Alfa enthusiast and highly desirable for anyone who has an interest in Italian automobile history.

Here are the volumes. The first two volumes document in detail the development of the Giulia TZ and the racing history of the works cars:





“Giulia TZ – Volume one” 300 pages, 329 black and white photos, 53 colour photos.  
“Giulia TZ – Volume two” 300 pages, 318 black and white photos and 73 colour photos.

Volumes 3, 4 and 5 contain a complete registry of all Giulia TZs ever built, as well as their corresponding changes of ownership, registration numbers and race participation up to the end of homologation in 1974, insofar as these can be attributed to individual cars.

“Giulia TZ – Volume three” 300 pages, 258 black and white photographs, 62 in colour.  
“Giulia TZ – Volume four” 300 pages, 214 black and white photos, 71 colour photos.  
“Giulia TZ – Volume five” 300 pages with 132 black and white photos, 40 colour photos.

This link will let you place your order: [ORDER HERE](#)



## Alfa Romeo Prototipi 1948–1962

This second book set consists of two volumes, totalling 600 pages:

“Alfa Romeo Prototipi 1948–1962 – Volume 1”, 300 pages, 311 black & white photos, 28 in colour.

“Alfa Romeo Prototipi 1948–1962 – Volume 2”, 300 pages, 302 black & white photos, 49 in colour.

Size: 29 x 24,8 cm

Weight: 3,2 kg

Language: English – German

Author: Patrick Dasse

ISBN 978-3-87166-094-8

When Veloce Today was alerted to the arrival of Patrick Dasse’s latest pictorial history, (how does he do it?) initially it seemed easy to write it off. How many Alfa Prototypes were there and haven’t we already seen them all? How could Dasse warrant a two-volume set just on prototypes? But when Veloce Today received its copy, everyone in the office soon realized that again, Dasse has achieved the impossible.

Please note that both the TZ volumes and the Prototype books use factory photos as well as photos obtained from a variety of sources; in effect, creating a more complete history of each of the cars.



This two-volume set is a ‘must have’ compilation. It contains information about the following vehicles:

6C 2500 COMPETIZIONE

DISCO VOLANTE 2000

1900 SPORT

MONOPOSTO

6C 3000 COMPETIZIONE

3000 CM

2000 SPORTIVA

750 COMPETIZIONE

DISCO VOLANTE 3000

3000 PR

GIULIETTA SPIDER TIPO 750G

ALFA ROMEO – ABARTH 1100



ALFA ROMEO – ABARTH 1000    CONRERO SPORT 1150    GIULIETTA GT  
BERLINETTA AERODINAMICA TECNICA    CONRERO ALFA ROMEO  
SPORT SPIDER COLLI    PININFARINA GIULIETTA SPECIALE 2 POSTI AERODINAMICA

To purchase these books on the Alfa prototypes: [ORDER HERE](#)



## ALFA ROMEO – 6C 2300 E 2500 DA CORSA

Over the past few years VeloceToday has been deeply involved with Paul Wilson's special Alfa 6C 2500s, so the subject is very much at hand. Michele Casiraghi's book is focussed on the special bodied racing cars that were built upon the 6C 2300 and 2500 chassis.

According to the author: "This volume is dedicated to the diverse series of special [6C 2300/2500] cars and their sporting history. Between 1934 and 1952, over sixty cars with custom bodies intended for sports use have been identified and, wherever possible, the cars are identified by chassis number."



While this definition seems fair, the subjective issue regarding what constitutes one of these specials is not always clear. The cars identified do include some Ermini and Nardi specials, even though the only Alfa components involved might have been in the running gear and not the chassis. Says Casiraghi, "It was not always possible to find [chassis number] information for all the models covered. Some are identified by the names of the drivers who raced them or the tuners or coachbuilders involved in creating them."

The book is a brave attempt to come up with a more definitive list of the cars which could be considered race cars. With only a few books on the 6C series, this one is a much-needed addition to the 6C legacy.

Price: €38.00    SKU: 88-89108-47-5    Year of publication: 2023  
Author: Michele P. Casiraghi    Number of pages: 240    Format: 210mm x 210mm  
Language: Italian and English    Photographs: 156 black & white images  
To purchase this book you can: [ORDER HERE](#) ◆



## RECENT OVERSEAS SALES

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

### RM SOTHEBY'S MUNICH, DEU



#111-2010 ALFA ROMEO 8C Spider. S/N ZAR9200000049567. Red/black leather. Odometer: 344 km. 4.7-L fuel-injected V8, automatic. Number 95 of the intended 500 (although only 329 Spiders were built, as well as 500 coupes), with a \$299,000 base price in USA. Tiny mileage, so this car is almost like new. Red calipers. Newish tires. Austrian title. Cond: 2+. **SOLD AT US\$268,477.** *One owner and most of its life in storage. Fair money, but with under 6,000 km on the clock, it counts as a new vehicle and attracts VAT on the whole price, not just on the buyer's premium, taking the total price to about US\$315k. i.e., if it stays in Europe. The*

2008 8C Competizione coupe (Lot 158) from the Road and Track Collection that also appeared later in the sale sold for €224,250 (\$245,800). ♦

## MEMBERS' CARS FOR SALE

### 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, in good condition, registered but, currently, it is 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, the car will need to be trailered from Greenbushes. The last time Jeremy drove it, The Alfa had a good strong engine. There has been a new clutch and a new leather interior in the last few years

The car resides in Greenbushes where you can view the cars, although Jeremy is based in Bridgetown. Jeremy also 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](mailto:jeremy.threlfall@erawa.com.au) ♦



## FOR SALE

### 1966 Giulia Sprint GT Veloce



Here is a unique opportunity to purchase a fully-restored example of the most desirable version of the steel-bodied 105 series Alfa Romeo coupé.

This Alfa Romeo Sprint GT Veloce was delivered new in Perth in November 1966.

Between 2016 and 2020, it underwent a full restoration, including a bare metal respray, complete engine rebuild, gearbox overhaul and full upholstery and internal renovation. Restoration has included commissioning the manufacture of a replacement dashboard in the correct original timber effect. The car is finished in 'Blu Cobalto' and presents beautifully.

This Alfa Sprint GT still retains the correct 1600cc engine and mechanical clutch. It remains as it was when it left the factory; barring some minor upgrades such as 14 x 5.5" wheels from a 1750GTV, a 1.2.3 electronic distributor and ATE brakes from a 1967 1750.

The owner also has available the original differential, all of this car's Dunlop brake calipers, and its set of original 15 x 4.5" wheels with tyres.

The price reflects the quality of this car, its originality and the increasing demand for this model in an unmolested, original condition.

**Priced at AU\$ 99,950, o.n.o.**

For further information, please contact **John** by mobile phone on **0423.785.740**. ♦





## FOR SALE

### 1973 ALFA 2000 SPIDER



WA Alfa Club member, Laurie Benedetto is advertising his 1973 Alfa Spider 2000cc convertible for sale.

He has decided that his first approach should be to fellow members in the WA Alfa Romeo Club, before going anywhere else.

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 into and out of the car as his age approaches 77.

If you would like more information on this 1973 Alfa Romeo Spider, then please call Laurie by mobile phone at **0417.985.755**.

Note that the car is housed in the Perth suburb of Bedforddale.

Laurie is looking for offers around \$50,000, ono.

*The rear-wheel-drive 1973 Spider Veloce has a 1962 cc, four-cylinder, eight-valve engine with double overhead camshafts, mated to five-speed transmission. Its max. power is 131 bhp /98 kW at 5500 rpm and max. torque is 182N.m/18.6kg.m) @ 3000rpm.* ♦



## 2024 PROVISIONAL CALENDAR

EVENT	EVENT DATE	COORDINATOR	COMMENTS
<i>Food Trucks Picnic on the South Perth Foreshore.</i>	<i>Thursday 11<sup>th</sup> January, 2024</i>	<i>Greg Smith</i>	<i>See brochure below for details. Get there early to find a good carpark and picnic spot.</i>
<i>Gianni Agnelli Celebration day</i>	<i>Sunday 21<sup>st</sup> January</i>	<i>Aidan Daly</i>	<i>Meet at South Perth for coffee before a run to Swan Valley. Lunch at Mandoon Vineyard.</i>
<i>Italian Car Spectacular</i>	<i>Sunday 4<sup>th</sup> February</i>	<i>Andrew Murray</i>	<i>Fremantle</i>
<i>Club movie night : 'Ferrari'</i>	<i>Friday 9<sup>th</sup> February</i>	<i>Aidan Daly</i>	<i>6PM. Palace Cinema, Raine Square, 300 Murray Street, Perth. Book your seats via Trybooking only.</i>
Car detailing demonstration, Auto FX, O'Connor	Saturday 2 <sup>nd</sup> March, 14:00	Aidan Daly	Limited attendance of 30 at this event. Coffee at Tinsmith garage proposed before event starts
Club night: WA Light car club, Bayswater. Starts at 7PM.	Tuesday 5 <sup>th</sup> March		AROCA WA Member to talk on car restoration
Alfesta 2024 is at Lakes Entrance, Victoria	28 <sup>th</sup> March until 1 <sup>st</sup> April	AROCA VIC	Please note that Alfesta 2024 is now sold out.
Northam Around the Houses	Date TBD	TBD	Morning drive to Northam for the race day with breakfast stopover.
Busso Day run and lunch	Sunday 28 <sup>th</sup> April	Kenneth Chee	Location set and run plan draft. See next month's magazine issue for details.
British Car Day Raid	Sunday May	TBD	Club run to GinGin to see the British Car Day
Track Day	May, date to be advised.	WA FLC	Wanneroo raceway
Albany festival of speed: Hill Climb & Around the Houses	Friday – Monday June long weekend	Andrew Murray	Sunday evening dinner will be arranged for Albany event attendees.
Alfa Birthday dinner	Saturday 22 <sup>nd</sup> June	Greg Smith	Venue to be confirmed.
President's Run and Lunch	Sunday, September	Aidan Daly	Details to be advised.
CMC's Classic Car Show 2024	Sunday 8 <sup>th</sup> September	TBD	At Ascot Racecourse
Pasta Run	Sunday 8 <sup>th</sup> or 15 <sup>th</sup> October	TBD	Details to be advised.
'Two Oceans Tour 2024'	Mid October	Fiat Lancia club	Details to be advised – multi day trip with FLC
Italian Car Day	Sunday 4 <sup>th</sup> November	Andrew Murray	Details to be advised.
Christmas Run and Lunch	Sunday 8 <sup>th</sup> December	Greg Smith	Details to be advised.



## 3<sup>R</sup>D 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 3<sup>rd</sup> Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park near the Boatshed café and the water ramp in the foreshore park. These informal

trips depart soon after 10:00am.

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

**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
		SPECIAL EVENT						SPECIAL EVENT	SPECIAL EVENT					

**NEXT EVENT: SUNDAY 3<sup>rd</sup> March 2024.**

Scheduled dates of all CC&C days are shown above.

The Sunday morning CC&C shows are usually held at UWA starting at 08:30 and ending at 10:30.

However, be sure to arrive at UWA well before 08:30 if you want to avoid the long line of cars that usually can be found waiting to enter the carpark! ♦



## AROCWA'S FIRST TUESDAY CLUB NIGHT, MARCH 2024

Tuesday 5<sup>th</sup> March 2024.

Starting time is 19:00.



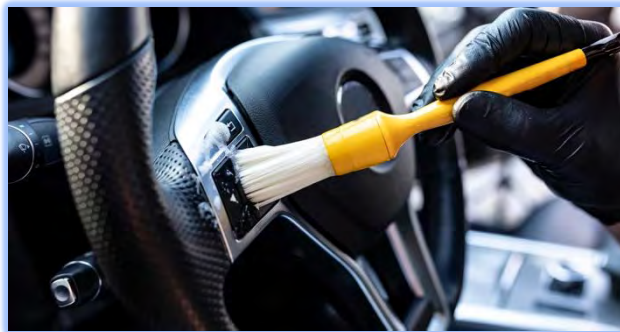
The venue is the WA Light car Club, in Moojebing Street Bayswater,

An AROCA WA Member will give an informal talk on his car restoration experiences.

The club will offer wine or beer and pizza to attendees. ♦

## CAR DETAILING WORKSHOP

Saturday 2<sup>nd</sup> March 2024, Start time is 14:00



The venue for this session is AutoFX, WA.

Note that Auto FX is located in the O'Connor Park Industrial Estate at 21/5 Hines Rd, O'Connor WA 6163.

The starting time for this demonstration at Auto FX is **14:00** on the **Saturday afternoon, 2<sup>nd</sup> March.**

Des at AutoFX in O'Connor has offered to host the club for a free car detailing class which will involve a short 30 to 45 minute detailing demonstration before an hour or so of Q&A discussion with club members.

Unfortunately, there is a need to limit attendance to 30 at this car detailing demonstration and Q&A session. Therefore, only the first 30 members to register by Trybooking will be those able to attend.

Please use this Trybooking link to register your attendance early:

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



You can also view this link to Auto FX's impressive website where you can learn more about Auto FX. See: [Premium Car Detailing Services in Perth \(autofxwa.com.au\)](https://www.autofxwa.com.au) ♦





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](mailto: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

**Bookings for this event, over the Easter long weekend in 2024 at Lakes Entrance Victoria, have been sold out. Don't miss out on the 2025 Alfesta in South Australia.**



A number of dedicated Perth-based Alfisti will be driving across the Nullarbor in convoy to attend Alfesta 2024, at Lakes Entrance in Victoria. Some others will be travelling to Alfesta separately. After Alfesta, and the Post Alfesta Tour, a group will travel on to spend a week in Tasmania before returning to Perth.

A timetable appears below. Multiple people are leaving on different dates, but the larger group is heading across in convey, departing Perth on **Friday 22<sup>nd</sup> March 2024**. You could still join this tour, but please do note that no places now remain for other attendees to join the Alfesta event itself

Day	Date	Month	Overnight	From	Arrive	Distance
Friday	22	March	Norseman	Perth	Norseman	780 kms
Saturday	23	March	Eucla	Norseman	Eucla	710
Sunday	24	March	Streaky Bay	Eucla	Streaky Bay	600
Monday	25	March	Adelaide	Streaky Bay	Adelaide	700
Tuesday	26	March	Adelaide	Rest day		0
Wednesday	27	March	Ballarat	Adelaide	Ballarat	615
Thursday	28	March	Alfesta day 0	Ballarat	Lakes Entrance	429
Friday	29	March	Alfesta day 1			
Saturday	30	March	Alfesta day 2			
Sunday	31	March	Alfesta day 3			
Monday	1	April	Alfesta day 4			
Tuesday	2	April	Post Alfesta day 1			
Wednesday	3	April	Post Alfesta day 2			
Thursday	4	April	Ferry	Geelong	Devonport	
Friday	5	April	Hobart			
Saturday	6	April	Hobart			
Sunday	7	April	Hobart			
Monday	8	April	Launceston			
Tuesday	9	April	Launceston			
Wednesday	10	April	Launceston			
Thursday	11	April	Ferry	Launceston	Ferry	



Full details of Alfesta are available at <https://www.alfesta2024.net>. However, do be aware that tickets are likely to sell out. For further information on the planned convoy trip, or on plans of others separately travelling to Alfesta, please email Aidan Daly at [president@alfaclubwa.com.au](mailto:president@alfaclubwa.com.au)



*Next year, these photos might include you and your Alfa travelling to Alfesta!*




1



## ALFA ROMEO RACING COMPETITOR GUIDE, 3-5 MAY 2024

Inc. Alfa Romeo Owners Clubs of Australia (AROCA)



## Welcome to the South Australian Motor Racing Championship

The SA Motor Racing Championship is the format for welcoming the best state, national and international level categories that are looking to utilise the world class facilities at the Shell V-Power Motorsport Park at “The Bend” in South Australia.

In conjunction with the Sporting Car Club of South Australia, ‘The Bend’ will ensure category managers, competitors and extended family and friends from AROCA’s Alfa Romeo Racing groups around Australia are looked after from the entry process to the conclusion of this multi-day race meeting.

With precise calendar decisions and the versatility to support different formats and utilise various circuit layouts ‘SAMRC’ will deliver what is best for the categories involved. There is a reason that we were able to expertly accommodate Lamborghini Super Trofeo Asia and FIA Formula 4 and we look forward to welcoming you to The Bend.



**For more information on this AROCA Alfa racing weekend, see the attached brochure, or call the AROCA VIC organizer, Richard McKee, on 0419.267.998.**





## 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](mailto:secretary@alfaclubwa.com.au). ◆



## TREASURER'S REPORT JAN. 2024



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

#### Treasurer's Report as at 17th January 2024

Opening Balance b/f 16/11/2023 \$6,294.33

#### INCOME

##### Memberships

16/11/2023	P. Bell		\$80.00	
28/11/2023	S. Millard		\$80.00	
21/12/2023	L. Pietro		\$80.00	\$240.00

##### OTHER INCOME

23/11/2023	Trybooking	Xmas Lunch		\$3,295.50
24/11/2023	S. Sugden	Historic Plates		\$15.00
	D. Hamlyn	Xmas Lunch		\$100.00
8/12/2023	A. Daly	Xmas Lunch		\$50.00
	G. Smith	Xmas Lunch		\$270.00
2/01/2024	S. Sugden	Historic Plates		\$15.00
5/01/2024	Dr. Marzo	Xmas Lunch		\$101.00
<b>TOTAL INCOME</b>				<b>\$4,086.50</b>

##### PAYMENTS

27/11/2023	A. Daly	ZOHO Subs		\$313.00
7/12/2023	Syndicate Seven	Xmas Lunch		\$4,680.00
18/12/2023	G. Smith	Reim Marzo Xmas Lunch		\$100.00
4/01/2024	Palace Cinema	Payment Ferrari Movie		\$833.00
<b>TOTAL PAYMENTS</b>				<b>\$5,926.00</b>

##### Net Movement

Closing Cash Book Balance		<b>-\$1,839.50</b>
		<b>\$4,454.83</b>

Closing Balance Westpac 17/01/2023 \$4,454.83

Reconciliation Variance \$0.00

##### INVESTMENT ACCOUNT

Opening Balance b/f 16/11/23	<b>\$14,402.71</b>
Interest Received 30/11/2023	\$16.21
Interest Received 31/12/2023	\$15.46
Closing Balance c/f 17/01/2024	<b>\$14,434.38</b>
<b>TOTAL FUNDS AVAILABLE</b>	<b>\$18,889.21</b>

EDDIE BERNARDI  
TREASURER  
17th January 2024



## 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](http://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.



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

Alfa Occidentale is the electronic magazine of AROCA WA

Treasurer's Report as at 17th January 2024

Opening Balance b/f 16/11/2023

\$6,294.33

#### INCOME

##### Memberships

16/11/2023	P. Bell		\$80.00
------------	---------	--	---------



## 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 30<sup>th</sup> June each year.**

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

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



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

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

**Membership renewal is due at the start of each financial year, i.e., on 1<sup>st</sup> July each year.**

**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.

# ALFA OCCIDENTALE

Issue 82, March 2024



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](mailto: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 30<sup>th</sup> 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](mailto: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](mailto: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](mailto: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 to date in Alfa Occidentale, most are based on interviews with individual Club members, but some other interviewees are from elsewhere. All profiles appear on the club's website and in Alfa Occidentale issues.

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

Profile	Issue	Page	Comment
Glen Phillips	5	22	<i>Glen is AROCA WA life member #2. A club hero of the WA Alfa &amp; WA Fiat/Lancia clubs – both are surprised by how much Glen is involved in the other.</i>
Bruce Thomas	6	20	<i>Bruce is an AROCA WA foundation member. He has owned his beautiful green 105 GT, 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. &amp; WA AROCA divisions and a larger-than-life character.</i>
John Schoen	9	17	<i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>
John Court	12	21	<i>Renovator of Alfas, classic British cars and military vehicles owner, many of which are in his lock-up factory, south of Fremantle.</i>
Andrew Murray	13	24	<i>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>



Profile	Issue	Page	Comment
Kyle Atwood	42	14	AROCA WA member, Kyle, drives a 2003 Alfa spider. An auto photographer, he has made many impressive car photoshoots.
Peter Mathews	44	22	In 2020, Peter became national coordinator of AROCA. He has owned some very well-prepared Alfa Romeos over a long period.
Aidan Daly	47	12	IT security guru and AROCA WA member, Aidan Daly, talks about the new Stelvio QV he recently drove out of the showroom.
Sam Calabro	48	18	Long-term AROCA WA member, Sam can't count how many 105 series Alfas he has owned (plus the Porsches, Alpines, Ferraris, etc.)
Enzo Simeone	49	16	Enzo loves driving his new Giulia QV, but worries about his beloved 105 GTV, which still waits for him, idle under its dust cover.
Andrew Stevens	50	13	Former club secretary, Andrew has lived in the UK since 2006. He drives his 1750 GTV to car events everywhere across Europe.
Steve Sudgen	51	10	Club committee member and Alfa representative to the CMC, Steve Sugden loves his long-owned Alfetta GTV 6
David Hamlyn	52	9	Membership Secretary, David Hamlyn has many non-work interests including MotoGuzzis, Alfas, Electric Bikes, Kite Boarding, etc.
Eddie Bernardi	55	18	AROCA WA Club Treasurer, Eddie Bernardi, talks about his love for the black, 2.4 litre diesel Alfa 159 that he has owned since new.
Richard Peirce	57	15	AROCA WA member, Richard, owns Alfas, Mercedes and some British cars. Are there too many for him to drive them all?
Norm Craven-Kelly	58 (& #7)	4	On our 50 <sup>th</sup> anniversary, the late "Il Presidente", a larger-than-life character and WA AROCA division founder was recalled once again.
Bruce Thomas	58 (& #6)	9	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.
Glen Phillips	59 (& #5)	13	Life member #2, Glen is a club hero in both the Alfa & Fiat/Lancia clubs in WA. His profile appears again on our 50 <sup>th</sup> Anniversary.
Peter Neale	62	10	Although not (yet) a club member, what a collection of written-off Alfa Romeos Peter Neale owns in Fremantle and elsewhere!
Enrico Fumia	70	10	Auto designer, Enrico Fumia ("Signore Pininfumia") was the designer of the Alfa 164 and the 916 series Alfa Spider and GTV.
Warren Milner	73	13	A long-time member and a former treasurer of AROCA WA, Warren loves Italian cars, including Alfas, and has owned British cars.
John Crute	76	22	John lives a very active retirement while also enjoying his two recent Alfa Giuliettas and his renewed interest in the Alfa Club.
Craig Phillips	77	19	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.
Les Mitting	78	14	Les is a long-term club member and a frequent interstate Alfesta attendee. In part 1, he reports on his early Alfa experiences.
Edoardo Weber	79	17	Edoardo Weber, the founder of the manufacturer of the much-admired Weber carburettor, is profiled by Viano Jaksa.
Roberto Cecchele	79	31	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.
Franco Scaglione	80	10	Feted Italian auto designer Franco Scaglione, of BAT cars and Alfa tipo 33 fame, is remembered by AROCA SA President Viano Jaksa.
Someone you know ?			Alfa Occidentale is very keen to interview more WA Alfa Club members as this series of profiles is continued.