

ALFA OCCIDENTALE

Issue 37, June 2020



Seen at the 2020 Phillip Island Classic in March, just before the COVID 19 lock-down. Top: Steve Byrnes is in his 1965 Giulia Sprint GTA Corsa. Lower: AROCA WA member, Steve Boyle in his 1984 Lancia Beta Coupé. Both did well in Regularity.



This is the 37th edition of **ALFA OCCIDENTALE** – the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). The June 2020 edition provides further updates concerning our changed club program due to the continuing global COVID 19 pandemic. See below for full details.

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EARLY JUNE UPDATE ON AROCA WA'S 2020 ACTIVITIES

- At the club's 21st May committee meeting, further updates to our upcoming program & related events were agreed on. While the committee is still reserving its decisions regarding some planned events, it appears we may be able to reschedule some 2020 events soon. Further easing of restrictions is expected in WA in the first half of June.
- The 110th Alfa Romeo Anniversary Birthday dinner planned for Saturday 20th June at the Acqua Viva on the Swan was deferred. The club has been in contact with Acqua Viva concerning a later date, which could be as early as July. The club will let you know in a separate email. We may need to make our TryBooking payments at shorter notice though if the club can confirm appropriate arrangements with the restaurant.
- Also subject to revised stage 3 arrangements, the club is planning to hold a Sunday morning run on 14th June. Emailed details will follow shortly. This will be the first in a series of weekend and mid-week runs the club will hold in the 2nd half of 2020.
- Various larger events with an earlier 2020 scheduled date were cancelled or deferred. We have still to hear about a rescheduled Northam Festival of Motorsport. We will rearrange our club breakfast and drive for that weekend once aware of details.
- The Dyno night at Steve Boyle's on Tuesday 5th May was postponed. That event will be rearranged for a new date later in the year.
- Both the 2020 British Car day and the Albany "Round the Houses" events were cancelled. We understand they won't be rescheduled before 2021.
- Notices are provided below for the Grampians Alfa tour of November 2020 (**now sold out**) and the 2021 Alfesta to be held in McLaren Vale, SA at the start of April 2021.
- An information table is provided in this magazine issue that summarizes the most recently revised positions for all currently planned events in the club's 2020 program.

This edition of the club's electronic magazine is an enlarged one. Hopefully, the additional articles included in Alfa Occidentale #37 will help to fill your home-bound time.

Happy reading!

Greg Smith



6 C 1 7 5 0 F O R E C A S T S T H E F U T U R E A N D D O M I N A T E S I T S E R A

From FCA's "Storie Alfa Romeo", Episode 2: In the 1930s, Alfa's 6C 1750 won many races and design awards. With an outstanding weight/power ratio and perfect balance, the introduction of the 6C 1750 launched Alfa technical traditions that continue today.

The flying man from Mantua

April 13, 1930. Just after 5 a.m., the silent shadows beside Lake Garda are shaken by the rumble of an Alfa Romeo 6C 1750 Gran Sport spider Zagato driving at 150 kph with its headlights turned off. At its steering wheel is Tazio Nuvolari, from Mantua, nicknamed "Nivola". Beside him, Gian Battista Guidotti, chief Alfa Romeo test driver at the Portello Factory. It's a key moment of a mythical Mille Miglia race. The race leader and presumable winner is Achille Varzi. However, some kilometers before the lake, in Verona, Nuvolari and Guidotti had come up with an unbelievable idea: turn off their headlights. Their only hope of beating their rival was to take him by surprise.

Dawn was approaching. After the lake, the placid countryside would lead to the finishing line in Brescia. It was here that Varzi and his second driver Canavesi detected the echo of another engine. Too late... before they realised what was happening, they'd been overtaken by an identical car to their own.



Nuvolari won. His average speed was 100.45 km/h. This was the first time ever that the 100 km/h average speed barrier had been broken in this legendary race... a record that made the front pages all over Europe. Ten minutes later, a stunned Varzi came second. Third to arrive was Giuseppe Campari. Fourth, Pietro Ghersi. Different kinds of drivers with one thing in

common: they were all racing in the same model, the 6C 1750. And they weren't the only ones. In the following hour and a half, other 6C models arrived... altogether, eight out of the first eleven.

This was a case of what's called absolute supremacy, which was to be repeated that year with top three finishes in the Spa 24-hour race in Belgium, and in the Belfast Tourist Trophy. The 6C 1750 was simply the fastest car of its era.



The 6C family



Vittorio Jano had taken charge of all Alfa Romeo product planning in 1926, and the 6C was his first creation. His task was to invent “a brilliantly performing lightweight car” that would win races and admirers, but also conquer new markets.

The 6C combined structural simplicity with sophisticated engineering... the typical virtues of Jano’s creations. However, it also offered something else that would turn out to become an Alfa Romeo speciality: extremely high specific power. Jano had an astonishing ability to conjure horsepower from small engines, and this allowed him to imagine what today we would call downsizing: designing engines with a displacement somewhere between 1 liter – e.g. utility cars – and the 2 or 3 liters of luxury models. Even back then, Alfa Romeo boasted the best weight/power ratio... and was therefore the fastest.



Technological innovation

This engineering intuition led to a stream of cars that became legendary.

Merosi had previously developed highly original engines for the 1914 GP (blocked by the outbreak of war), which went on to dominate future Alfa Romeo engine design: two overhead camshafts, four valves per cylinder and dual ignition. The 6C 1900 GT (and later the 6C 2300 and the 6C 2500) introduced further innovations: independent wheel suspension, and a new chassis with welded (instead of riveted) components, in order to boost rigidity.





The handling and road holding performance of Alfa Romeo models became key elements of its special Brand DNA.

The 6C 1750

The 6C 1750, presented in January 1929 at the Rome Motor Show, could be said to have expressed the 6C formula's full maturity.

The engine was an evolution of the previous 1500 six-cylinder in-line engine. It was produced in various versions – single-shaft and double-shaft, with and without volumetric compressor... and its power ranged from the 46 HP of the Turismo version to the 102 HP of the Gran Sport "Fixed Head". The latter was a "special version", very few of which were produced: the cylinder head and crankcase were cast in a single block in order to eliminate the seals (and the risk of burning them), the weight was only 840 kg and its top speed reached 170 km/h.



The engine was not the only factor that made the 6C 1750 a peak of motoring innovation. It used a mechanical braking system, with large drums actuated by a transmission system. Its pressed steel frame was perfectly balanced and outstandingly rigid, boasting reinforced axles.

The leaf springs were mounted outside the car body instead of beneath the side members, and the lower center of gravity greatly boosted cornering grip. The fuel tank was set further back, in order to obtain greater weight on the rear wheels and improve axle balance. In line with Brand philosophy, all innovatory solutions were applied to both racing cars and road cars.



The more races it won, the more the model's awesome technical reputation grew. From its launch, the 6C 1750 immediately achieved notable sales growth. Between 1929 and 1933, 2,579 models left the Portello factory for sale in Italy and abroad: notably in Great Britain and the Commonwealth. This was an exceptional result, especially considering the car's status as a decidedly elite product. In Italy, for example, it cost between 40,000 and 60,000 lire: equivalent to roughly seven years of an average wage.

The bodybuilding era



The 6C was ultra-fast but also beautiful. Its success owed a great deal to the coachbuilders who created its bodies: master craftsmen capable of uniting the trades of saddler, panel beater, painter and upholsterer... artistic creators and stylists who left their mark on an era.

Until the 1930s, it was normal for bare frames to leave production plants, equipped only with engine, gearbox and suspension. The customer purchased the car, and then commissioned a coachbuilder to create a practically unique bespoke body. The first bodybuilding department inside the Portello factory was not launched until 1933. It initially co-existed with the previous system of selling the basic bones of the car directly to customers and bodybuilders.



The 6C 1750 offered exceptional opportunities for fine coachbuilder trims. Alfa Romeo's extraordinary mechanical and engineering base lent itself to the creation of some of the most elegant bodies ever built... designed by the finest stylists and bought by the most famous VIPs.

The 6C 1750 GS Touring "Flying Star"

The "Flying Star" was made to be as irresistible as its owner: Josette Pozzo... millionaire, model and socialite celebrity. It was conceived especially to take part in the Elegance Competition of Villa d'Este in 1931, built by the Carrozzeria Touring of Felice Bianchi Anderloni.



The 6C 1750 spider was a one-off creation: a jewel of originality, elegance and attention to detail. It was entirely white, including underbody, wheel spokes, steering wheel, and saddlery, the only exception being its contrasting black dashboard.

Touring endowed the 1750 with new proportions, adding a series of elegant art nouveau aesthetic details... such as the suspended front and rear steps that extended from the wheel arches and crossed beneath the doors without touching each other.

The result? The photo immediately above was taken at the Villa d'Este event, where the **6C 1750 GS Touring** won the Gold Cup for the most beautiful car... and Josette Pozzo herself drove it to receive the prize, dressed stunningly in a matching white outfit. ///

Edited from an episode of "Storie Alfa Romeo"

ALFA'S NEW GTAM WILL COST AROUND €180,000 IN ITALY

***Based on an article that first appeared in www.motor1.com by Chris Bruce,
dated 30th April 2020 (Info source: Alfa Romeo)***

Once they are first released in mid-2020, should Europeans want to own one of the **500 examples of the Alfa Romeo Giulia GTA or GTAm**, they will need to be prepared to pay quite a high price. The GTA will start at €143,000 (or US\$155,385 at current exchange rates) before taxes, while the GTAm will cost €147,000 (i.e., US\$159,787). Therefore, even in Italy, after adding that country's taxes, these two models would cost €175,000 (\$190,240) and €180,000 (\$195,669), respectively. As a



comparison, the [Giulia Quadrifoglio](#) (which the GTA and GTAm are based on) currently costs €86,500 (US \$94,058) in Italy.

The Centro Stile styling department of Alfa Romeo has dug through its archives to find the racing livery designs that were originally used for the 105 GTA of the 1960s. Many of these classic looks included a white mask at the front, together with stripes that ran down the bonnet.

As an alternative, Toine Hezemans opted for a yellowish ochre nose for the 1750 GTAm and the 2000 GTAm that he used to win the European Touring Car Championship in 1970 and 1971.



Buyers of the new models will be able to specify a wide variety of period-correct competition colour schemes for their car. Customers looking for something less flashy will be able to specify the entire exterior in GTA Red, Trophy White, or Montreal Green – which reference the colours of the Italian flag. Clients will be able to select the shade of the brake calipers, roll bar, seat belts, and seat stitching too. There's even an on-line [configurator where you can view all the possibilities](#).

The GTA weighs 100 kilograms less than does a standard Quadrifoglio. Alfa Romeo has achieved some enhancements to engine performance that have pushed the output up to 533 horsepower (398 kilowatts), from the usual QV power level of 505 hp (377 kW). As a result, the GTA can achieve 100 kmh in 3.6 seconds.

Each GTA and GTAm will be sold in a package that includes a Bell helmet in a special colour scheme together with a car cover in the same livery as the actual vehicle. In addition, the GTAm will be sold with a full Alpinestars racing suit, including the overalls, gloves, and shoes. European buyers can choose to receive their car at the former Alfa competition vehicles workshop in Balocco, Italy.



When the GTA and GTAm concept debuted, an Alfa Romeo spokesperson told www.Motor1.com that "While most of these units will be allocated to Europe, we are evaluating opportunities to introduce the GTA into other key markets around the world, including the USA."

However, the company's latest announcement makes no mention of pricing for the US market (or elsewhere). As a result, Motor1.com contacted Alfa Romeo again, but an Alfa spokesperson said: "At the moment, we can't confirm our plans for the Giulia GTA outside of the European market."

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RARE ZAGATO-DESIGNED ALFA GIULIETTA SZ SEEKS NEW HOME

It is one of the most desirable cars in *Alfa Romeo's* history; a light and lithe little race car that literally was born by accident. This rare 1960 Alfa Romeo Giulietta SZ with racing provenance was recently prepared for sale with Gooding & Company. Strangely, the concept of the SZ might never have come to fruition were it not for the ham-fisted driving of Dore Leto di Priolo at the 1956 *Mille Miglia* in Italy, where he heavily crashed his Giulietta Sprint Veloce and wrecked it.



Undaunted, di Priolo took his Alfa to be rebuilt by Elio Zagato, the famed coach-maker. But instead of restoring the car back to its former body, Zagato transformed this Giulietta with a lighter and a much more aerodynamic shape.

The new car, now named the SVZ, proved faster in races. Soon other Giulietta owners were lining up at the Zagato studio for a repeat of this

magical transformation. Learning of the SVZ's success on the track, Alfa Romeo contracted *Zagato* for a limited run of factory-sanctioned race cars which then became known as the Giulietta SZ. On top of the car's lighter body, the SZ also had plexiglass windows, basic seats and just three gauges in the dash, all in the name of lightness.

This particular model is number 33 of the 200 built and it was originally grey. #33 was later purchased by Rinaldo Parmigiani, who raced the SZ in Italy until 1961. It was then sold again, repainted red and fitted with a 1,750 GT Veloce engine. After a few more owners, eventually the car arrived in the USA and appeared in 1980 at the Monterey Historic Races.

The car for sale, #33, recently resided in Texas, where it had remained hidden from the public for over 30 years. While its mechanicals may now need some attention, both the chassis and body are in excellent condition. It remains a beautiful example of one of the most remarkable Alfa Romeos ever built.

If none of that resonates with you, please check your pulse - there might be something wrong. Secondly, you should note that Gooding & Co's asking price is US\$495,000, which might also be a measure of the significance of this Giulietta SZ.

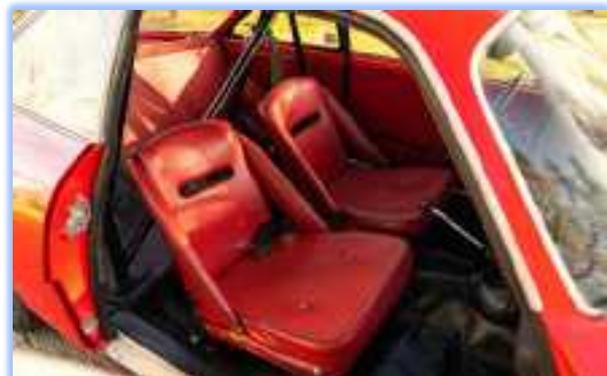
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The images above are courtesy of Gooding & Company.





INTERVIEW WITH AROCA WA MEMBER, PIERO PAGANO

In this article, Piero Pagano is interviewed by Greg Smith. He recently joined AROCA WA in 2019, but has spent an entire career in automotive electrics. His interest in the Alfa Romeo marque is growing fast.

Piero Pagano was born and raised in Perth. He now lives in Mount Lawley with his wife and two daughters - plus their pets.

At the beginning of his working life, Piero started in his family's business in 1992, working as an apprentice automotive electrician at Delta Auto Electrics. This company had been operating since 1970 after it was founded by Don Fragomeni, together with Piero's father, Tony Pagano. This year, the company is celebrating its 50th anniversary.



Left above: Delta Auto Electrics main outlet in Redcliffe; Right: Delta, at the Dowerin Field Day in rural WA.

Today, Delta Auto Electrics is co-owned by Piero and Don Fragomeni's son, Carl Fragomeni, with Mark Gentile as the company's workshop Manager. Delta is a 17-person strong business. It has carved out a niche in the fire appliance and heavy transport sector, but alongside that, it also operates in light commercial, auto electrical and mechanical servicing.

The company is headquartered at 415 Great Eastern Highway, Redcliffe, near to the Perth Airport. Delta Auto Electrics has built a significant internet and Facebook presence. During the current COVID 19 pandemic, the company has maintained quite a lot of its business electronically.

Delta is contracted with a large fire truck manufacturer, also based nearby. Piero comments that his company has been regarded by the WA state government as an essential business during the pandemic due to its critical involvement in the supply of equipment for and in the maintenance of fire trucks.

Piero is proud to say that he has a strong drive and passion for all things automotive. This is reflected both by his career choices and in his personal life. He also has a great and continuing interest in innovation in the automotive electrics industry. A demonstration of this was his recent decision to complete a training course in hybrid vehicle electrics in



Queensland. He took this step to aid in growing the business at Delta and for him to stay personally relevant in current and evolving technologies. At the time, he was aware that little accreditation was available for hybrid vehicle electricians in WA. Therefore, he decided to obtain the background needed and found that this was available in Queensland, where he studied aspects related to the dismantling and repair of hybrid vehicles. While Delta has yet to begin selling parts for hybrids, the company now provides servicing for these vehicles. Piero sees this business as a good offering and he anticipates that it will further expand as part of his company's offerings.

From his earliest days, Piero was highly influenced by his father's passion for cars. His first memories about how that love for cars was ignited began when his father purchased a late 1970's Jaguar XJ6. As a young child, Piero remembers those times when he ran his hands up and down the car and enjoyed the smell of the car's interior with its mix of leather upholstery and the wood grain dashboard. He says that, when he was very young, he would stare at that Jaguar for hours. His later automotive interests all grew from that starting point.



Piero with his brothers and his Dad's Mercedes Benz 280S which, in keeping with his love of European cars, he purchased after the Jaguar

Some years afterwards, his father, Tony, bought himself another Jaguar XJ6 while visiting Italy. Following that overseas trip, this Jag was brought back to Australia.

As a result of these early Jaguar experiences, Piero still maintains a considerable interest in the marque. However, he says that, like Jaguar, the Alfa Romeo also continues to be a close interest for him. In his view, Alfa Romeo has remained a very individual brand. Today, it still continues with a style that is all its own.

At one time, a Pagano family friend took possession of a demonstrator model of the Alfa 164. This occurred back in the early 1990s. Piero was then allowed to take this 164 out for a spin. From that moment, he knew that, one day, he would become an Alfa owner. This interest in the Alfa Romeo brand was further fuelled when the occasional Alfa arrived for repairs at Delta Auto Electrics



Today, Piero owns an Alfa 159 JTDM 2.4. This 6-speed manual car is his first Alfa, which he purchased in 2018. During the past year, since joining AROCA WA, he has driven it to Margaret River twice (one time on a WA Alfa Club weekend trip) and also down to his family's beach house in Dunsborough. The arrival of his manual 159 reminded him how much

he had missed driving a car with a proper gear shift. He says that the 159 is sure-footed and its manual gearbox complements the 159's very torquey 2.4 litre turbo-diesel engine. Piero also notes that the Italian Police/Carabinieri were still driving the 159 right up until the fairly recent arrival of the Alfa Giulia in 'Polizia' livery.

As much as Piero does enjoy his diesel 159, he now thinks that a new Alfa Stelvio might be the next vehicle that emerges from his Alfa wish list to find itself a space in his garage. With his wife and two daughters, a four-door sedan or an SUV does make the most sense for his family's needs. Balancing that family space requirement with Alfa Romeo performance is what makes a new Stelvio seem the most likely next vehicle for the Pagano family.

Meanwhile, the Alfa 159 continues to be Piero's current favourite. He has always been drawn to the many beautiful saloons/sedans introduced by Alfa over the years; including the current model Alfa Giulias. He does appreciate all of the various Berlinas and Sedans that Alfa Romeo has produced and, from the late 1960's through to Alfa's current vehicles, he finds Alfa Romeo's saloon designs to be specifically appealing. For him, this includes the Giuliettas of the 1960s, the Alfetta of the 1970's, the Alfa 164 and then a later versions of the Alfa 155 (which never did come to Australia), on to the beautiful Alfa 166 series 2. Piero comments that he has had opportunities to repair Leo Marzo's 166 a few times and knows this particular car quite well.



There have also been other vehicle brands in Piero's auto-life. A Lancia Beta HPE became the first car that he personally owned. He loved both its beauty and its various pre-fuel injection idiosyncrasies. Unfortunately, that Lancia's life ended after it was rear-ended.

Left: Piero's sister seen sitting on the bonnet of Piero's Lancia Beta. Below: Piero and his wife take the Lancia Beta out into the country.



Following the Lancia, Piero went through a period of what became for him, a period of ‘vanilla-type’ car ownership experience. Recently, his wife did pick up a very nice 2013 Range Rover Sport though, which has proven to be a fantastic addition for his family. This Range Rover was the last of the L320 first generation shape and the Paganos specifically chose it due to its unique design.

You will note a series of photos that appear in this article which show some of the cars that Piero or his family has owned, or rented, or been loaned. Like many of us in AROCA WA, Piero has had a range of experiences, but mostly with Italian or British cars.

His greatest highlight as an auto enthusiast has been turning that long-term Alfa obsession into reality with the purchase of his Alfa 159. He wins some points by then telling me that he added to that by joining AROCA WA in 2019.

Piero joined AROCA WA last year so that he could be with like-minded Alfisti, who want to continue bringing the wonderful historical past of Alfa Romeo to the forefront of an ever-changing automotive landscape. He views that as the key role of the WA Alfa club; i.e., to make new Alfa owners and club members welcomed and then to fully support their passion for the marque.



Piero has already decided that, for him, one of the best parts of the WA Alfa club is the club’s short runs and overnight trips down south, together with the opportunity to do that while travelling with others who get the most out of their Alfas. More drives – long or short – Piero says – and Sunday morning drives too, please.

For example, he suggests that an overnight trip to York would interest him. A trip leaving the city on Saturday morning or afternoon then returning to Perth later on Sunday would be great.



Above: Piero and his brother toured the USA in a rented Ford Mustang.

Left: Sara Pagano’s Range Rover.

He also believes that it would be good for Alfa Romeo generally if Alfa’s Australian distribution and sales networks also showed greater interest in the various AROCA club chapters around Australia.



Piero was very pleased by the way the WA Alfa club made him and his wife, Sara, very welcome from day one. Not that long after joining AROCA WA, he attended a club weekend run. This was a real highlight for him, coming in the first few weeks of his club membership. He found himself with about 10 other Alfas, driving down backroads in the southwest of WA. It was a fantastic experience, he says, travelling with such like-minded souls. Piero watched other club member drivers, e.g., one-time Scandinavian rally driver, Ivan Olsen, demonstrate examples of his Alfa driving skills at points along the road. Piero highly recommends a club weekend away as the proper initiation rite for any new member who joins such a great club.

We talked about the future of car clubs and the roles of their enthusiastic members. Piero recognises that we are continuing through a period of change in transportation – including the arrival of new fuels, increased environmental regulation, automation, drive sharing, etc. He believes that it is imperative for us all to try to keep up with the impact of innovation on our favourite driving hobby. Additionally, he believes that it is going to be key for club members to explore the best ways they can to continue to honour the rich automotive history represented by Alfa Romeo (and other famous automotive marques).

Piero sees an important club role to be a continuing involvement through maintenance of strong direct relationships with relevant dealers and suppliers and, then, for clubs to provide these links back to the club's members. In addition, a great role for car clubs (in the post pandemic environment) will be to renew the running of driving events that again can provide those great opportunities for club members to enjoy their Alfas together.

In closing, Piero admits that his co-ownership of a small business has not left him with as much time to indulge in some of his hobbies as he might like. Nonetheless, he does enjoy exercise and often likes to go for a run or an ocean swim. Another passion is working in and enjoying his garden. Recently, Piero has rekindled an interest in oil painting. He has a particular interest in Australian Impressionism. ///



Seen at Amelia Island (at the site of some famous car auctions last month in USA) was a 1932 Alfa Romeo 8C 2300 Monza owned by Fastwelve LLC of Redmond, Washington. This car was the winner of the "Spirit of the Mille Miglia" at the Amelia Island event.

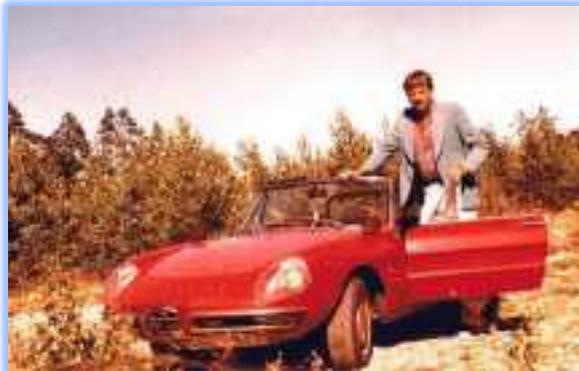


WILLE ROOS AND THE ALFA ROMEO DUETTO REGISTER



This article has been edited from content that appears on Wille Roos' Duetto Register website.

If you have a 1966 – 1970 round-tailed Spider Veloce or Duetto, Wille Roos would love to see your spider added to his Duetto register (that is, if it is not there already). Wille runs the register from his home near Stockholm, Sweden. You will find the Duetto register at www.duettoregister.com. Wille says, "Please register the model, year and chassis number of your Duetto." He points out that this will give you full access to his Duetto Spider register and also provide you with the opportunity to make contact with other Duetto owners all around the world.



Some time ago, Wille set himself the long-term objective of locating as many of the remaining round-tail Spiders as he could. The register already contains details of well over 2,000 round-tails, all of them built between the years 1966 and 1970. It also includes quite a lot of those early 105 Alfa roundtail spiders still operating on Australian roads.



Wille also welcomes you to have a look at his Alfa Romeo Spider Veloce 1967. He has been an Alfista since 1960. Today, he still loves and enjoys his Duetto. He says that he is still as thrilled with it as he was the very first time that he drove it.

Above is an early photo of him in his Duetto in 1970. Adjacent is Wille again, quite a few years later, again with his beautiful Duetto, which he often points out (both on his web register and on the Duetto Facebook page) that he has owned since 1970.



The original Spider Veloce was also named an "Osso di Seppia", or Round-tail. Actually, in Italian, Osso di Seppia means cuttlefish tail. If you have budgerigars in a cage, you might feed them some "Osso di Seppia" so that they can polish their beaks.

The photo, below, is of Wille's Roundtail. He prefers to call his car a Duetto, or a Roundtail, saying: "Although people think that the rear-end may look like a cuttlefish's tail, personally, I'm not that keen on that nickname".



He argues that his Alfa Romeo is probably one of the oldest Spider Veloce Duetto's still running. He has yet to locate another Spider Veloce with a lower chassis number.

Wille's car has "autoleaio" 119, which Luigi Fusi ranks as a 1967 vintage car in his excellent book "Alfa Romeo Bible". The car is red of course, in Rosso Farina, # AR514. This colour has a slight tone of orange, which makes the red appear a

little bit lighter and it is a very attractive colour tone. However, Wille points out that, during the 1960s, there was a redder #501 that also proved popular on many Alfas.



Adjacent is a photo of several Alfa Romeo Duetto Spiders lined up in Liguria, Italy.

There is also an extensive Picture Gallery on the Duetto Register website, where you view all the cars, each with their slightly different specifications, as were required in various regions, e.g., Europe, USA and Australia.

Wille points out that if you send him a photo (or photos) of your Alfa Duetto, he will add that info to his gallery.



“Spyder” or “Spider”? Where did the word “spider” come from?

Wille says that he often is asked this question and he has an answer to guide you.

The word "**Spider**", like so many of the old coach-building terms, originated in the days of horse-drawn vehicles, when a Spider was a light carriage with either two or four wheels, with no entomological associations. The term “spider” was an English, or possibly American, term which gradually found its use in automotive applications in Europe and especially in Italy.

The actor James Dean was killed in an accident driving a Porsche 550 “Spider”, although the legend sometimes blames his death on a Porsche 356 Speeder, Speedster or, sometimes, Spyder. Some Italians say the word comes from "**speed**", which becomes "**speeder**" or "**Spider**".



The facts are that the 105 series Alfa convertible is a Spider and not a Spyder, due to an official statement by the National Federation of Body makers, dating back to 1924 in Milan (Italy), when it simply declared that the word should be written that way. At the time, "y" was not in the Italian alphabet during that fascist and nationalist period. Spider is an equivalent for terms such as "roadster", "speedster" and "two-seater".

The term Spyder (with the “y”) comes from a kind of horse-cab first manufactured by “Holmes” in Dublin, Ireland, where an idea, originally born in Britain in 1860, was



further developed as a mix of a Tilbury-type cab (two seats, two wheels) with a phaeton (which had four seats).

In the Sherlock Holmes series of books, these cabs were named "Spyders", as they resembled "Spiders" for their large and light wheels and the body (very light) that was suspended between them. The Spyder had two "main" seats (with a "cabriolet" cover) and 2 "emergency" seats at the rear, for the "valets". When that decision to spell Spider with an "i" was taken in Italy in 1924, apparently there was one thought that it was done to oppose "Anglicism". But, coincidentally, replacing the "y" with an "i" also bravely corrected the company Holmes, but not the books concerning Mr. Sherlock Holmes, the author Sir Arthur Conan Doyle's great detective!

A Duetto, what is it? And, is a Spider with a long, round tail always a Duetto?

People often ask this question, but there is no simple or completely straight answer, Roos contends.

As defined in www.Duettoregister.com, the Alfa Romeo convertible with its long tail is a "Duetto" – according to Wille Roos, as well as to a lot of other sources. If the Spider has a rounded rear-end like the photo immediately below, then it is a Duetto! It should be noted that the Duettos first sold in USA had red/red rear lenses, while in most other markets, the rear lenses were amber/red, as is shown here.



One noteworthy point is that Alfa Romeo itself never formally used the word "Duetto". They baptised their new Alfa Romeo as a "Spider 1600" only.

The picture above shows what has variously been known, as a Boat-tail, long-tail, "Coda Longa", "Osso di Seppia" or **Duetto**, or, even, the **Duetto** 1st series. These were all names used to describe the **original** series Spider 1600.

In the mid 1960s, Alfa Romeo had decided that the choice for the name of their new convertible sports car would be decided in an international naming competition. The name "Duetto" was one of more than 140,000 entries that Alfa received. The competition winner, one Guidobaldi Trionfi of Brescia, won the prize of a brand-new Spider 1600. Other naming suggestions had included Gina Lollobrigida, Bardot, Piranha, Acapulco, Shakespeare! Al Capone, Pizza, Stalin, Sputnik, Edelweiss, Gin, Strip, Goal, even Hitler! But "Duetto" is so much nicer.



Alfa sales material of the time shows the **Duetto** as a Spider 1600, a 1750 Spider Veloce and in Spider 1300 Junior forms. Note that the word **Duetto** wasn't mentioned. The reason for this is simple. Unfortunately, Alfa found itself caught in a trade-mark dispute with a confectioner, also based in Italy, which was already selling a two-layer cake that it termed a "Duetto". Therefore, the competition-winning name was never used formally by the car company, even after Trionfi had won himself a new Spider 1600 as the prize in that naming competition.



The Pininfarina design studio designed the **Duetto**. Later the company Pininfarina also manufactured these cars, on behalf of Alfa, from 1966-1969. During this time, there were the three versions of the Duetto, as mentioned above. When sold in the USA, the cars were referred to as Round-tails or Boat-tails. On the other hand, in many European countries, the car was called an "Osso di Seppia", or "cuttlefish-bone". In Germany, it was a "Ründheck". Wille comments that,

now, 50+ years later, the design still looks uniquely attractive.

When the original 1600cc-engined, round-tailed Spider was launched with no name, logically enough, everyone referred to it as an "**Alfa Romeo Spider 1600**". This naming persisted, even after the competition had selected the name "Duetto", given that trademark dispute mentioned above. Despite the fact that many people still refer to this earliest member of the 105 series Spider family as the "Spider 1600", its unofficial title for most of its life has always been "Duetto" – and that is how Wille Roos always refers to it.

Interestingly, in Italy, people describe all 105 and 115 series Alfa Romeo Spiders, built between 1966 and 1993, as Duetto. Various Italian Alfa convertible car clubs call themselves "**Duetto Club Italia**", or "Club Alfa Romeo **Duetto**", which may seem confusing. Nonetheless, Wille notes that he has discovered that far too many of those who claim to understand the definition of "Duetto", very often don't even own an Alfa Romeo Spider, and in particular, haven't owned a Duetto itself.

But, if you own a Duetto, i.e., the Alfa Romeo 2-seat convertible built between 1966 and 1970, with its long round tail, then Wille Roos thinks you should be very happy. ///





O N D R I V I N G W E S T

By Penelope Mogridge & Greg Smith

This article was first written for the June 2020 edition of the AROCA VIC newsletter, "Notizie Alfisti". It is concurrently published here in Alfa Occidentale.

The decision to write this article first formed as we read in the May 2020 edition of Notizie Alfisti about a recent road trip taken by AROCA NSW member, Felix Kulakowski, when he headed east across Australia from Perth to Sydney. Felix's article described how he first flew into Perth, on a very quick trip west to purchase a then WA-owned 916 series Alfa Spider. After sealing the deal, he immediately drove his new acquisition all the way back to Sydney, travelling alone. He wrote about difficulties he encountered on that solo trip and the inadequacies of his overnight accommodation across the continent. Additionally, he mentioned how, by taking a wrong turn driving out of Broken Hill, he significantly lengthened the final day of his anticipated fast drive home.

Felix's story became a point of discussion for the two of us, especially as we both have actually enjoyed our past road crossings of Australia. We have also met people here in Perth who are willing to make this crossing an almost annual pilgrimage, although we don't believe we could bring ourselves to attempt our trans-Australia road journeys quite that regularly.

While the drive across the country is a long one, it is also beautiful. At times, the scenery is truly dramatic, although, at others, an hour-to-hour sameness can become quite challenging – but, around then, a change of driver may be overdue. There are many great places to visit, although some could be just too far off the beaten track; even should you have enough time for exploration as well as completing your multi-day drive.

Here in Perth, members of AROCA's WA Division sometimes contemplate how we might better encourage more Eastern States AROCA members to drive their Alfas right across the country to visit us. There really is a lot to see and enjoy here in WA. It would be great to have you join us, perhaps to share an Alfa club day tour, or some weekend and/or even longer drives. The unique scenery, long summers, beaches, wineries, the culture and, of course, WA hospitality are all worth considering.

Actually, our first drive across Australia goes a long way back. We crossed the Nullarbor together at the start of 1972, although Penelope had also driven east a few years earlier with some University friends.

Our car for that joint 1970s trans-continental expedition was a relatively new and quite reliable VW Beetle. At that time, the road from Ceduna to the WA border was still rough gravel. Accounts of the huge plumes of dust behind trucks, the high frequency of bull-dust holes and many tragic encounters with native animals, especially at night, were legendary. Therefore, on this first joint trip, we stuck to daytime travel only. Out on the Nullarbor, we found that consistently driving at about 55mph, there was a sweet-spot where we sank into only 1 out of every 3 dust-covered holes along that dirt road.

Melbourne to Perth via the most direct route: 3,420 kms

Over many of the intervening years since the early '70s, with changing relationships, two very different careers on different continents and two different families, it wasn't until the winter of 2014 that we

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From top left, then clockwise: Looking down on Port Lincoln, fishing boats at Port Lincoln boat harbour; at the WA/SA border in the 1980s; the 156 GTA is seen a sandy track, (but this photo is in the Pinnacles NP, where it has also been twice); very straight long section of road on the Nullarbor; a southern ocean view from above the cliffs; and the impressive Nullarbor cliffs of the Great Australian Bight.



got to find another opportunity to drive from Melbourne to Perth together; when Greg moved west again for us to live in Perth. This time, we shared the driving in Greg's 2002 vintage Alfa 156 GTA. We were certain that our low-slung car greatly appreciated that the highway was now sealed over its entire distance since our last joint trip in the 1970s. Except for some heavily travelled, rutted sections of bitumen on the Great Eastern Highway, which became a little annoying between Kalgoorlie and Perth, it was mostly a very smooth ride.

Accelerating past either multi-trailer road trains, or convoys of grey nomads driving SUVs pulling caravans, was great fun. The overtaking process also provided short opportunities to test out the car's Busso V6, but only just a little. We eased the accelerator pedal as the car rapidly swept past the 150 kph mark on the speedo while passing. Even out on the Nullarbor, highway patrols aren't unknown.

Driving only during the day, that 3,400 km or so shortest distance from Melbourne to Perth requires about five days, although it can be travelled in much less time by anyone brave enough to continue through the night, preferably doing so with multiple drivers in the vehicle. Back in the day (i.e., 1980-90s), some AROCA WA members were very keen to drive from Perth to various Alfestas in Queensland, NSW and Victoria, which they did virtually non-stop in their Alfa 105s (or similar), e.g., completing one Perth to Brisbane trip in well under 50 hours. How they managed the night-time stress of avoiding the abundant wildlife remains unclear. While these club members are still active Alfisti, passing years may have led them to prefer consideration of their trans-Australia travel experiences in retrospect.

At the end of 2016, we drove the 156 GTA eastwards, back from Perth to Melbourne. The car then remained in Melbourne for a few months, while we returned to Perth. Bruno Collauti undertook some necessary repairs to the Alfa before we flew back to Melbourne on a pre-Easter flight. We recovered the 156 GTA, ready and waiting for its overnight ferry-ride to attend Alfesta 2017 in Tasmania. This Alfesta was a great event, centred in Launceston, but with some nice driving tours too.

However, Alfesta 2017 was not the first Alfa trip that we had made to Tasmania. In 2012, we attended an excellent Alfa gathering that Easter. "Turismo Tasmania" was organized by Mark Baigent and his team. We drove our 1967 Spider Duetto around the island on that occasion, after the earlier overnight Bass Strait ferry trip. Tasmania is an ideal location for auto clubs' national events, we think.

We had planned another cross-country trip this year, driving the 4,184 kms distance each way from Perth to and from Toowoomba to be at Alfesta 2020. Unfortunately, the emergence of COVID 19, required AROCA QLD to cancel this event. As a result, we have missed that first-time opportunity to take the turn left at Port Augusta and head diagonally north-east across NSW up to Toowoomba, rather than to once again veer right there to drive south-east to Adelaide and then on to Melbourne. We are now waiting for Alfesta 2021 in McLaren Vale. We have noted that the most direct route to travel by road from Perth to McLaren Vale is still 2,730 kms in each direction.

Some comments about experiences on these drives west

Once the highway departs Adelaide's northern suburbs, you begin to sense that you are closing in on Australia's empty desert as you head towards Port Augusta. However, this thought doesn't last once you recognise that the country, although dry, is becoming an intensive grain growing area. During winter, the green fields of grain continue all the way to Ceduna – and even beyond.

Eventually, you are driving across the treeless Nullarbor Plain, but that section of Highway 1 isn't as long as you might anticipate. As you approach the WA-SA border, the scrub begins to be "just a little bit taller". Then, some distance beyond the border, sections of low, dry land forest appear.



Scenes along highway travelling west: From top left, then clockwise: One of the sometimes very hard-to-find holes along the Nullarbor golf course (which extends from Ceduna to Norseman); in Lake cave on Caves Road, south of Margaret River; the Mega Pit, the world's largest open cut gold mine at Kalgoorlie; Wave Rock at Hyden (on a more direct shorter route straight back to Perth from Esperance); Greens Pool, sheltered by a natural rock wall from the Southern Ocean, near Denmark; Lucky Bay at Cape Le Grand National Park, east of Esperance; one of the Southern Right Whales with her calf, seen at the Head of the Bight whale sanctuary.





This forested countryside continues intermittently over the next 1,500 kms until the WA wheat belt. Beyond Northam, driving the last 100kms across the Darling Range, there is Jarrah forest, until you descend from the range into the outskirts of Perth.

Departing Melbourne, appropriate overnight stops on a rapid drive west might initially include Adelaide, then Ceduna, and next a choice of one of the 100kms or so spaced apart truck-stop motels dotted along the route. The fourth night could be in Norseman, or even in Kalgoorlie, before completing the final stretch to Perth. Four-star accommodation it is not; but out on the Highway, the motel owners are hospitable, the country-style food is good, though, understandably, the fuel is costly.

From Port Augusta deviating via Port Lincoln to Ceduna is 709 kms versus the more direct 386 kms

Should you have enough time when leaving Port Augusta, try the alternative route that runs along the western side of Spencer Gulf, down to Port Lincoln. This is a great option. While Port Lincoln may seem a remote place, it is the grain port for the Eyre Peninsula and a tourism and fishing centre for many South Australians, especially. It is situated near to Coffin Bay (for the best oysters) and is a well-known base for cage diving in the presence of Great White Sharks. It is also very scenic.

Departing Port Lincoln, this drive continues westwards to Ceduna on a bitumen road that runs close to the coast. This Southern Ocean coastal strip offers rugged views, lots of rocky outcrops and small islands. There are a few ocean-side villages with great beaches. However, in the past, at one or two, unhappy surfing experiences have involved unexpected large sharks.

Beyond Ceduna, there are some great side drives down gravel roads to ocean surf spots. Meanwhile, north of the road, there are limestone caves, but they are further away. During winter months, do visit the whale sanctuary at the Head of the Bight, where numerous Southern Right Whales with their calves can be seen close to the cliffs from a network of walkways and balconies. Further on, several other viewing platforms are also located near to the highway. From these points, looking east or west, there are great views of the Nullarbor cliffs and the ocean.

The overnight stopover village of Eucla is about 20kms beyond the WA-SA state border checkpoint. There is a time change here, but it is in Australia's least known time zone. In winter, the local time there is 45 minutes later than Adelaide time.

Leaving Eucla, the road begins a long gradual descent down an escarpment incline. Sadly, this area is often littered with the carcasses of animals hit overnight by the passing road trains. For some reason, at night-time, this long slope becomes a favoured highway crossing for both native and feral animals. In the early morning, the highway here may seem quite blood-soaked. Thankfully, wildlife deaths aren't as widespread everywhere along this road.

Ending a day long drive west from Eucla, the route at last cruises into Norseman. Once in this quiet town, you have a significant choice of alternative routes west. One way, you turn right and head north-west towards the historic mining towns of Kalgoorlie and Boulder. The mega pit open cut gold mine at Kalgoorlie is worth seeing. An overnight stay at Hannon's hotel on Kalgoorlie's main street, with a nice dinner on the upstairs veranda, is likely to require a prior booking.

Melbourne to Perth, staying on Highway 1 to visit WA's Southwest is about 4,000 kms

A second very attractive alternative route from Norseman is well worth considering. By turning left in the town, you can then head southwards on Highway 1 as it continues down to Esperance. Staying on Highway 1 allows a full tour of WA's south-west, eventually heading up to Perth from Margaret River.

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From top left, then clockwise: The Perth skyline viewed across the Swan River from South Perth at dusk; sunset at North Cottesloe Beach looking over the Indian Ocean towards Rottnest Island; some Alfa Romeos owned by AROCA WA members, presented at various car shows around Perth.



However, this wonderful option isn't one to decide on lightly. A week, or preferably more, is needed to fully enjoy the southwest. You should be feeling very relaxed about vacationing, despite still being only part way across Australia, when you decide to take Highway 1 south out of Norseman.

You could easily spend an entire week just around Esperance, visiting some wonderful National Parks in the vicinity. At Esperance, there are many islands

immediately off the coast. They provide remarkable viewing from the shore, or out on a boat ride. Many place names in WA's southwest have French origins due to 'les explorateurs' who made some of the earliest European visits to this region.

While in the southwest, further along Highway 1, there is the possibility of a day-long boat trip out to the Bremer Canyon, during summer. This sea canyon is now recognised as a marine hotspot of global significance where schools of Orcas, whales, seals, etc., congregate. Don't forget your big camera!

You might feel up to climbing Bluff Knoll before your next stopover in the regional city of Albany. Albany has a very attractive port and includes an excellent ANZAC memorial sited above King George's Sound. During WW1, large convoys of troop ships departed from the sound sailing towards Gallipoli.

Next, a shorter drive leads on into Denmark and, further, to Nornalup. These coastal towns have large estuaries and offer long walks on isolated ocean beaches. The highway winds through hills covered by forests of tall Tingle, Marri and Karri trees. Green's Pool, near Denmark, is extraordinary. Further on, at Pemberton, you can climb your choice of a few very tall, Karri trees. Steel bolts, driven into the tree trunk, form an ascending spiral of very open (but, note well, caged-in) stairs. While it may seem scary at first, climbing a tall Karri tree is a wonderful experience.

The Margaret River region is still some distance on. It is yet another area where you could easily consume a week or more, visiting beaches, forests, some of its 200 or so wineries, coastal walks, lighthouses, galleries, dining, cycling; the list goes on. Then, after leaving Margaret River, there is still a 350 km drive to reach Perth - in WA, the distances are almost never short!

Arrival in Perth ends your drive west

Perth offers more wineries, surf beaches, and many other cultural and tourist opportunities. We think that the WA shipwrecks museum in Fremantle, although lesser known, is a "must-see" visit. A wonderful surprise awaits in a darkened room, where the recovered stern section of *Batavia* appears through the gloom. This Dutch East India Company (DOC) ship hit a reef in the Abrolhos Islands in 1629. Well over 100 of the crew and passengers, left on the islands, were massacred by mutineers during the period that it took the captain and some of his more trusted crew to sail a ship's longboat to the town of Batavia (in Java) and then return in a rescue ship. A beautiful crenelated brick gateway, originally destined for



construction in Batavia, lines a wall of that museum room. It was built from bricks, originally shipped as ballast in the *Batavia* when it sailed from Holland, nearly 400 years ago. Many artefacts are also on view from other early 17th century DOC shipwrecks, discovered on reefs along the WA coast. This initial European period of Australian history occurred nearly 150 years before James Cook sailed up the east coast and recorded in his ship's log that he had reached "New Holland".

You are at the end of your trans-Australia visit to Perth, but your trip from Melbourne, on Highway 1 hasn't taken you that far along this 14,500 km long national road, that runs around the edge of Australia's mainland.



Of course, on leaving Perth, any self-respecting grey nomad will head north, visiting the Whale Sharks at Ningaloo reef, continuing further into the tropics to Broome and the Kimberley, driving on to Darwin, across to Cape York, and down the east coast, eventually back to Melbourne. The full circuit needs months of travel time, not just weeks.

The time for you to head home from Perth may arrive too soon. On your trip west from Melbourne to Perth, with side drives and touring, your odometer may say that you have already done over 5,000 kms; particularly, if you went down to Port Lincoln, toured the

southwest of WA, and perhaps even drove the Great Ocean Road out of Melbourne before travelling via Robe into Adelaide. Therefore, on the return drive back you can let yourself feel less guilty about taking the most direct route home, which is a shorter 3,420 kms.

However, you might just prefer to ship your car back east on a truck and then fly home. Alternatively, both your car and its passengers might enjoy a very pleasant (but not so cheap) trip home on an east-bound train.

Via the shortest routes to the west:

Melbourne to Perth:	3,420 km
Sydney to Perth:	3,934 km
Brisbane to Perth:	4,314 km
A circuit of the mainland on Highway 1:	14,500 km

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AROCA NATIONAL COORDINATOR MAY 2020 UPDATE

On 4th May 2020, all AROCA Division Presidents met with me by teleconference. This group included: John Anderson, QLD; Eddy Failla, NSW; Mandy Thompson, VIC; Steve Weedon, SA; and Andrew Murray, WA.

We discussed each state's response to COVID-19 restrictions, and heard how the various Divisions are ensuring the continuation of value-add to their members during the period, prior to the re-emergence of social and competition events once current restrictions ease.

Division Updates:

- NSW is developing a new website and database that will provide a comprehensive interactive package including a smart database for motoring clubs. NSW is happy to share details regarding this project.
- Queensland tidied up after Alfesta 2020 had to be cancelled. A concours is planned for later in the year. The Division will also hold its annual "Peak Crossing" later in the year. That event attracts over 200 classic cars.
- Victoria is planning for Spettacolo to be held late in 2020. Targa Florio is also listed for late November.
- South Australia is organising Alfesta 2021 for McLaren Vale.
- WA hopes to hold its 110th anniversary dinner later in the year. Andrew Murray also discussed two past Alfestas held in WA, in Fremantle, and Margaret River.

Future Alfestas

Currently, future Alfestas that are listed at <https://www.alfaclub.org.au/> include:

2021 - South Australia	2022 - New South Wales
2023 – TBA	2024 – Victoria
2025 – Queensland	2026 - South Australia

- QLD is happy for NSW to proceed with Alfesta 2022. NSW's Alfesta 2022 Committee has made some initial considerations with Coffs Harbour being a possible location.
- QLD could take on 2023. Toowoomba Alfesta plans were complete and could be resurrected.
- 2025 then could be held in either in Canberra or Tasmania. It was suggested that Division Presidents should discuss this matter with their state committees.



Bob Gardiner Memorial Trophy

A discussion ensued considering criteria for the award of this AROCA national trophy. Long term members offered updates regarding the trophy's background and its intent. It was originally for track competition. Currently, the AROCA criteria for awarding this trophy state that:

This trophy is awarded to the person staying in-house and/or an attendee who attends all programmed Alfesta Events (including meals), and drives an Alfa Romeo vehicle to, during and from Alfesta (or under special circumstances – is competing in an Alfa Romeo vehicle) who amasses the greatest number of points from all published events. Special circumstances will be determined by National Council members and could include "fly-in attendees". Point-scoring will be the responsibility of the Alfesta Committee and the trophy will be awarded after careful consultation between the Alfesta Committee and the National President. A keepsake shield will also be presented to the winner at this or the subsequent Alfesta.

Five options were discussed:

Option 1: stay with the current criteria.

Option 2: Each Division nominates its top competitor for the previous year with the record of their wins and achievements and this list is considered by the Presidents or their nominees at a meeting at Alfesta on the Easter Sunday afternoon where a decision is made on a worthy winner.

Option 3: The top competitor in the Division which is the host of Alfesta for that particular year is awarded the Trophy.

Option 4: The driver of an Alfa Romeo at the Phillip Island Classic in a nominated event is awarded the trophy.

Option 5: The most successful competitor in the Alfa Romeo Twin Spark Cup events across all Divisions is awarded the trophy.

For 2021, Division Presidents decided to stick with the criteria shown in Option 1. They agreed the trophy should be awarded again at Alfesta 2021. It will be good to see it reappear. Division Presidents will take options 2 to 5 back for discussion at State Committees.

I look forward to catching up with you in South Australia at Alfesta 2021, if not before.

Ciao,

Peter Mathews
AROCA National Coordinator



2020 CALENDAR UPDATES

EVENT	EVENT DATE	COORDINATOR & STATUS	COMMENTS
Alfesta Toowoomba	Easter 2020	AROCA QLD	AROCA QLD cancelled the 2020 Alfesta.
Mount Ommanney	Saturday 4 th April 2020	VSCCWA	Northam meeting is cancelled – it could be rescheduled later in 2020
Club run to Northam Motor Sport Festival, via Noble Falls Tavern.	Sunday 5 th April, 2020.	Greg Smith.	The Club run and breakfast at Noble Falls Tavern could be rescheduled once new Northam meeting date is set.
Northam Flying Fifty	Sunday 5 th April, 2020	VSCCWA	Northam meeting postponed til later
Dyno night at Steve Boyle's	Club's May 2020 meeting	Andrew Murray	This meeting deferred until later in 2020.
British car day raid to GinGin	Mid-May 2020.	Richard Peirce	No British car day raid in 2020
Point-to-point	Sunday 23 rd May 2020	WA Sporting car club	6 mo cancellation of competition events
Mount Clarence Hill Climb	Saturday 30 th May 2020	VSCCWA	Meeting for 2020 cancelled. Now planning for 2021 event.
Albany round the houses long weekend	Beginning of June 2020.	Andrew Murray.	As above.
Club birthday dinner	New date TBD	Greg Smith	Discussions with Acqua Viva continue re a delayed event later in the year.
Mid-week run	Sunday 14 th June 2020	A run and picnic?	Possible date is now Sunday 14 th June 2020
Wildflower run weekend	Late August or early September	TBD	Reconsidering event for early spring
AROCA WA AGM	First Tuesday in September	Andrew Murray	This date remains in place
Port Dennison Sprint	27 th September 2020	TSOA	6 mo cancellation of competition events
Two Oceans run	Late October	Rob Rowbotham, FLC	FLC keeping options open but interstate members are booking accommodation.
Rotary Italian Car Day	Sunday 1 st November	Andrew Murray.	Defer decision until later in year
Annual Pasta Run	Sunday mid to late November	TBD	Defer decision until later in year
Vintage Stampede	6 th December 2020	VSCCWA	6 mo cancellation of competition events
Annual Christmas lunch	Early December	TBD	Defer decision until later in year



AROCA WA REGULAR MONTHLY CLUB EVENTS

- **Classic Cars & Coffee** is held at the University of Western Australia, but do note that the event has moved to the UWA Business School Carpark, which is further down Hackett Drive, Crawley. It runs on Sundays from 08:30 until 10:30, but the scheduled date varies from month-to-month. The next Sunday meeting is scheduled and **28th June** (If held, note that it is to run from 09:30 until 11:30).
Check <https://www.classiccarsandcoffee.com> for cancellations or other changes to plans.
- Most months, the **AROCA WA club night** is on the first Tuesday in the month. A July meeting may be scheduled, depending upon the announcement of eased stage 3 restrictions.

3RD SUNDAY INFORMAL RUNS CONTINUE

DATE: Every third Sunday of the month
TIME: 09:30am for coffee with a 10:00am tour departure
STARTING POINT: Boatshed café, South Perth. See: <https://goo.gl/maps/KVSxLuP4Atx>

This monthly event has been deferred until WA government restrictions ease sufficiently

Every 3rd Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park in the car park on Coode Street, near to the Boatshed café and the water ramp in the park. These informal trips depart soon after 10:00am. The run can commence once participants decide to depart from this starting point. Either individuals or groups can do this as soon as they like after 10:00. This event is an informal, but regularly scheduled AROCA WA event. It is a great opportunity for club members with concessionally registered cars to take their vehicles out for a run. Note any one of these 3rd Sunday runs could involve only one individual vehicle.

AROCA WA COMPETITION CALENDAR 2020

2020	Event	Organiser	Website
15 February	Barbagallo Twilight Sprint	Porsche Club	http://www.porscheclubwa.org.au/
8 March	Midvale Speed Dome	TSOA	https://tsoa-wa.com/events/
4 April	Mt Ommanney	VSCCWA	CANCELLED
5 April	Flying 50	VSCCWA	CANCELLED
23 May	Point to Point	WA sporting Car Club	CANCELLED
30 May	Mt Clarence Hill Climb	VSCCWA	CANCELLED
31 May	Albany Around the Houses	VSCCWA	CANCELLED
27 September	Port Denison Sprint	TSOA	https://tsoa-wa.com/events/ TBD
6 December	Vintage Stampede	VSCCWA	http://www.vscwa.com.au/ TBD



2020 GRAMPPIANS TOUR - NOW BOOKED OUT, BUT WAIT-LISTED



The 2020 'Grampians Alfa Tour' will be held in early November. This year, the tour will be an extended 8-day event that starts on Wednesday 4th November in Ballarat. After one night in Halls Gap, the tour will head into South Australia to attend the SA Auto Italia (Sunday 8th November).

En route to Adelaide, the tour will stop for one night at Rydges Hotel near the 'The Bend' racetrack at Tailem Bend. We will enjoy a few laps of this brilliant circuit - but no racing behind the pace car.

After the SA Auto Italia, on Monday 9th Nov. we drive to Victor Harbor via McLaren Vale. Tuesday 10th includes a drive along the Coorong to Robe. On Wednesday 11th, we travel through the Coonawarra wine district on a route that takes us back to Halls Gap where the tour ends.

This year's Grampians Tour is a combined event with the AROCA Vic Goldfields Alfa Group and the AAAA (Alpine Alfisti Association of Australia)'s Spring Tour. As AAAA's Autumn Alfa Tour had to be cancelled due to COVID 19, we have made this November Alfa Tour a longer event. Note that attendees aren't required to attend the entire trip; but can chose sections to suit.

Numbers have been limited due to the size of some of the planned venues. Please note that this Tour is now booked out. However, if you are really interested, you could still be placed on a wait-list after you send an 'Expression of Interest' ASAP to Leon Cottle.

Leon Cottle
Mobile: 0407 680 384,
Email: imcot@netconnect.com.au



The Alfa Romeo Owners' Club of Australia (SA Division) Inc. presents:

Alfesta 2021

on the Fleurieu Peninsula!

The AROCA Nationals
return to South Australia

1st-5th April 2021

In 2021 Alfesta comes to McLaren Vale on the Fleurieu Peninsula, an internationally renowned wine region and gateway to some of South Australia's finest coastal, scenic and culinary experiences, not to mention home of the **TURCO FLEURIEU**.



For more information, go to:

www.alfesta2021.net

email: alfesta2021@alfaclubsa.org.au





FINANCIAL REPORT MAY 2020

Opening Balance (as of 16/04/2020):			\$ 3,876.69
INCOME			
Memberships:	11/05/20	Forbes	\$ 80.00
	14/05/20	Milan	\$ 80.00
	18/05/20	Ammann	\$ 80.00
Bank interest			\$ 0.34
Total Income			\$ 240.34
PAYMENTS			
	21/05/20	LCC of WA (rent Jan Mar 20)	\$ 120.00
Total			\$ 120.00
NET MOVEMENT			+ \$ 120.34
CLOSING CASH BOOK BALANCE			\$ 3,997.03
CLOSING BALANCE, WESTPAC (21/05/20)			\$ 3,997.03
INVESTMENT ACCOUNT			
Opening balance (16/04/2020)			\$ 14,174.26
Bank interest received (31/03/2020)			\$ 0.58
Closing balance (20/03/2020)			\$ 14,174.84
TOTAL FUNDS AVAILABLE			\$ 18,171.84

*Eddie Bernardi,
Treasurer
21st May, 2020*



1 9 9 9 V I N T A G E A L F A 1 6 6 F O R S A L E

AROCA WA club member, Dr. Leo Marzo, has recently advised the club that he is interested in selling his 1999 vintage (first series) Alfa Romeo 166 Series Sports Sedan.



Note that these are file photos of a 1999 Alfa 166, not of Leo's vehicle.

- Automatic transmission
- V6 engine.
- Genuine 140,000 kms.
- Mechanically perfect condition.
- Tires in good condition.
- Timing belt and transmission serviced according to schedule.
- Immaculate paintwork and upholstery,
- Maintained regularly.

If you have any interest, please call or email Leo to discuss further.

Email: leo.marzo@bigpond.com

Mobile: 0407 771 857

Background Note on the Alfa 166

The first generation of the Alfa Romeo 166 was introduced in 1998. It was designed by Walter de Silva of Centro Stile, Alfa Romeo. The arrival of the 166 continued a design tradition that had been established by its predecessor, the Alfa 164.

The Alfa 166 model featured a number of innovations such as a new appearance that included a modified headlamp design and a pointed nose. The first models of the new Alfa 166 were available with a range of petrol and turbodiesel engines. They featured cruise control, climate control or ICS (Integrated Control System) but only in the top-of-the-range versions (designated 'Super'). Later on, in 2003, the 166 underwent a facelift. Production of the revised 166 series continued until 2007.

When first launched in 1998, Alfa positioned the 166 as an executive car. However, after the 166's 2003 facelift, the revised model was thought to lack some of the presence of the initial 166 design, perhaps due to its redesigned front end (with the stylish-dropped headlights discontinued).



AROCA WA MEMBERSHIP RENEWAL

Dear WA Alfisti and current AROCA WA members,

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 current.*

NOTICE TO NEW MEMBERS: The Alfa Club is seeking to increase the number of 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 upcoming 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 next financial year, 2019/20. **Please note that AROCA WA membership renewal for all existing members is due on the 30th June of 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, 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, you should include your surname in the payment reference and also advise the club of your payment via an email.)

Membership Fee: \$80 (1st July 2020 - 30th June 2021)

Associate Mbr Fee: \$80 (1st July 2020 - 30th June 2021)

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

Andrew Murray.
President, AROCA WA.



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, it no longer complies with the regulations and cannot be used under Code 404.

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

Name of Owner:.....

Alfa Club Membership number:.....

Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

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



DRIVING YOUR CONCESSIONALLY LICENSED ALFA

Dear AROCA WA Club Members,

You will have seen in an email I sent to you on 20th March (and here in this magazine), that the WA Alfa Club committee has cancelled a number of upcoming club events, given the corona virus epidemic and consequent WA and national government requirements.

Additionally, you should note that presently programmed club events, scheduled for later in the year, may or may not occur. All future events will be subject to the club committee's consideration at its future monthly teleconference meetings. Decisions regarding the club's later events in its 2020 program depend totally on the changing status of the COVID 19 virus epidemic in WA.

In the meantime, the club reminds you, particularly if you are a member who drives a concessionally licensed Alfa Romeo, that Code 404 concessional registration allows you to drive your car on *AdHoc* day trips. You can do this, provided you submit to the club a completed trip application form; a blank copy of which appears on the following page. Note that the DOT recently clarified that *AdHoc* trips can only be for a one-day duration.

Additionally, you can still use your concessionally registered car for all of the following activities, and do so without notifying the Club:

- Taking your car out for repairs and maintenance.
- Driving within a 30km radius of the registered address for the purposes of routine maintenance (e.g., keeping the car running reliably, battery charged, refuelled, etc).
- Attending any advertised Alfa club event, or another Car Club's advertised event; that is if these events are still running, subject to current COVID 19 virus restrictions.

The Club Committee recommends that you make best use of your Alfa during this highly contagious period, assuming that the regulated conditions do not further evolve to reach a greater "lock down" status. However, be sure to carefully practice "social distancing", whenever you leave your car during that trip for sight-seeing, a coffee break, etc.

Regards,

Greg Smith
AROCA WA Secretary



“ D R I V E M Y C A R ”

THIS SIMPLIFIED SINGLE VEHICLE EVENT APPROVAL FORM IS FOR CURRENT AROCA WA MEMBER-OWNED CONCESSIONALLY REGISTERED VEHICLES

AROCA WA provides this club logging system solely for the use of currently financial AROCA WA club members who own vehicles which are concessionally registered under CODE 404. Completion of this form and providing a completed copy to the club secretary, enables club members to legally drive their vehicles at a “single vehicle event” such as to a wedding, picnic, country drive, etc. Note that multiple forms should be provided for any multiple-day events.

MEMBER’S FIRST NAME(S): _____

MEMBER’S SURNAME: _____

MOBILE PHONE: _____

AROCA WA MEMBER NUMBER: _____

VEHICLE TO BE DRIVEN:

VEHICLE	BUILD YEAR	REGISTRATION PLATE	CONCESSIONAL REGO. @ AROCA WA

TRIP DETAILS:

TRIP DATE: _____
(DD / MM / YYYY)

DESCRIPTION: _____
Purpose of trip in a few words only.

Prior to undertaking any single vehicle trip, be sure to complete and email this simplified form to AROCA WA, where this trip will be logged by the club. (secretaryarocawa1@gmail.com)

After sending your completed form to the AROCA WA club secretary, you should also print out a filled-in copy of this form. Be sure to keep it with you in your vehicle during your trip.

Additionally, you should note that it is a condition of Code 404 that you remain a financial car club member at all times. Please be aware that, otherwise, if stopped, you will be personally deemed to be] unlicensed.



MEMBERS' PROFILES PUBLISHED IN PAST MAGAZINE ISSUES

In many of the club's past issues of Alfa Occidentale, profiles were published of individual long-term Alfa Club members – mostly from the WA Division, but with some from elsewhere also included. Please find below a complete listing of these profiles and where to find them.

Please also note that back copies of Alfa Occidentale issues, and, therefore, of all of these profiles, can be found at the club's website <https://www.alfaclubwa.com.au/newsletters/>

Profile	Issue #	Page	Comments
Glen Phillips	5	22	<i>Glen is AROCA WA's life member #2. He is claimed as a club hero by both the WA Alfa & WA Fiat/Lancia clubs. Each club is surprised by how much Glen is also 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 was working in the UK.</i>
Norm Craven-Kelly	7	15	<i>In this article, Bruce Thomas recalls the late "Il Presidente", a key founding member in both the Vic. & WA AROCA divisions and a larger-than-life character.</i>
John Schoen	9	17	<i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>
John Court	12	21	<i>Renovator of Alfas, classic British cars and an owner of old military vehicles, many of which he keeps in his own lock-up factory, south of Fremantle.</i>
Andrew Murray	13	24	<i>Andrew is the present AROCA WA president. The owner/past owner of very many important Alfas and other classic cars. He is the club's walking encyclopaedia on all matters Alfa Romeo – and especially if these matters might concern any 105s.</i>
Michael Barrenger	15	8	<i>Michael Barrenger writes about his "Alfettish" and how he has acquired his much sought-for cars which are now in renovation or at various levels of modification.</i>
Leon Cottle	18	21	<i>The AGOG founder (Alfa GT Owners Group), AROCA Vic Goldfields group convenor and a serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>
Greg Smith	19	13	<i>Greg recalls his Alfa 75 QV ("Milano") in the snowy winters of New Jersey and its sad demise on the NJ Turnpike (on his birthday!)</i>
Ivan Olsen	19	15	<i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa after he arrived in Perth in 2009.</i>
Ugo Sivocci	25	13	<i>This Alfa racing driver of the early '20s was an originator of the Quadrifoglio Verde badge. The absence of that lucky charm coincided with his death while driving.</i>
Keith Martin	28	8	<i>The founder of "Sports Car Market" magazine, long time multiple Alfa owner, famous US car concours judge and appraiser, talks about suffering a recent stroke.</i>
John Reed	33	7	<i>Former Royal Navy engineer, John has built a 105 GTA replica and has also fully renovated his favourite Giulia Sprint GT – not just once, but twice!</i>
Paul Blank	34	10	<i>Paul is a confessed lover of all types of classic cars, the owner of many, and an Alfa owner too. He is WA's classic motoring events organizer extraordinaire.</i>
Keith Martin (update)	35	24	<i>Keith describes how he really needs to replace 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". Her interview appears in issue 36.</i>
Piero Pagano	37	13	<i>Piero is a new WA AROCA member, but his love of cars started very early. His career has always been in automotive electrics.</i>
Someone you know ?	When?		<i>Note that Alfa Occidentale is very keen to interview other Alfa Club members as this series of member profiles continues.</i>