



In edition #39 of Alfa Occidentale, an edited article is republished on the TZ. Originally written by Joe Breeze, it first appeared in www.CarDriver.com, back in 2015. Joe's writes about Alfa Romeo's petite Tubolare Zagato coupé, the Alfa TZ I, which was introduced the early 1960s. Since then, the TZ 1 has been referred to by some as a 'Baby GTO'. While associations with other marques won't come much grander than that, many Alfisti would argue that the TZ 1 earned its very own metaphorical stripes and doesn't need any comparison.

The upcoming sale of a TZ1 that has a well-documented ownership and competitive history is also described in this magazine edition.



This edition reports on the birthday dinner for the **110th Anniversary of Alfa Romeo Birthday dinner**. It is the **39th edition of ALFA OCCIDENTALE** – the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). August changes to the club's upcoming program are updated here following the easing of pandemic restrictions in WA.

CONTENTS OF ALFA OCCIDENTALE # 39

Early August update on AROCA WA's 2020 activities.	Page 3
"Quo Vadis" – a letter from AROCA Victoria patron, David Wright.	Page 4
Very successful 110 th Alfa Romeo birthday dinner held on 11 th July.	Page 6
Inside the Alfa Romeo Museum's Secret Warehouse	Page 10
"Il Monstro" – is this SZ Alfa's unsung hero?	Page 16
Alfa Romeo Giulia GTA – "It gets very extreme"	Page 17
Five dirty Alfas pulled from a Pennsylvanian time capsule	Page 20
Drive Away the "Baby GTO Blues" in an Alfa TZ1	Page 23
Recent Italian Car Sales (info from the Sept 2020 SCM online issue)	Page 25
2020 Calendar Updates	Page 27
Competition program cancellations and deferrals.	Page 28
Meet the New Members Cocktail event – 5 th August club night.	Page 29
Grampians Alfa Tour 2020 – Expressions of Interest called.	Page 30
Alfesta 2021 will be in McLaren Vale SA – 3 rd announcement.	Page 31
Are clubs like Onions?	Page 32
Nominate for the 2020/21 AROCA WA Committee at the Sept AGM	Page 33
AROCA WA Treasurer's Financial Report for July 2020.	Page 35
It is time to renew your AROCA WA membership.	Page 36
Code 404 declaration.	Page 38
The AROCA WA "Drive my Car" concessional run approval program.	Page 40
Directory of all Alfa Club member profiles published in Alfa Occidentale to date.	Page 41

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AUGUST UPDATE OF AROCA WA'S 2020 ACTIVITIES

- The 110th Alfa Romeo Anniversary Birthday dinner was held at Acqua Viva on the Swan restaurant on Saturday 11th July. Fifty-four members, their partners and guests attended. Attendees agreed that it was a great night and, although a little delayed following Alfa's 110th anniversary date of June 24th, it was certainly a great way to celebrate the latest milestone for our favourite automotive marque.
- At the club's 16th July committee meeting, updates to our upcoming program and related events were agreed upon. While the committee is still reserving some decisions regarding future events later in the year, with the WA government's significant relaxation of pandemic restrictions, the rescheduling of a number of our postponed 2020 events is being organized.
- The club has announced that its next club night will be held on Wednesday 5th August (note not on the first Tuesday this time) at the Charles Hotel in North Perth. It will be a **"Meet the New Members Night"** and complementary drinks and food will be available. However, while this evening is a free event, sponsored by the club, your entry will be by ticket only. This is in order for the club and the hotel to comply with remaining WA virus restrictions for public venues. Please see details below in this edition regarding how to make a ticketed booking for the **"meet the new members night"** using TryBooking.
- In September, the monthly first Tuesday club night will be held again at the WA Light Car club in Bayswater. Note that **Tuesday 1st September**¹ is the night of the club's **Annual General Meeting**. Complementary beer, wine, pizza etc. will be provided. Please also consider nominating for a committee position for the 2020/2021 financial year. A nomination form is included later in this magazine with that in mind.
- The **2020 Rotary Italian Car day** is scheduled for **Sunday 1st November**. Note that an alternative venue to Gloucester Park, the venue used in recent years, has been chosen at Mulberry on Swan. More details regarding the Italian Car Day will be announced soon.
- In 2019, the annual Pasta Run was organised by the WA Fiat/Lancia Club. While leadership of the **2020 Pasta Run** is still under discussion, given further easing of pandemic restrictions, it is now likely that the event will be held again this year. Details will be announced soon.
- The WA Fiat Lancia Club is continuing with its **"Two Oceans Run"**, scheduled for late October. About 20 FLC cars were planning to drive over from the east coast for this event. Apparently tour accommodation is almost booked out. Contact Rob Rowbotham at FLC if you are still interested in joining this multi-day tour of the southwest.
- As everyone already knows, various larger events planned for earlier this year were cancelled or deferred. A rescheduled date for the Northam Festival of Motorsport is yet to be announced. Once details are known, the WA Alfa club will rearrange a breakfast and Northam drive for that weekend. The postponed Dyno night at Steve Boyle's will be

¹ Sorry about the mistake in a previous send out of the magazine - the first Tuesday in September is the 1st not the 3rd.



rearranged for a new date soon. However, both the 2020 British Car day and the Albany “Round the Houses” events were cancelled and will not be rescheduled before 2021.

- Notices are provided below in this edition for 1, the Grampians Alfa tour of November 2020 (but with the current, very serious Victorian virus outbreak, this event eventually may be cancelled) and 2, ALFESTA next year will be held in McLaren Vale, SA over Easter 2021.
- A summary information table is provided below in this magazine. It outlines the most recently revised positions for all planned events in AROCA WA’s 2020 program.

Q U O V A D I S ?

Where are we heading in these COVID-19 times?

By David Wright, Patron, AROCA VIC.



David Wright was one of AROCA VIC’s foundation members. For most of his working life he was involved in Alfa Romeo as an employee of a dealer for Alfa Romeo Australia. David is a published authority on the Alfa Romeo. He is one of the country’s foremost experts on the marque, extending from pre-war to current models.

Who would have thought that Alfa’s 110th year would pass with the most stringent lock-down in Victoria since the Spanish Flu? All of the Australian Alfa Romeo Owners Clubs had great plans for 2020 as it was a time for an Alfa celebration. We must ensure that this milestone is not over-looked when pandemic restrictions are finally lifted.

Meanwhile, I hope you have strong reserves of reading material and access to interesting websites; e.g., to Peter Vack’s “Veloce Today” and to “Prewar Car”. Even better, a major re-build or restoration project would be timely as the good news is that the Club’s most supportive mechanical service centres are still open and providing valuable assistance.

With perhaps too much time to reflect on things Alfa Romeo, the following thoughts spring to mind.

Club Matters

As much of life is now remote and on-line, AROCA (Vic) is playing its part by providing valuable support for its members through the club website, newsletters, CPS administration and, subject to restrictions, some limited events (and the same is happening in other AROCA Divisions.) Your participation will add much interest to these activities and (in Victoria) your Register Captain can help you to prepare a story about yourself and your cherished Alfa. The right time to do this is now; don’t put it off.



The Historic Vehicle Market

The economic impact of COVID - 19 is causing much uncertainty and questions have been raised about the historic vehicle market. IN the early 1990s, valuable lessons were gained from the 'recession we had to have', where the market fell sharply as a result of collectors bailing out and also because of painful foreclosures. It took several years, but the market did bounce back and there were no untoward consequences for enthusiasts who were not exposed to these financial conditions. Thirty years on we have the advantage of new technology. Specialist websites and Online auctions are working quite effectively with several \$1 million plus cars being sold via this method in recent weeks. Last month, the Classic Throttle Shop in Sydney sold a 1974 2000 GTV that was listed at \$205,000. This surely is a new benchmark!

Challenges facing Historic Vehicles

The time- honoured expression that 'the cost of freedom is eternal vigilance', has never been more appropriate in respect to the ongoing right-of-passage for historic vehicles on our roads. We have enjoyed the privilege of concessional registration for some time which may have led to a degree of complacency. However, increasing environmental pressures and the introduction of autonomous vehicles will have an enormous impact eventually, if we are not prepared.

Fortunately, a small group of widely experienced car enthusiasts with management, legal and government backgrounds have established the Australian Historic Vehicle Interests Group (AHVIG) to represent and defend the movement against creeping restrictions and new regulations. The first project undertaken by AHVIG is the removal of Luxury Car Tax from historic vehicles. This tax is a severe imposition on the importation of historic vehicles. Meanwhile, important cars continue to leave our shores. AHVIG has prepared a strong heritage and economic case to prosecute this issue and it is slowly gaining traction in the media with political support.

The future of our cherished marque

The cancellation of the late Sergio Marchionne's exciting five-year Alfa Romeo program (2018-2022) was very disappointing for Alfisti and it raised many questions about Alfa's future model range.

The economic impact of COVID -19 will be extremely challenging for all car makers around the world and Alfa Romeo is not immune to this. In this context, the proposed merger between FCA and PSA is of even greater significance with Alfa's future possibly depending on the outcome.

Alfa's strength is that it holds a unique niche in mid-ranging price segments as a true drivers' car and this positioning is becoming even more important as cars are produced like non-descript white goods.

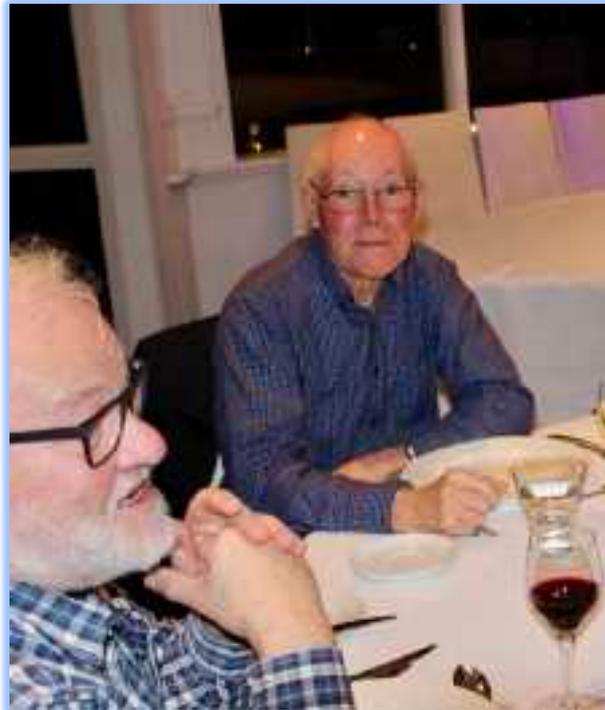
I will finish on that positive note, pat my faithful 2600 Sprint and look forward to the next occasion we can spend together.

Viva la Alfa.

David Wright



AROCA WA CELEBRATES 110TH ALFA ROMEO ANNIVERSARY



On Saturday 11th July, fifty-four club members, their partners and guests, gathered at the Acqua Viva restaurant on JoJo's pier above the Swan River in Nedlands to celebrate the 110th anniversary of their favourite automotive marque.

Host at Acqua Viva, Umberto Tinelli, made everyone very welcome, as he always does. WA Alfa Club attendees enjoyed another great annual birthday dinner at this unique riverside restaurant.

To date, Western Australia has been very lucky with the state's management of the Covid-19 pandemic. As a result, while the birthday dinner initially was delayed due to virus related restrictions in WA, once these restrictions were eased, the committee was able to reschedule and finally hold the dinner only a few weeks after the actual date of Alfa Romeo's 110th birthday (June 24th).

A series of photos appear here which clearly show the considerable enjoyment of all guests attending the birthday dinner. Thanks go to Richard Peirce, Ivan Olsen, Glen Phillips and Greg Smith for their photographic contributions.

Given the dearth of Alfa club activities for a good part of 2019/20, only one club award was made at the dinner with Greg Smith being awarded the AROCA WA club championship for this year.

ALFA OCCIDENTALE

Issue 39, August 2020



On the basis of the level of enjoyment that attendees experienced at this year's Alfa Birthday dinner, the club committee has already decided to rebook at the same venue to celebrate the 111th Anniversary of Alfa Romeo.

Please put a note in your diary to reserve Saturday 17th July 2021 for you to attend another great WA Alfa club evening a year from now.



ALFA OCCIDENTALE

Issue 39, August 2020



ALFA OCCIDENTALE

Issue 39, August 2020





INSIDE THE ALFA ROMEO MUSEUM'S SECRET WAREHOUSE

Based on an article that first appeared in www.classicdriver.com, on 24 June 2020

For the first time ever, Alfa Romeo allowed a photographer inside its top-secret storage warehouse in Milan. On a visit made there on Alfa Romeo's 110th birthday, Classic Driver's photographer, Rémi Dargegen, presents what he discovered. These museum tour photos are republished here with the written permission of the photographer. Photos: Rémi Dargegen for Classic Driver © 2020





Rémi Dargegan writes: I first discovered the location of Alfa Romeo's secret storage warehouse last year during a visit to the Museo Storico. On that occasion, I was allowed to enter for what felt like only a few short seconds - and all I saw across the vast, dark room were vaguely familiar shapes hidden beneath red covers. But that was more than enough for me to decide that I needed to capture this mysterious, almost celestial-feeling room, which I knew was filled with the rarest and most beautiful automotive treasures on the planet. Naturally, I floated the idea with friends at Alfa, who assured me that, one day, it would be possible for me to make this visit. I then waited for months.



Finally a phone call came, asking me if I could travel to Arese. What's more, the long-awaited invitation from the museum arrived just a few short weeks before Alfa Romeo's 110th birthday on 24th June – hopefully, either the day you are reading this story, or soon after. (Classic Driver was delighted that Alfa Romeo picked it to help with the celebration of this landmark anniversary, with both an exclusive story and with a special live instalment of Classic Driver from the warehouse on the evening of June 24). The timing was not coincidental: Museo Storico has decided to open the warehouse to the public for the very first time and its chief curator, Lorenzo Ardizio (seen sitting in a photo in this article) and his team had been hard at work preparing and thematically organising the hidden collection ready for the arrival of the first groups of visitors later in the summer.

Save for the odd creak from the museum's 1970s building and the occasional gust of wind, the two-storey warehouse is eerily silent. This building was Alfa's former HQ, but it now houses the magnificent Museo Storico, among other things. Remarkably, Rémi was then left alone to go about his business, so the silence seemed even louder. He says that finding himself surrounded by such a smorgasbord of cars, from the simple, to the exotic and the priceless, was a humbling experience.

ALFA OCCIDENTALE

Issue 39, August 2020



Despite the covers on many of the cars, he noted that you can really feel the weight of the marque's

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110-year history. These cloaked machines demand respect and humility because Alfa Romeo is such a hallowed name for virtually all classic car enthusiasts.

Rémi says: “I’m alone with 200 Alfas, many of them completely unknown, and I have no idea where to start. Prototypes, concepts, racers – you name it, and it’s here. I remove a cover here and there, discovering a headlight, or a wing mirror, or a wheel. Sometimes you don’t know what you’re looking at. At other moments, you simply can’t believe what you’re looking at. Take the ex-Juan Manuel Fangio Alfetta 159, for example, and the second, a far less tidy Montreal prototype, which was used for period road tests. Then there’s the Popoli-Alfa Romeo boat, powered by the V8 from the Tipo 33. Oh, and did you know there are *two* 164 Procars? I certainly never did. You can imagine how it feels to peel back the covers and be greeted by such mythical machines.”

He continues: “The area dedicated to the *monoposti* left me speechless, as well as the pre-War section, featuring some amazing cars, each with a superb body and rarer than the one parked next door. Of course, it’s not just the exceptional that resides in the warehouse; you will also find basic Alfa Romeo 33s, 75s, Alfasuds, Spiders and even the entire model ranges from the 1980s and 1990s.”

“It’s less about exclusivity and more about exhaustivity and trying to keep track of every step in the marque’s history. The strong presence of the more modest ‘young-timers’ just made me realise that Alfa certainly understands the way enthusiasts think. These cars are not necessarily for me, but they’re part of the DNA, of the *Cuore Sportivo* essence.”

The touring cars of the 1980s and ’90s are especially evocative. Who doesn’t dream about Nicola Larini’s 155 V6 TI?





“The museum’s original curator Luigi Fusi and his *repartino* did an excellent job of creating the collection,” explains Ardizio, after joining Rémi in the warehouse. “A museum must be a synthesis of



a story and a media between the exhibits and the visitors: this collection and archive now represent all the most important chapters of Alfa Romeo’s incredible history.”

“Obviously, there are still some cars missing. Sometimes the problem can be easily solved, for example, we do not have a 1983–1987 Spider, but, at other times, the gap in our history may have to remain a dream. For example, the only Grand Prix car built for the 1914 season was later destroyed.”

As a lifelong Alfista who grew up listening to the soul-stirring sounds of racing cars testing at the marque’s nearby Balocco test track, Ardizio later joined the Museo Storico as a guide while he was studying. He was later invited to curate the renovated museum and archive, which reopened as recently as 2015.

Ardizio is understandably incredibly passionate about all things Alfa Romeo. “History, design, performance and patriotism are all words I would use to describe Alfa Romeo,” he continues, “but for me, the most important element is that it is an inclusive, not an exclusive, brand. Everybody is welcome and can be a part of Alfa – in the museum, we often find that some very well-known 8C 2900 collectors might be speaking with more anonymous Alfasud owners, sharing their passions.”



The final area of the warehouse is divided into two sections that the museum does not intend to make openly accessible.

Firstly, there is a collection of over 150 prototype engines, most of which never made it into production, including the V10s and the rotaries. You can't begin to imagine the diversity here and *everything* has been kept.

The second part is an archive which includes hundreds of thousands of documents, from blueprints, technical sketches and user manuals to books, records of test days at Balocco and press releases. The archive is a never-ending mass of fascinating history spanning 110 years!

Rhetorically, Rémi asks, "So was it worth the long wait to finally explore this hidden treasure trove?"

"Absolutely", he responds. "And I love that it's being opened to the public, because if you can't move the walls of the museum, then why not take visitors behind the rope and show them what normally can't be seen? After all, there's always an extra fascination for the hidden – and I admit, it's the same for me."

"People, markets, cars and motorsport all change with the ages," Lorenzo Ardizio concludes. "Alfa Romeo was able to not only constantly reinvent itself in order to survive, but also has acted as a key protagonist throughout."

Here's to the next 110 years of history.

Tanti Auguri di Buon Compleanno Alfa Romeo!





“ I L M O N S T R O ” – I S T H I S S Z A L F A ’ S U N S U N G H E R O ?

This is an edited summary of an article first written by Michael Karkafiris. It appeared in www.carscoops.com on 16 June 2020. Do also note that a link below to a video of the SZ is included.



As soon as Alfa Romeo first presented the Sprint Zagato (or “SZ”), as a concept car at the 1987 Geneva Motor Show, opinions were split regarding its blocky appearance with the weird flat sides. Nicknamed “Il Monstro” (the Monster) it was, and still is, a very divisive sports car, dating from the late 1980s.

The SZ is based on the underpinnings of the Alfa 75/Milano, the last rear-wheel-drive model that Alfa offered before the current series Giulia. The Sprint Zagato is powered by a naturally aspirated 3.0 litre V6 with around 210 HP, paired to a five-speed manual transmission with a limited-slip differential.

The boxy bodywork used panels made out of an unusual plastic composite material, while the suspension featured Uniball joints from the 75 Group A/IMSA race car together with hydraulic Koni dampers allowing alteration of ground clearance at the push of a button.

Harry Metcalfe found a pristine, low-mileage example of the SZ. In this video link, <https://youtu.be/V-gGFb5CO1s> Harry offers you the full tour, and talks you through how he enjoys driving this limited-production special coupe on a winding B-road in England.

Alfa Romeo produced just over 1,000 examples of the SZ, in addition to a further 278 examples of a convertible version, the “RZ”. So, this is a rare car. Furthermore, it is one that has been treated as a collectible from day one.

Whether you are a fan of the SZ’s appearance or not, the Alfa Romeo SZ is certainly a fun car to drive fast; as Metcalfe explains in his video. The combination of the balanced Alfa 75 chassis with the SZ’s buttoned-down suspension and the car’s sonorous V6 was always going to produce excitement. The SZ delivers the goods.



ALFA ROMEO GIULIA GTA "IT GETS VERY EXTREME"

Edited from an article by Sam Sheehan, first published in www.pistonheads.com, 16th June, 2020



Klaus Busse, Alfa's design boss, talks about why he is excited by the new GTA.

It seems likely that the Alfa Romeo Giulia Quadrifoglio GTA will end 2020 as the most well received car at www.pistonheads.com. Raised eyebrows at its £153k UK price tag aside, the response to this 540hp saloon is overwhelmingly positive; as it should be.

This new GTA is one of those rare cars which promises to unite us all. Exclusive, fast, authentic, likely sonorous, probably phenomenal and dazzling to behold. But

that isn't the reason why Klaus Busse, Alfa Romeo's head of design, is so proud of it. Form, in this case, was not the priority.

"There was never a proposal to do something just for design's sake, for styling or even to promote the GTA heritage," said 50-year-old Busse. "It was really about how we sharpen the profile of a clay sculpted Giulia design, over the course of many years, using constant dialogue with the engineers. The GTA and (the even more hardcore GTAm were born using the original GTA recipe, but very much with a unique focus honed through ongoing watercooler discussions, by a team of people who don't just check out of work at 6pm but who take their passion home. These engineers are among those who are most enthusiastic about cars and motorsport."



While the styling might have been achieved organically by a chosen few, Busse emphasises the idea that, as far as designers and engineers were concerned, the GTA models were in the pipeline from day one. So much so, in fact, that it was only because of Alfa's 110th anniversary date that 2020 was chosen for its launch. Long before that launch date choice, Busse says that "the design was more or less already there", and that it required only fine-tuning with engineers and aerodynamicists, some of whom were from Alfa Romeo's Sauber F1 team.

As such, Busse, who is also the vice president of design at FCA, says that he doesn't "remember a program that went so smoothly"; adding that "even as a designer, you cannot attempt a GTA without fundamental understanding of what this car is about, and, therefore, what is needed".



This understanding made for a cohesive development process between designers and engineers, ensuring that every new piece on the GTA and the track-focussed GTAm strictly adhered to technical requirements.

Klaus Busse reckons that, because of the standard Giulia's appearance, which he says is a true "clay sculpted design", the GTA team could turn up the aggression for the GTA by digitally designing additional aero pieces without the risk of "going too far". This is something that has happened on "several examples [of other cars] in the marketplace". Busse says. There are no prizes for nominating a recent addition to that list... Further, Busse says that, "when you take a car that is already a beautiful sculpture and then you infuse this technical aspect, that's what makes the GTA so successful."

He explains that the GTA's overall cooling needed enhancing, so designers added slots at the front "which was something we had noted on historical cars", while engineers increased the size of the intercooler. To cope with the additional performance of the GTA, the team needed to get more cold air to the brakes as well. It was thanks to constant discussions - those watercooler chats - that one "ingenious solution" was brought forward and a pair of front one-piece bumper aero additions, each handling its own side, led to improved cooling and increased downforce, "showing how it all grew organically".

Much the same level of consideration was applied to the car's rear, where the GTA sports a larger spoiler, while the GTAm gets a fixed rear wing. Both models feature a similar top profile, something that Busse says was a major technical requirement to achieve the prerequisite aero performance, with the GTAm's wing sides being the only example of design allowed to run with minimal engineering input. "The wing's sides were completely up to us regarding how we chose to style them. We could have included a very racy-looking vertical end plate design, but that would have looked very functional, and maybe too much like an aftermarket addition. As a result, we went with the solution that added more character."



Rear-wheel arch extensions though were on every engineer's wish list. The engineers required the additional space for a barely believable 50mm wider track. However, as Busse puts it, designers are "always keen to give a car wider arches".

The only debate concerning the GTA was regarding the finish: should the arches be body coloured or just naked carbon fibre? The team opted for the latter because it was felt that it spoke to the GTA's exotic composition, although leaving the weave exposed beneath a clear coat did bring about its own

production challenges. The carbon arches were a new "aesthetic" and something not normally required of Alfa's off-site carbon producer, already chosen via the Sauber F1 partnership. This resulted in some extra workload, and it is not purely functional, but it is certainly likely to be appreciated by buyers who will have to part with supercar money to purchase Alfa's extreme saloon.



While Klaus Busse is justly very proud of the finished GTA, he won't go so far as to say that it is his best work. He does mention the just-updated Fiat 500, which he describes as a car that is equal to the GTA among his creations, or has he puts it, his FCA "children". These two cars are obviously just so different in many ways, but perhaps there is also an underlying similarity to note. Both the GTA and 500 have a presence, without being brash. They both feel distinctly Italian; which is impressive, given that German national, Klaus, studied at Coventry University before starting out with Mercedes-Benz.

Busse clearly has no trouble fostering the level of flair normally associated with Italian manufacturers and this is all the more remarkable after you realise that he spent a decade working at FCA in North America on Jeep and Chrysler interiors. Now, with a rapturous response to the GTA and GTAm certainly in the bag, we gently enquired of Klaus Busse about Alfa Romeo's future in these highly testing times, but Busse was tight-lipped. Today, for him, it is all about highlighting the 'journey' he has been on, which now spans the Giulia range. "Now you have a performance line-up starting from the Quadrifoglio, that doesn't shout out quite so much about its performance, then you go on to the GTA and then to GTAm, which is where it gets to be very extreme. We have a good journey now."

With that journey ending with something approaching a consensus at Europe's largest and most forthright car forum at pistonheads.com, it's hard not to nod along in wholehearted agreement.





FIVE DIRTY ALFAS PULLED FROM PENNSYLVANIAN TIME CAPSULE

Edited from articles published in <https://barnfinds.com/alfa-romeo-barn-find-uncovered/> and www.haggerty.com, dated 28th & 29th June 2020.

The auto brokerage company, LBI Limited of Pontiac, Michigan (www.lbilimited.com) came across a small stash of classic Alfa Romeos after it received a tip that these Italian sports cars were buried in two barns in rural Pennsylvania. This story is a classic case of unplanned inheritance; the original owner of the fleet had died and the family member who was then given the role of caretaker ended up storing the cars over a long period.

A representative of LBI explained: "We received a tip from a friend over a year ago about some old Alfa Romeos locked in a barn in central Pennsylvania. Typically, leads like this rarely amount to much, but this find was a surprising exception and the timing was right because the caretaker/owner was ready to sell..."



Five Alfa Romeos were found in this collection. Two of these cars had been parked for 40 years!

Photos from the day that the cars were all pulled out appear with this article. At times, it can be hard to properly make out the Alfa that lies below all the dust and dirt piled on top of it.

The LBI Alfa car finders continue: "The family member from whom the seller had inherited the cars quite literally had entombed

three of the five Alfas by building a barn around the cars and then sealing them inside with 2" x 4" studs and plywood/siding where there would normally have been a door opening for the car to enter and exit. These three entombed cars included a 1967 Giulia, a 1969 Berlina, and a 1976 Alfetta."

"Even better though, in a second "barn" there were the two even more desirable cars; a 1959 Giulietta Sprint and 1959 Giulietta Spider. Both, originally were Californian cars which had run when last parked, 40 years ago!"



ALFA OCCIDENTALE

Issue 39, August 2020



The collection was practically entombed on purpose when the 1967 Giulia, 1969 Berlina, and 1976 Alfetta had their fates sealed behind a new stud wall with its plywood facing. Next to that door-less barn, in the other two-car garage/shed were the real jewels of the find; the Giulietta Sprint and Giulietta Spider. After making their country-wide trek from California across to the Pennsylvania countryside, they were also placed in long-term hibernation.

While more details were not made available by LBI late in June, the value of this collection is likely to be largely dependent on engine options, according to the Manager of Valuation Analytics at Haggerty.com, John Wiley. For example, top-of-the-list current US values for the 1959 Giulietta Spider range between US\$89,300 and US\$120,000, depending upon whether the Spider is equipped with the 80-horsepower “Normale” single-carburettor or the 90-hp dual-carb “Veloce” variant of Alfa’s 4-cylinder engine.

Looking at the current state of these barn finds, it appears that anticipated values should sit around US\$40,300 to US\$53,700, as a lot of renovation work will be needed. For anyone who is searching for a budget-friendly barn find, then the 1976 Alfetta GT might make the best choice, with its US valuation ranging between US\$26,800 for a #1 (Concours) car, and, for a #4 (i.e., Poor quality) example, the basement price of US\$5000.

While LBI Limited contends that it can’t yet speak for the overall value of this small horde, more details should find their way onto LBI’s website soon, when the LBI listing goes live within the next few weeks.



ALFA OCCIDENTALE

Issue 39, August 2020



Photos by LBI Limited



DRIVE AWAY THE 'BABY GTO BLUES' IN AN ALFA TZ1

Edited from www.classicdriver.com, written by Joe Breeze, first published on 23rd January 2015.

Alfa Romeo's petite Tubolare Zagato coupé, which first appeared in the early 1960s, has been widely referred to as a 'Baby GTO'. However, while associations don't come much grander, most Alfisti would argue that the TZ earned its very own metaphorical stripes and doesn't need a comparison.



The TZ was developed over four-years, largely by ex-Ferrari engineer Carlo Chiti. His Autodelta racing outfit was soon after incorporated into Alfa Romeo as its own official competition division.

The TZ was truly ahead of its time. Not only did it employ cutting-edge tubular chassis construction and wear some beautiful hand-beaten aluminium bodywork that had been penned by Zagato's [Ercole Spada](#); it also boasted double-wishbone suspension (independently sprung at the rear), plus all-round disc brakes, and ground-breaking aerodynamics. Of the latter, the low frontal area and Kamm-tailed rear are the most apparent, also lending the TZ its unmistakable silhouette.





While the 250 GTO made use of Gioacchino Colombo's legendary V12 to dominate GT racing, the little Alfa employed a plucky 1,600cc four cylinder producing up to 160bhp – plenty, considering the 660kg total mass of this car, with only a mere 10% of it being accounted for by the hollow chassis. After its debut race at Monza, at which it romped home in first, second, third *and* fourth, the TZ was soon put to work in other prestigious events such as at

Le Mans and the Targa Florio. The latter event particularly suited the car's agility, as it proved with its class victories in 1964 and 1965.



Like its bigger cousin from Maranello, the TZ, was subsequently designated a TZ1 to avoid confusion with the later TZ2 successor. The TZ1 has become one Alfa Romeo's most valuable collector cars. Its beauty, top-level competition pedigree, ground-breaking dynamic make-up, rarity (with only 112 copies ever constructed), its associations with a marque that epitomised desirability, could only be boosted further by its eligibility for contemporary competitive events. Just don't mention the b-word (for "baby") ... this diminutive Alfa is nothing but a fully-fledged grown-up.



RECENT ITALIAN CAR SALES

Edited from a report in Sports Car Market, September 2020 Online Edition

NOTE: There still hasn't been much classic car auction activity. AS a result, the reports in recent SCM editions have been limited, largely due to the extent of the pandemic in the USA and Europe. However, on-line auctions are on the increase. Two reports from the September SCM edition describe an on-line sale of a GTV 2000, and a very nice TZ that is for sale with Fantasy Junction.

Silverstone Online *May 23, 2020*

#170-1974 ALFA ROMEO GTV 2000 coupe. S/N 2414544.



Red/black vinyl. RHD. Odometer: 47,439 miles. 2.0-L I4, 5-sp. Very sharply restored (in 2011) and lightly "resto-modded" with period alloys and deleted bumpers. Lots of new panels, with new paint and new interior. The car sports a 1750 grille. Harvey Bailey handling kit, Momo Vega alloys. Motor hopped up to a claimed 180 hp with bumpy cams. Fitted with air conditioning. Condition: 2.

SOLD AT US \$62,943. Sold for \$59,855 (then £46,125) by Silverstone in July 2018 with 47,400 miles (SCM# 6877231), which was only a few thousand more than a really nice stock example. This time, it sold well over the £38k-£42k (\$46k-\$51k) estimate and for £5k more than last time, although, due to exchange rate changes, that is not reflected in the dollar prices. Well sold.

www.FantasyJunction.com



1965 Alfa Romeo Giulia TZ s/n AR750094. This very nice TZ is advertised for sale at Fantasy Junction. A Zagato design masterpiece, the legendary TZ is the perfect union of form and function. This car has been comprehensively restored and is beautifully equipped for rallying with roll-over side windows and a twin-spark 2 litre engine.

For sale, priced at US \$1,175,000.

This history of TZ s/n AR750094 is summarised below. This short report is based on a longer article which recently appeared in Hemmings Motoring News.

The history of 1965 Alfa Romeo Giulia TZ, chassis number AR750094, has been documented by a variety of sources, former owners, and corroborated by Alfa Romeo TZ experts who, over the years, have contributed early ownership research and findings that collectively define the lineage of this extraordinary car. This history began with the build of chassis 094 at Autodelta which was completed on May 11, 1965.



The car was then finished in white with black interior and dispatched to SOFAR, the Alfa Romeo France central dealership on May 14, 1965.

Subsequently, the car was registered on July 15, 1965 with registration 111MK74. By May 1971, the car was owned by Guy Arquier of Lasbordes, with registration 3307 RZ 31. Monsieur Arquier purchased it for use as a rally car in European events, which he did for many years.

On September 15, 1989, Arquier sold the car to Pieter Boel of Hilversum, Holland. At that time, the car was fitted with a roll bar, painted red and trimmed with brown corduroy interior. The car was restored around 1994 by Daytona Garage in Leiden, Netherlands. Around 1996, Mr. Boel sold the car to Rinus Belt, of Holland, who performed additional restoration work. Mr. Belt reported 094 to be an “absolutely untouched original car” prior to his restoration that prepared the car for historic racing and European rallies. The car was painted white, with a racing inspired red stripe.

On March 11, 1998, the car was again sold; this time at the Brooks Geneva Auction. Thereafter, in January 1999, the car was purchased by the US collectors, Susan Dixon and Keith Goring. It remained in their ownership for the next decade, before arriving for consignment in 2009 at Fantasy Junction.

The current owner is a highly respected car collector, an esteemed Zagato aficionado, and a Pebble Beach “Best of Show” winner. In recent years, the car has been the subject of a comprehensive restoration to a very high standard.

Today, this stunning Alfa Romeo TZ delivers an exquisite visual impression of high quality and exceptional refinement.

With a combined lineage of Alfa Romeo racing performance and breathtaking Zagato design, the TZ truly embodies the spirit of motorsports excellence. Having conquered world renown racing circuits and evolved into legendary cars, remarkable TZ examples, such as this one, are rarely available for private sale.



With its known history and beautiful restoration, this exceptional Alfa Romeo TZ is ready to deliver an unforgettable ownership experience sure to delight the next fortunate motorsports enthusiast who is ready to part with US\$1,175,000 for the pleasure of it taking centre-stage in his or her garage.



2020 CALENDAR UPDATES

EVENT	EVENT DATE	COORDINATOR & STATUS	COMMENTS
<i>Alfesta Toowoomba</i>	<i>Easter 2020</i>	<i>AROCA QLD</i>	<i>AROCA QLD cancelled the 2020 Alfesta.</i>
<i>Mount Ommanney</i>	<i>Saturday 4th April 2020</i>	<i>VSCCWA</i>	<i>Northam meeting was cancelled – it could be rescheduled later in 2020</i>
<i>Club run to Northam Motor Sport Festival, via Noble Falls Tavern.</i>	<i>Sunday 5th April, 2020.</i>	<i>Greg Smith.</i>	<i>The Club run and breakfast at Noble Falls Tavern may be rescheduled if a new Northam meeting date is set.</i>
<i>Northam Flying Fifty</i>	<i>Sunday 5th April, 2020</i>	<i>VSCCWA</i>	<i>Northam meeting postponed.</i>
<i>Dyno night at Steve Boyle's</i>	<i>Club May 2020 meeting</i>	<i>Andrew Murray</i>	<i>This meeting deferred until later in 2020.</i>
<i>British car day raid to GinGin</i>	<i>Mid-May 2020.</i>	<i>Richard Peirce</i>	<i>No British car day raid in 2020</i>
<i>Point to point</i>	<i>Sunday 23rd May 2020</i>	<i>WA Sporting car club</i>	<i>6 month cancellation of events</i>
<i>Mount Clarence Hill Climb</i>	<i>Saturday 30th May 2020</i>	<i>VSCCWA</i>	<i>Meeting for 2020 cancelled. Now planning for 2021 event.</i>
<i>Albany round the houses long weekend</i>	<i>Early June 2020.</i>	<i>Andrew Murray.</i>	<i>As above.</i>
<i>Early morning Run to Waroona</i> EVENT HELD	<i>Sunday 14th June 2020</i>	<i>Ivan Olsen</i>	<i>Road trip from Fremantle scheduled down to Waroona for a picnic lunch</i>
<i>110th Anniversary Dinner at Acqua Viva</i> EVENT HELD	<i>Saturday 11th July 2020</i>	<i>Greg Smith</i>	<i>Ticket bookings are available at https://www.trybooking.com/609591</i>
Meet the new members night	Wednesday 5th August	Charlies Hotel, North Perth	Free event- new members most welcome. Book via TryBooking (see booking info elsewhere in this issue).
AROCA WA AGM	Tuesday 1st September	Andrew Murray	To be at WA Light car club, Bayswater
<i>Weekend (++) run to Denham / Shark Bay</i>	<i>Late Sept or mid-October 2020</i>	<i>Eddie Bernardi</i>	<i>Details are now in discussion – members to be advised ASAP</i>
<i>Port Dennison Sprint</i>	<i>27th September 2020</i>	<i>TSOA</i>	<i>Any change to the 6-month cancellation of events is yet to be announced</i>
<i>Two Oceans run</i>	<i>Late October</i>	<i>Rob Rowbotham, FLC</i>	<i>FLC says event seems likely. Interstate bookings are high.</i>
<i>Rotary Italian Car Day</i>	<i>Sunday 1st November</i>	<i>Andrew Murray.</i>	<i>Rearranged location to be notified, but event is scheduled</i>
<i>Annual Pasta Run</i>	<i>Sunday mid to late November</i>	<i>TBD</i>	<i>Date and location are under discussion at present</i>
<i>Vintage Stampede</i>	<i>6th December 2020</i>	<i>VSCCWA</i>	<i>Change to 6mo cancellation of events still to be announced</i>
<i>Annual Christmas lunch</i>	<i>Early December</i>	<i>Greg Smith</i>	<i>In discussion with Vineyard Kitchen in Bickley Valley.</i>



AROCA WA REGULAR MONTHLY CLUB EVENTS

Classic Cars & Coffee is held at the University of Western Australia. The event has moved from its previous location down to the UWA Business School Carpark, further down Hackett Drive, Crawley. It has been run on Sundays from 08:30 until 10:30, but its scheduled date does vary from month-to-month. **The next meeting will be on Sunday 16th August, and should be a normal stationary event.** Future meetings are planned for September 20, October 11, November 15 and December 27. With continued easing of restrictions, they should also be in the usual Classic Cars & Coffee format.

Most months, the **AROCA WA club night** is held on the first Tuesday in the month. **Our August meeting will be a new members night at the Charles Hotel, North Perth, but on Wednesday 5th August (i.e., not a Tuesday!)** This evening follows the announcement of further eased Covid-19 restrictions in WA. Details of the event appear on the next page of this magazine edition.

3RD SUNDAY INFORMAL RUNS TO 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 reinstated since WA government restrictions were eased.

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



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

ABN 75 478 073 135

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

www.alfaclubwa.com.au

MEET THE NEW MEMBERS COCKTAIL EVENT

Wednesday 5th August
from 6.30pm to 8.30pm

CHARLES HOTEL, LOUNGE BAR
509 Charles Street, North Perth

This is AROCA WA's Event where ALL Members meet the Club's NEW members.

It is the third year that we have run a new members event at the Charles Hotel.
We hope that all new AROCA WA members and their partners are able to attend.



Alfa Romeo 110th Anniversary Logo Caps and Pens will be provided to all club members who attend this event and who have yet to receive them.

Complimentary Drinks and Cocktail Food will be provided.

There is plenty of free parking at the venue.

Though this club event is complementary, note that entry to this event is by ticket only. Please make your booking here using the following Trybooking link:

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

Do note that, ultimately, we may have to limit the number of tickets sold due to COVID related restrictions. Therefore, bookings for the night will be on a first-in, best-dressed basis.

SEE YOU THERE!

www.alfaclubwa.com.au



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



The 2020 'Grampians Alfa Tour' is to 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 eventually 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 part of a wait-list Send an 'Expression of Interest' ASAP to Leon Cottle at 0407 680 384, or imcot@netconnect.com.au

However, do note that this event may have to be postponed or cancelled, given the dangerous new virus outbreak now prevailing in Victoria.



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 **TURBO FLEURIEU**!



For more information, go to:
www.alfesta2021.net
email: alfesta2021@alfaclubsa.org.au



BOOK NOW AS PLACES ARE LIMITED



ARE CLUBS LIKE ONIONS?

By Greg Smith



It is March 2015 and the Australian Prime Minister, Tony Abbott, is touring in Tasmania. He arrives at Charlton Farm Produce in the state's north while on a visit that will soon become a defining moment of his short period as the country's PM.

Upon being presented with an onion, much to the amusement of Attorney-General, George Brandis, standing alongside him, Mr. Abbott immediately takes a hearty bite, skin and all, layer after layer, deep into the onion.

"That wasn't a dare, prime minister!" chuckles the farm owner, while greatly enjoying a forced smile from Abbott. See: [PM Tony Abbott eating a raw onion with skin is not common ...](#)

By now, you well might be asking yourself, but what does a crazy commando chomping down on that raw Tassie vegetable have to do with onions being proposed as a comparison with clubs?

Abbott's bite revealed the internal structure of the onion with its numerous concentric layers from immediately below its papery surface, down to its centre. Each onion ring lies separated from the next. The onion can be easily parted into its different layers.

On various occasions, an old University friend and I have contemplated what an "onion model" of club or association membership could mean. Using this analogy for club membership, those who are in the outer rings of the onion may find it harder than they would prefer to move toward greater integration with their club; by analogy penetrating through the layers of the onion towards its heart.

Over the years, my friend and I were involved in many different clubs and associations; some sporting, some more social; others work-based. Our view is that aspects of the "onion model" can apply ubiquitously. Sometimes we have been closer to an onion's core but, usually, that core member position directly related to an organizational role and/or to our level of club involvement.

For those seeking closer involvement in any club or association, the way forward appears clear. Engagement and contribution offer the keys to greater acceptance and inclusion. It is less likely that a celebrated but rare arrival at a club event by anyone with only marginal interest will prove to be entirely satisfying while watching other members paying attention to those nearer to the onion's heart.

But does everyone who joins a club, actually want to become part of the onion's core from the outset? The initial goal of many new members might simply be to achieve inclusion in order to participate. They may prefer to just get under that dry onion skin and then reside at one of its outermost layers. Thereafter, some of these members might choose to delve further or, perhaps, they may simply want to continue with the club as part of a larger semi-involved group, happy with occasional participation, but appreciative and supportive of those others who work to drive the club.



Among those core members of any club, the greatest enjoyment and comradeship may come not just from appearances at regular club events. In addition, they may be part of the club's organizing committee. They may also be invited to attend certain limited private engagements or other insider occasions. Special interest groups often exist quite informally between the core members of a club.

However, with the future of our WA Alfa Club in mind, the engagement of new members and assistance for them to transition from only occasional participation to become major contributors is critically important. Thus, greater engagement with those in the outer layers of the "onion" will always be a point of attention for those nearer its core.

Most clubs need renewal at some time or another. It is essential that upcoming generations of club members feel encouraged to move towards the centre of the "club onion"; helping to regenerate the club's events agenda and creating other opportunities that lead to a refreshing of the club.

Equally, how current core club members reach through the onion's layers to help grow and rejuvenate their club is critical. Continuing to enjoy the camaraderie of their long-term member friends, while concurrently reaching out to bring others closer towards the heart of the onion, will always be essential for an ongoing successful club.

With that in mind, please consider the following in which a call is made for AROCA WA club members to nominate for the 2020/21 financial year club committee.

NOMINATE FOR THE 2020 - 21 AROCA WA COMMITTEE

**Election of the 2020/2021 committee will be conducted at the WA Alfa Club's AGM
Tuesday 1st September 2020; 7:00 for 7.30pm**

Venue: WA Light Car Club, 22 Moojebing Street, Bayswater.

The WA Alfa Club's activities "don't just happen". They depend on active club members being prepared to contribute to the running of the club, either as an officer holder, or as a general committee member. Therefore, you are invited to nominate for election onto the Club's Committee for the current financial year using the Nomination Form provided below.

As a WA Alfa Club Committee member, you have the opportunity to help improve club activities. At the same time, you can enjoy the camaraderie of engaging with other dedicated Alfa enthusiasts who are all working towards the success of the club. You are encouraged to seek election, or perhaps to work with the committee in another volunteer role.

Each year, it is usual for the club to anticipate a few committee retirements and/or to some having the need to readjust commitment levels due to work or relocation issues. The Annual General Meeting represents a great time for you to decide how you might like to best help AROCA WA enhance its future Alfa Romeo auto enthusiast group activities.

The club is currently seeking multiple nominations for all of AROCA WA's committee positions.



Nomination Form for the 2020 – 2021 AROCA WA Committee

Name of Nominee: **Nominee's Membership #:**

Note: A person being nominated should be a financial member of AROCA WA. He or she is hereby nominated for one (or more) of the following position(s).

(Please Circle)

President	Secretary	Treasurer
Membership Secretary	Social Secretary	CMC Representative
CAMS Representative	Web master	Competition Secretary
General Committee Member (x 2)		Club Shop

Nominated by: **Membership number:**

Person being nominated (may nominate self) being a financial member of AROCA WA

Seconded by: **Membership number:**

Being a financial member of AROCA WA²

Acceptance of Nomination:

I accept nomination for the position(s):

Name: _____ **Date:** _____

Signature: _____

(Signature of person being nominated)

Nominations preferably should be emailed to the current Club Secretary.

Email to: secretaryarocawa1@gmail.com

Or, for those who prefer to use Australia Post, mailed to the P.O. Box address shown below.

Mail to: The Secretary, AROCA WA,
P.O. Box 8231,
Perth Business Centre,
WA, 6849.

All written nominations should be received by C.O.B. Friday 28th August 2020.

² Note that a "financial member" above named as a nominee, nominator and/or seconder, for the purpose of this nomination, is limited to being either a Full, Associate, or Life Member of AROCA WA.



FINANCIAL REPORT JULY 2020

Opening Balance (c/f 17/06/2020) \$ 2,003.74

INCOME

Membership fees:	from 16/06/20 to 15/07/20	\$ 4,720.00
Annual dinner	19/06/20 L.A. Marzo (cheque)	\$ 110.00
	06/07/20 Trybooking	\$ 2,865.00
Interest received	30/06/20	\$ 0.39
Total Income		\$ 7,695.39

PAYMENTS

	07/07/20	Wildwin Ent (Annual Dinner)	\$ 4,539.94
	06/07/20	Trybooking fee (dinner bookings)	\$ 71.65
Total Payments			\$ 4,611.59

NET MOVEMENT \$ 3,083.80

CLOSING CASH BOOK BALANCE \$ 5,087.54

CLOSING BALANCE, WESTPAC (15/07/20) \$ 5,087.54

INVESTMENT ACCOUNT

Opening balance (b/f 17/06/2020)	\$ 14,175.40
Bank interest received (30/06/2020)	\$ 0.62
Closing balance (15/07/2020)	\$ 14,176.02

TOTAL FUNDS AVAILABLE \$ 19,263.56

Club contribution to Annual dinner:	<i>Tickets sold</i>	\$2,975.00
	<i>Restaurant Payment</i>	\$4,611.59
	<i>Club contribution</i>	-\$1,636.59
<i>Per person benefit for 51 members</i>	<i>(Total attendance 54 PPL)</i>	-\$32.09

Eddie Bernardi
Treasurer, AROCA WA
16th July, 2020



IT IS TIME TO RENEW YOUR AROCA WA MEMBERSHIP

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, 2020/21. **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,

The WA Alfa Club wants to remind 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. If you intend to be on a multi-day trip, then separate trip applications forms may be required for each day of the trip.

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

- 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 formally advertised event; presuming that these events are still formally running, subject to current virus restrictions.

The Club Committee recommends that you make best use of your Alfa during this now easing pandemic. 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 Alfa Club members, both long-term and new, mostly from the WA Division, but some did come from elsewhere. Please find below a full listing of these profiles and where you can find them. Note that all back copies of Alfa Occidentale and, therefore, copies of all of these profiles, are readily available on-line at the club's website <https://www.alfclubwa.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>
Scott McKivett	38	10	<i>Scott is also new to AROCA WA. He is an auto mechanic with a life-long love of cars and is currently restoring his 1973 105 GTV.</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>