



In this edition of Alfa Occidentale (#40), an edited article is republished that describes an event held for owners of the exclusive 1950 vintage Alfa Romeo 6C 2500SS Coupé Villa d'Este.

The article describes how the cars were presented at a very select Alfa Romeo owners club meeting held at the Hotel Ville d'Este on the shore of Lago di Como in Italy.

Only Ville d'Este Alfa Romeo Coupés, their owners and invited friends were present at this by-invitation-only Alfa Romeo club meeting.

The event was was one of the first auto club gatherings held in northern Italy following an easing of pandemic conditions in the region. This Lake Como gathering was also held as part of the celebrations of the 110th Anniversary of Alfa Romeo.

The Milanese coachbuilder, Touring Superleggera, constructed an initial 25 copies of the Alfa Romeo 6C 2500SS Coupé Villa d'Este.

Many of the surviving versions of these elite, early post-war coupés remain in close to concours condition. Quite a few of them were seen at this wonderful reunion held beside Lake Como.





This is the **40th edition of ALFA OCCIDENTALE** – the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). The latest updates to the club's upcoming program are provided below. This 40th edition also reports on the AROCA WA new members night held early in August. Additionally, we ask about your interest in joining the club's committee at its AGM, which will be held on Tuesday, 1st September.

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SEPTEMBER 2020 UPDATE OF AROCA WA ACTIVITIES

- Further updates to the club's upcoming program were agreed on at the 20th August committee meeting. With the relaxation of pandemic restrictions here in WA, a number of our previously postponed 2020 events have been rescheduled.
- The club held a "Meet the New Members" night on Wednesday 5th August at the Charles Hotel in North Perth. Fifty members, both new and old, registered for the free event, though the final attendance was a little smaller. It was great to meet newly joined members on the night and also to see several older members returning who have been missed at club events for a few years.
- In September, our monthly first Tuesday club night will be held at the WA Light Car club in Bayswater. Note that **Tuesday 1st September** is the club's **Annual General Meeting**. Complementary beer, wine, pizza, snacks, etc. will be provided. Please consider nominating for a committee position for 2020/21. Also see the nomination form later in this magazine.
- An AROCA WA **club run to York** will be held on **Sunday 13th September** where we will attend the WA VCC's Vintage and Veteran Car Show.
- The **Como Rotary club's 9th annual classic car show** is on **Sunday 4th October** at the usual venue. The WA Alfa Club has been allocated 20 spaces for this show. Prior registration for those exhibiting a car is necessary. There is a show poster later in this magazine with information regarding registration for you and your vehicle. See you there!
- The WA Fiat Lancia Club is continuing with a shortened version of its "**Two Oceans Run**", from **28 to 30 October**, with overnight stops at Karri Valley resort and Margaret River. Due to the impact of the pandemic, the FLC has limited the event to WA cars and passengers. See information later in the magazine regarding how Alfa club members can join this tour.
- The **2020 Rotary Italian Car day** is scheduled for **Sunday 1st November**. It will be held at Mulberry on Swan and, this year, a more festive event called "**Bella Italia**" is planned. With classic Italian cars and bikes, wines, food, beer and more, it should be a great event. Do put this date in your diary and start preparing your Alfa(s) for display on Nov. 1 soon.
- AROCA WA has agreed to manage the **2020 Pasta Run**. It will be held on Sunday 22nd November. Further details will be announced soon.
- The WA Alfa Club's Sunday morning **club run and Christmas lunch** is scheduled for **Sunday 13th December**. Lunch will be at the Vineyard Kitchen restaurant in the Bickley Valley, A Trybooking link appears later in the magazine. Book early - there is a limit of 50 dining spaces.
- Notice appears below regarding **ALFESTA 2021** in McLaren Vale, SA at Easter 2021.
- Also see the summary information table later in this magazine which outlines all of the revised positions for planned events in AROCA WA's 2020 program. ///



GIULIA SPRINT GTA

1570 cc - 2+2 posti
133 CV/SAE
oltre 185 km/h
L. 2.995.000



GIULIA SPRINT GTC

1570 cc - 2+2 posti
121 CV/SAE
oltre 180 km/h
L. 2.395.000



GIULIA SS

Carrozzeria Bertone
1570 cc - 2 posti
129 CV/SAE
195 km/h
L. 2.500.000



SPIDER 1600

Carrozzeria Pininfarina
1570 cc - 2 posti
125 CV/SAE
oltre 185 km/h
L. 2.195.000

Supplementi

FINIZIONE METALLIZZATA - INTERNO PELLE

GIULIA 1600 SPRINT GT
GIULIA 1600 SPRINT GT VELOCE

L. 195.000

A magazine ad from a time when Italians could buy things priced in Lira.



NIGHT FOR NEW MEMBERS HELD AT THE CHARLES HOTEL

The WA Alfa club ran another of its annual new members' nights where AROCA WA's newest members have the opportunity to become better acquainted with each other and with some of the club's longer-term members.

The evening was held at the Charles hotel in North Perth on Wednesday 5th August, with cocktails and snacks provided by the club. Over 50 people accepted invitations for the new members' night, though some of the registered members were later unable to attend.

The club provided complementary 110th Anniversary Alfa Romeo logo caps and pens to all new and existing members attending on the night. (Those renewing or new members for FY 2020/21 who have yet to receive a cap and pen will be able to accept them at the next club night they attend.)

The WA Alfa club is very pleased to welcome its newest members, as well as the club's returning and former members who have reinstated their memberships for the current financial year.

NEW MEMBER	PARTNER	LOCATION	ALFAS OWNED
Isaac DeLuca		Atwell, 6163	2012 Giulietta
John Skeldon		City Beach, 6015	1984 GTV 6; 2007 GT
Scott Constable	Rachel Constable	Edgewater, 6027	2006 Brera; 2014 Mito
Giuseppe Monastra	Nancy Monastra	Coogee, 6166	1974 GTV
Craig Bush		Maylands, 6051	1968 1750 GTV
Ric Forbes	Tiana Forbes	Hilton, 6163	1971 Spider
Dominic Fell		South Perth, 6151	2002 GTV
Finn Jefferson-Cope		Belmont, 6104	2008 147
Brandon Wilks	Chauncey Wilks	Lesmurdie, 6076	1985 Alfa 90
Barry Turk		Kingsley, 6026	1971 1750 Berlina
Kyle Attwood		Ellenbrook, 6069	2003 913 Spider twin-spark
Ming Zhao	Thi Phuong Cao	Narrogin, 6312	1979 GTV
Roberto Rossi		Bayswater, 6053	2019 Giulietta Super TCT
OTHERS			
John Crute (reinstated)		Murdoch, 6150	
Bob Pride (honorary)		—	
Bert Butler (honorary)	Debbie Butler	Como, 6152	

The committee looks forward to catching up very soon with those new members who were unable to join the club at its new members' night in early August.

By the way, should you note that the above information contains errors or omissions, please advise the club secretary and/or the membership secretary. ///



LATEST NEWS FROM ALFA

The latest news from the owners of the Alfa Romeo brand includes the release of a name for the merged entity FCA – Groupe PSA. Once this merger is finally completed, the new corporation will be known as “Stellantis”, according to a report that appeared in www.motor1.com. The new company says that the name, Stellantis, comes from the Latin verb "stello", which means “to brighten with stars.” However, Motor1.com didn’t think that this interstellar name felt like a stellar choice, because it lacks any tie to either automaker's extensive history.

The companies didn’t clarify the reasons behind their choice of Stellantis as the name of the new entity, but, in a PR release, said that “the name’s Latin origins paid tribute to the rich history of its founding companies while the evocation of astronomy captures the true spirit of optimism, energy, and renewal driving this industry-changing merger.”



According to the announcement, the PSA-FCA merger will retain all 13 of its automaker brands (including Alfa Romeo) in the Stellantis line-up. A next step will be to create a logo for the business. However, don’t expect to see “Stellantis” on the grille of any vehicle; it will simply be the name that the combined automaker uses at a corporate level.

Plans for the merged FCA-Groupe PSA (now Stellantis) were originally announced in December 2019, at which time it was anticipated that the entire merger process would be completed by 1Q2021. In addition, as part of the late 2019 merger announcement, it was made clear that the current PSA Chief Executive Officer, Carlos Tavares, would become the CEO of Stellantis for its first five years.

In recent months, it has also been stated that Stellantis intends to create two platforms that will underpin over two-thirds of the models across its 13 brands. The sharing of technology so extensively across all marques has been purposely designed to maximise economies of scale. ///



WORLD'S MOST EXCLUSIVE ALFA ROMEO OWNERS' CLUB MEETING HELD AT VILLA D'ESTE

*Edited from an article first appearing in www.classicdriver.com,
dated 29th June 2020, written by Jan Baedeker.*



Every summer, owners of the surviving Alfa Romeo 6C 2500SS Coupé Villa d'Estes are invited to the Grand Hotel alongside Lake Como, after which the elegant coupé was originally named. Late in June 2020, this exclusive circle gathered once again, and, in doing so, effectively lit a beacon of hope after a period of incredible hardship in Italy.

The epitome of automotive elegance and a high point in Alfa Romeo's fruitful relationship with the Milanese coachbuilder Touring Superleggera is the 6C 2500SS Coupé Villa d'Este.

This Alfa dates from the immediate post-World War Two period. It is up there with the most beautiful classic cars of them all.

Touring's timeless coupé was the last in a long line of the legendary Vittorio Jano-designed, motorsport-bred, six-cylinder Alfa Romeos that stretched back to the 1920s. After it won the admiration of visitors who came to what was only the second post-War Concorso d'Eleganza Villa d'Este, held in 1949, this Alfa was named after that breathtaking Grand Hotel on the shores of Lake Como.

The Villa d'Este Alfa proudly clinched the prestigious, audience-voted, Coppa d'Oro award at its public debut.





A first production run of just 25 cars was promptly dedicated to some of Alfa's wealthiest clientele, though it is now widely accepted that over 30 of these special cars were actually built.

This number of cars, though relatively small, is impressive when you consider that each vehicle was hand-built to an individual owner's specifications and that each car took an entire month to complete.

One of the 16 Villa d'Este Alfas remaining today is actually owned by the Grand Hotel Villa d'Este itself where it is appropriately displayed as an art piece.

The Italian automotive historian and author, Marco Makaus, assisted the hotel with the acquisition of its own Coupé Villa d'Este. Thereafter, an idea was sparked: the hotel should seek to bring as many of the remaining examples of the sublime 6C 2500SS back to their spiritual home beside Lake Como for an exclusive gathering.

The first Villa d'Este Style "One Lake, One Car" event occurred in 2012. Since then, the event has been a staple on the calendar every year.

With this year's Concorso d'Eleganza Villa d'Este initially postponed until October because of the coronavirus pandemic (which has brought so much suffering to Northern Italy in recent months), this year's gathering, held on 27 June 2020, was a particularly welcome occasion and so Classic Driver's photographer, Andrea Klainguti, made the journey from the Swiss Engadin to Como in order to capture this

impressive assembly. "Beautiful cars in a beautiful location is a recipe that has endured in this glamorous enclave of Italy since time immemorial. You can't go wrong, can you?" he said.

"The concept of the event is very simple," Andrea explains. "There is no strict program and no awards ceremony. It is all about being present and enjoying the magnificent sight of these special vehicles at this incredible location."



In addition to the six original Coupé Villa d'Estes, there was also a selection of other special 6Cs. Every year, a short speech is made about a given topic and is given by an invited guest, which, this year, was about design with Michele Lupi.

Marco Makaus attended and was reportedly in fine form and, as is typical, dressed very sharply (see photo above) and only too happy to share his vast knowledge about these precious Alfa Romeos.

It is ironic that Marco was also heavily involved in the organisation of the first automotive event that was to fall foul of the Covid-19 outbreak. This cancelled event was the ICE in St. Moritz, but now he has orchestrated one of the first post-lockdown events very successfully.



Kudos has to go to Marco. What a joy it was to ogle a sextet of Coupé Villa d'Estes, all carefully arranged around the hotel's majestic grounds. And, what a joy it was too to reunite with other passionate enthusiasts in such a relaxed and friendly atmosphere. ///

Photos: Andrea Klainguti for Classic Driver © 2020. These photos are republished here with the written permission of the photographer.



INTERVIEW WITH AROCA WA MEMBER, ANITA PERCUDANI

Anita Percudani is interviewed by Greg Smith. Anita joined AROCA WA in 2018. She has owned her 1969 Alfa 105 GT Junior since the day she first qualified for her WA driver's license.



Anita was born in Perth where she spent her childhood. She attended school at Loreto in Nedlands and Claremont.

Her grandfather was Giovanni (John) Re, the original founder of The Re Store, which still has outlets in Leederville and Northbridge. The strategy of the Re Store has always been to work on selling quality - and with quantity - so it moves its range of specialty products quickly. Quite a while ago now, early in her youth, Anita worked with her grandfather at The Re Store. In the early days, the store originally had a larger number of outlets, but The Re Store outgrew some of these. In addition, one store in West Perth was demolished at the time the Mitchell Freeway was constructed.

Anita at the Shannons Classic Car Show at Ascot Racecourse in March 2020 with her immaculate 1969 Alfa 105 GT Junior.

Great grandfather Giuseppe Re arrived in Australia in 1885. He came from Salina on the Aeolian islands in Sicily and arrived in Australia alone. He joined the miners in Ballarat supplying tools and equipment during the later days of the Victorian gold rush. Thereafter, he moved to Fremantle and, eventually, he decided to build a grocery store in Northbridge. In those times, there was a very strong ethnic community in inner suburban Northbridge with people who had arrived from many countries, including market gardeners in Roe Street, while in nearby James street, many vendors were located.

Anita's grandparents John and Francesca Re had 4 daughters, the eldest being Anita's mother Carolina. In 1950, her father, Dionigi Meneghello, immigrated to Australia from Padua, near Verona. Grandfather John had acted as a sponsor for Italian immigrants and this was how her father, Dionigi, got to meet Carolina, her mum. Today, around 300 Re family descendants live in Perth. The occasional family celebrations are very significant events indeed.

The first WA coffee roasting business was set up by John Re at his first Re Store location in Aberdeen Street near St Brigid's Church. In 1960, European Foods Wholesalers was established. It then expanded its trading across WA to restaurants, grocery stores, cafes, and to chain food businesses like Coles and Woolworths. This gradually became a huge state-wide activity, extending from Esperance in the south, north to the Pilbara for sales of wine, cheese and coffee, as well as many other products.

After completing her schooling, Anita undertook an accounting course before joining her family's wholesale business, European Foods Wholesalers, then situated in Aberdeen Street. Her first role was in accounts, but later, she worked as an overseas purchaser with her father Dionigi, placing orders for goods from Italy, Europe, China and across the world to service the various ethnic communities of WA.

During Anita's time with the family business, among other things, her dad taught her how to drive a forklift, which she loved. There, she also learnt about running a business and the value of respect and



resilience. These early family business teachings remain a key part of her present company's approach to business. What she remembers most from this early training is how to understand what customers really want and to hear exactly the voice of the customer. In addition, during her time at the family's Re Store and the European Foods businesses, she met many WA restaurateurs and food industry owners whenever they came to buy special foods and wines. She continues to know many of these people today.

When Anita met her husband, John, he was a town planner for the City of Perth. After they married, eventually she left European Foods once first daughter arrived. When her second daughter was born, she decided to remain a stay-at-home mother. That continued until 1st April 1989 when she and John agreed to set up their own realty company, "Realmark", embarking on their own with a real sense of adventure.



Today, Realmark is a multiple award-winning operation with over 300 people working in 11 separate offices across WA. The company deals in commercial sales and leasing, but with significant residential sales, leasing, strata and finance orientations too. Anita says that she has found her food industry experience provides her with a very useful background for her subsequent career in the property industry. In particular, the profound orientation to providing service, learnt in the family business, has served her well.

Anita and John receiving an Excellence Award in Real Estate in 2019.

These days, Anita has numerous engagements as a public speaker, particularly at real estate conferences around Australia where she is often asked to speak about her understanding of technology and its value in the property business, including the need to provide extensive consumer information to clients. While she notes that there are many "forward-provider" realtors in Australia, Realmark prides itself on its skills as a "listening company" that highly prioritises the understanding of needs. Realmark coaches its people extensively in how to maintain the company's business approach. Anita travels to conferences with John in the USA, NZ and across Australia where she shares her experiences with others.

We talked about how Anita's automotive interests first began. She loved helping her dad, Dionigi, fix things. Her father only had two daughters and she tended to be the "boy fill in" for her family.



The family's VW Beach Buggy is seen in the sand dunes at Lancelin. Anita is sitting in the back with her sister Loretta. Her Uncle is the driver with her Dad in the front passenger seat.

During the 1960s, her dad and uncle had built a beach buggy from an old VW beetle, but with a modified engine. The family loved camping at Wedge Point and at Lancelin, with the beach buggy towed behind the family car on the way. At the coast, the beach buggy was used to drive along the beach and find the best fishing spots. Anita says that this old beach buggy is still around, but it is now modified and is no longer painted blue. It has become a bright yellow, open-topped vehicle, mostly now used for sand dune riding. The one-time VW Beetle, once it became a beach buggy, proved to be too heavy to climb out of the bottom



of a steep sand dune. As a result, it was seriously light-weighted and became open topped in order to be light enough to climb out over the dunes.

As a child, Anita did a lot of fishing with her Dad, finding great fishing locations up and down the beach in the buggy. At last, at age 14, her dad asked her to try driving the buggy along the beach at Lancelin. Thereafter, her passion for cars was ignited – she loved the roar of the engine and the freedom of driving at her young age.

In those days, Anita had wanted to learn and understand mechanics, but, for a girl, that was a then unheard-of female career choice. However, she believes that she can still talk to mechanics at their level, but she does admit that she can become a little frustrated when watching the boys fix their own cars.

On the very day she turned 17, she obtained her WA driver's license. To celebrate, her dad took her to Cecchele Motors on Lake Street to view a very nice, used 1969 Alfa 1300cc 105 GT Junior. It turned out that her dad had been in discussion with Frank Cecchele about this car for a while before her birthday, and, after concluding negotiations with Frank, she became the young owner of her first (and still her only) Alfa, just days after obtaining her driving licence! This car was to become a signature of Anita herself.



Cleaning her newly purchased 105 (around 1976) and the Lancia Flavia Milleotto dressed for Anita's daughter's wedding.

At the time of the car's purchase, her dad placed just one condition on her owning her car; that was for every \$1 for the car's purchase price that came from him, Anita would also put another \$1 in towards her car ownership. She says that it took her 2 years to complete the pay-out to Frank Cecchele and her Dad, but she certainly doesn't regret it.

Anita's father also owned a 1974 Lancia Flavia Milleotto (1800) which Anita's family still owns. This Lancia has been restored. She is aware that some members of the WA Fiat Lancia Club can sometimes be overheard saying how they would like to own it.

Since the WA lockdown began in March, Anita has become more hunkered down, working from home. The day after lockdown was announced, everyone in her company was already working from home with each with a Surface Pro, to which they added a big screen. It was an easy transition for the team into a working-from-home business model. That approach now may continue for a long time in some form, Anita says, although a number of Realmark's people (including Anita) are currently rotating their working days between their homes and the office.

In WA, while the real estate market is solid, demand is outstripping supply with more people in Perth increasingly wanting to get away from inner city and apartment style living. This seems to be a different



WA trend and may not be so evident elsewhere in Australia. Anita notes that WA has its own speed of the economy; while the rest of Australia is different. In the period immediately post the mining boom, many WA businesses had to quickly find ways to be more resilient. Meanwhile, the rest of Australia didn't have the same problem as WA, with the Melbourne and Sydney property markets, in particular, growing fast. Realmark did adjust to the market changes in WA and so it has done well.

Returning to the topic of Anita's automotive interests: The Alfa 105 GT Junior was Anita's first Alfa and it remains the one Alfa that she and John have owned. Nonetheless, in the future, she says that she would also like to have an Alfa Stelvio SUV. She thinks this might be a good choice for someone working in the real estate business.

Anita's GT was always garaged. Eventually, she put it up on blocks after she stopped driving it. Her GT then remained garaged and was in storage for 30 years. A full restoration of her GT finally commenced in 2010. The car is now fully restored, although this restoration did take a long time. Initially, Anita looked around the world for places to buy parts. Before her father passed away, he had begun this process by buying new rubber seals as well as certain other parts.

Eventually, Anita acquired a full set of the parts needed for her to start the restoration. This included car seat covers and inner panels from Classic Alfa in the UK, plus new lights, side mirrors, etc., but always only finding those parts that would maintain the car's authenticity. Finally, in 2013, she had her GT Junior towed to Adrian Ferrace of Ferrace Restorations who undertook full body work restoration, taking the car back to bare metal before its repainting.



In 2010, Anita's 105 GT Junior began its restoration. It is seen above in bare metal before repainting. Other photos show the well-finished interior post-restoration.

Once the paint job was completed, the car moved on to the care of Angelo Zito of Alfa 105 Parts with his access to additional parts, plus his great enthusiasm to complete a full renovation of Anita's GT. Tony Lucente upgraded and reconditioned the motor. Thereafter, Angelo reassembled the electrics,



mechanicals, interior, etc. She enjoyed working with Angelo and Tony as they both had such a similar passion for the restoration of the Alfa. Eventually, in 2017, after 30 years in storage, Anita's 105 GT Junior was back on the road. Today, it is only driven on special occasions and Anita likes to say that she is still breaking it in.

Another of Anita's passions is car museums – she loves them. She visited Torino in Italy last year to tour the landmark car museum there. It has an amazing collection. Also, while in Italy, she and John went to the Ferrari and Maserati museums in Modena, both of them wonderful places where they viewed notable and historic cars. She says that the Ferrari museum was an extraordinary place to visit and she highly recommends it.

At the Maserati museum in Modena, Anita and John were invited to a private tour, given that they are the owners of a couple of Maseratis; one a 2017 Quattroporte QP, the other a 2018 Levante.



Anita is seen at the Italian auto museums.

Anita now thinks that a new Alfa Stelvio in red would nicely round out this Italian car collection although a red Alfa Romeo 8C Competizione could be a dream car. Anita also has an ambition to fly to California, once travel restrictions ease, in order to visit the Pebble Beach concours and auction.

Among the other car marques that Anita and John have owned are a 1974 Lancia Beta sedan (sadly now gone, after it was rear ended). Thereafter, they owned a red Renault Fuego which, while a lovely car, had some issues. However, Anita noted that she did see a few nice looking Fuegos at the Shannons Classic Car Show, held at Ascot Racecourse last March.

John and Anita next went with a 1978 Mercedes Benz classic 280 (which is a rather big car). That was followed by a Toyota Prado Grande; an 8-seater. This Prado Grande had large dual fuel tanks with almost enough range for a trip from Perth to Esperance, then back to Albany, on the return route to Perth on one load of fuel. Anita and John did a lot of travelling with that very large Prado and the family in tow.

She has also owned a 1994 Mercedes Elegance which she kept for business purposes. In 2001, a Saab Cabriolet convertible followed as Anita's personal car. She didn't keep that Saab for long. Anita then returned to Mercedes ownership with an ML 300 4WD and, after that, a Mercedes CLS 350, which continues to be her daily drive. John and Anita are two people who continue to maintain four cars – the two Maseratis, a Mercedes and the fully restored Alfa 105 GT.

Anita mentions that she joined AROCA WA in 2018 and has since been to a few AROCA events. She particularly likes the car shows. In addition, she views the WA Alfa club as a great club as it holds a diverse array of events. She notes that the club's leadership understands how to fill the club's program with opportunities for auto enthusiasts to enjoy camaraderie while out driving their cars on runs and to events.



Nonetheless, Anita advocates that the club should consider holding some more family-oriented events, including picnics, and thinking about getting more of the members' kids and grand-children involved.

Anita is looking forward to the 2020 Italian Car Day. She really likes the idea that this year's car show will be held at Mulberry on Swan and be called "Bella Italia" with not just Italian cars, but also motorbikes and many other aspects of Italian culture, including wine, beers, food, etc. She knows Claire Crosby of Mulberry on Swan well and feels this will be a great event to attend. In passing, Anita hopes she might be able to get The Re Store to come along to Bella Italia.

Anita's views on the future of cars in the world, is that, with the ever increasing pace of technology, people will want better, faster and more economical forms of transport. Electric cars will definitely hold an extensive position in the near future and, with the latest focus on renewable hydrogen technology, it is possibly another game changer for future transport as a non-pollutive energy source. Future generations now understand and appreciate the necessity to keep our environment clean. Anita feels that these young generations will be the strongest of advocates for change.

In closing, with a very busy and long list of activities, Anita's still has other loves in her life which include her French Provence-style home and gardening. She has 5 beautiful grandchildren with another to arrive in January 2021. There are also the memories they share at their holiday house. Anita also greatly enjoys

cooking those family heritage recipes that have been passed to her from down from her mother and grandmother.



On a trip to Italy last year with her children and grandchildren, she was able to take them to visit Salina, where they all shared the wonderful experience of the origins of their ancestors. Her young grandchildren often recall the food, beauty and language of their Italian heritage It is one that she will continue to encourage them to feel part of over the years ahead.

Of course, driving her Blue Alfa Romeo GT1300 Junior remains a life-long love! ///

NEW TRADE ACCOUNT AT BURSONS

Eddie Bernardi reports that AROCA WA has established a **Cash Trade Account with Burson Auto Parts**. To utilise this Cash Trade Account simply show your current AROCA WA Membership Card. Cash Trade Pricing applies to all in store products, including oils, filters, tools, accessories and a limited range of Alfa service parts - or for any other brand of vehicle you may have.

Supplier: BURSON AUTO PARTS www.burson.com.au

Account Type: CASH TRADE ACCOUNT

Account Name: Alfa Romeo Owners Club of Australia (WA Division)

Access: Current AROCA WA Membership Card (must be shown)

Availability: Currently financial AROCA WA Members Only

Locations: Available at all Burson stores nationally, and, in WA at: Osborne Park, Malaga, Canning Vale, Bibra Lake, Belmont, Myaree, Joondalup & Midvale.





MYRIAD OF ALFA MODEL NAMES

By Glen Phillips

Below you will find a nice Alfa Romeo related challenge. How many Alfa models can you nominate for each letter of the Alphabet listed below?

AROCA WA Club life member, Glen Phillips, has developed his own list which includes the names of 80 existing Alfa models, including the two shown below against letters A and Z.

The big question is: Can you beat Glen's list of 80 names, especially given that you already have a start with the 2 names shown in the Table below?

Note that each name must be an actual Alfa model name, as marketed or designated by Alfa Romeo and/or its associates. Here is a little secret: Glen's list of 80 models still has a few gaps with no names showing against letters E, O, U, W, X or Y. Can you think of model names for any of these letters? Even if you can't, bonus points might be awarded for any highly suitable new names for potential future Alfa models that you might conceive of in your version of this alphabetical list.

A	A.L.F.A.,	N	
B		O	
C		P	
D		Q	
E		R	
F		S	
G		T	
H		U	
I		V	
J		W	
K		X	
L		Y	
M		Z	Zagato,

Should you get close to Glen's 80 total, or better, if you beat it - especially if only using real names - please email your answer to secretaryarocawa1@gmail.com A winner will be announced next month.



ALFA ADMITS ITS 2020 F1 PACE IS CURRENTLY A DISASTER

From www.grandprix.com, dated 27th July 2020



Kimi Raikkonen in the Hungarian GP in 2020. Photo Copyright, © Alfa Romeo.

It will "take time" for Alfa Romeo to pull itself off the very bottom row of the Formula 1 grid. That is the admission of racing boss, Frederic Vasseur, who admits that the team, which is currently operated by Swiss-based Sauber, travelled to Austria recently "not knowing what to expect".

"We had a couple of things in production when we left for Melbourne, and we had brought them with us to Spielberg, but it obviously was not enough," he told France's Auto Hebdo. "We are pretty good with race pace, but during qualifying, it is a disaster," Vasseur admitted. He said the team needs to "stay calm, not overreact and try to understand", but he also admitted: "We have to be realistic. We are going to have this handicap as long as we do not manage to take better advantage of our package during the qualifying rounds".

"It will take time, because there is also uncertainty relating to our budget - we need to tighten our belts until we have a better idea of the calendar and how many races there will be." There is speculation that part of Alfa Romeo's problem is actually the Ferrari engine, which took a major step backwards for 2020 following the legality saga of 2019. When asked about that, Vasseur said: "There is a part that is in our hands, and a part that is not. Regarding the part that concerns us, we can correct it quite quickly. If we can manage to qualify a few rows above where we have been, then that could allow us to progress into the points."

Also rumoured is that, amid Alfa Romeo's struggle, Kimi Raikkonen might lose his race seat at the end of the current season. Formula 2 teammates Mick Schumacher and Robert Shwartzman - both Ferrari juniors - have been linked with the seat for 2021.

When asked if Raikkonen is becoming demoralised, Vasseur answered: "That is certainly not the word I would use after seeing his race in Hungary." ///



“ ALL THE CARS I’VE NEVER OWNED ”

Edited from an article, first appearing as part of a series in Classic & Sports Car, written by the deputy editor, Jack Phillips. Thanks to Rob Rowbotham of Fiat Lancia Club for noting this article.



Most likely my father is to blame, and his regular assertion (which lasted for years) was that he would get an Alfa Romeo next! But with me being only just the other side of 30 years old, the Alfas that I was most used to seeing were nothing too special, really. Let alone on the road, the ones I saw at the British Touring Car Championship (BTCC) were just gone, while more common fare such as Renaults, Fords, Volvos and Peugeots were the BTCC front-runners; hiding just how much money was being spent on them, which, by the way, was a trend Alfa had set in motion with its all-conquering 155 – homologation rear wing and all.

The old Alfas that I read about in magazines were interesting, but I just didn’t connect with them fully; they seemed so far removed from the hatches on offer that my reverence seemed misplaced.

But, as time moved on, as too did Super Touring in the BTCC, the little Alfa Giulia grew in my affections. By that, I don’t mean the recent and not particularly small version of the Giulia - universally praised as it might be, particularly in Quadrifoglio form - but the boxy 105-series saloon of the mid-1960s. Of course, there are faster, more exotic and, frankly, more attractive versions in the surprisingly sprawling 105-series family tree than the modest three-box version; but that is part of the appeal.



However, that isn’t to say that the car which replaced the curvy Giulietta, with its right angles, is a mundane vehicle. There is a 105-series Giulia for every need or desired effect: e.g., with a roof or, in the case of the Spider and GTC Spider, with no roof. The car may have either four doors or only two doors in the case of the various Sprint GTs, or perhaps you might want a coach-built Giulia by Zagato, should your budget allow it, or settle for a



mere factory version. For the race-track or shopping, a version exists that is designed for your needs. Even in the humbler realms of my dreams, there is the TI (Turismo Internazionale) series, including the TI Super, 1300, Super, 1300 TI, 1300 Super, and more. After all, nothing is ever simple or easy to navigate within the world of Alfa Romeo.

The statistics of the 105 Giulia today stand up against most hatches, squeezing just past 100mph, generated from its nearly 100bhp engine. The car with its disc brakes, independent front suspension and five forward gears, exhibited exactly what the modern world could offer - but from old Italy in 1962. Meanwhile, at that time, stodgy Britain was steadfastly clinging on to what it knew. The Giulia's shape is surprisingly slippery; its drag coefficient is a much vaunted and well publicised 0.34cd.



While I would happily drive off in an 'entry-level' TI (an appealing base model name, and much better than a 'Club Vauxhall'), the TI Super is the version worth holding out for - just keep on saving! The TI Super is a homologation special of sorts, but it is subtle enough, even with those Quadrifoglio badges on its front quarters – if you know, you know.

For some reason the sight of a light blue TI Super darting around the UK

countryside a few years back was an unshakeable experience for me. I can remember nothing else of note about that particular day; whether it won, what it was up against, or even the club event which it was entered for. While I don't recall exactly when it was, presumably it was cold and wet. All I know for certain is that I came away thinking that, one day, I needed to own an Alfa Giulia (105 series).

Matched to the excellent proportions of this Giulia was its twin-cam sound rasping around the flat Norfolk plain, while its thin wheels were doing just about enough to hang on around the tricky 'new' circuit. There's a lot to be said for simple slotted wheels, too.



It is one of those classics that is on my 'probably better not to drive it' list. My reasoning is not because that experience might break the mystique, but because I would never get over not actually being able to own one. Giulia values are not astronomical; the most attainable is one of the smaller-engined or later cars or let's say, 'drivers'. But they might as well cost £1m; it isn't going to happen. There is no fear of the car failing to live up to expectations, because the 105 Giulias,

by all accounts, are generally excellent, but in truth, my threshold is normally pretty low anyway.

With so many 105 Giulias built and sold, i.e., more than 500,000, you might think that there more would still be around and that prices would be lower. Alas, the reputation of Alfa Romeo precedes it. Maybe owners just won't part with their Giulias either - I wouldn't. ///



HAVE YOU HEARD OF THE 1960 ALFA PRAHO PROTOTYPE?

Edited from an article appearing in www.classicandsportscar.com on 23rd July 2020, written by Martin Buckley - also first published previously in the Sept. 2012 issue of that magazine.



The great Italian coachbuilding houses had been sadly decimated by the 1960s as they were unable to face the challenges of a world in which car makers began to competently design and produce their own low-volume models in-house. Before that time, this colourful industry had been in its pomp, and had been made buoyant by the growing momentum of the Italian economic miracle, its attendant industrialisation and a wealth of homegrown talent.

Nowhere else in the world was such a happy blend of artistic and technical skill evident when it came to styling and fabricating motor-car bodywork. As a result, in Turin in 1960, Touring of Milan unveiled this tasteful two-door offering that it named “Praho”, built on an [Alfa Romeo 2000](#) chassis. Nobody was particularly taken aback by this show car introduction.

Here was yet another exemplar of the Latin penchant for building great-looking cars with a seemingly unmatched effortlessness. In fact, the elegant Superleggera aluminium coachwork of this car was the latest in a succession of special bodies that were all based on [Alfa](#)’s 102 Series platform, an otherwise short-lived four-cylinder precursor to the [2600](#) that replaced it just two years later.



With a cast-iron block and Aluminium fin drum brakes, the Praho's design was closely linked to the immediate post-war generation of the 1900s, rather than Alfa's cheaper and more modern 101 and 105 Series.

At the same 1960 Turin show, Vignale also had its own take on the quad-headlight 2000 coupé theme, and it even built a short run of them. However, the Praho was the better-looking car, with a cool assurance that always had been a part of the best Touring designs. Alfa Romeo had requested that Carlo Felice Anderloni of Touring should create a new 2000 coupé for Turin in 1960. Anderloni called it the Praho, named after the fishing boats that he had recently seen while on vacation in Thailand.

The glassy four-seater Praho doubtlessly attracted the approving nods of the show's visitors. Perhaps some even enquired if Touring would like to build them a copy. This car was certainly a clean and uncluttered shape and it possessed of an aloof and severe elegance that could only be Italian.

As lovely as the Praho was, it still failed in its main task of persuading Alfa Romeo to switch its allegiance from Bertone of Turin, the then manufacturer of the 2000 Sprint coupé, to the Touring of Milan design house, which already had provided the bodywork for the 2000 Spider, and which continued to build the 2600 Spider.

In retrospect, it seems clearer that it would have been surprising if Alfa's decision have been otherwise: the Bertone Sprint was easily the best thing about Alfa's then current range of curiously uninspired flagship models, and it was one of the defining GT profiles of the 1960s.

However, in 1962, when the four-cylinder 2000 was replaced by the much more potent 2600, the Sprint quickly became by far the best seller of the Alfa range. Meanwhile, by then, the Praho had slipped into predictable obscurity and it was quickly forgotten.

Touring retained this show car until the firm disappeared in 1967, at which time it was bought by the Alfa dealer Minetti in Milan. At some point, this Praho was moved to Hong Kong, where it acquired a silver paint job. It was not much seen again until early in the 2000s, when it was acquired by the former architect and leading collector of unusual cars, Corrado Lopresto.

The Praho still had only 700km recorded on its odometer and it was in superb condition except for the carpets. "They were the biggest problem," Lopresto told Buckley. "It cost the same to replace



the carpets with the correct type as it did to buy the car!" William Buckley writes that he is not sure whether Lopresto was joking.

Lopresto and Buckley pondered over the Praho's features while standing in the Milan sunshine. All of the glass is peculiar to the Praho, though the most unusual glass piece is the concave rear screen that gives the car's glasshouse the delicate touch of a [Mercedes-Benz Pagoda SL](#) hardtop.

Lopresto advised Buckley that he also has a Touring-bodied Osca that is similar to the Praho.



Lopresto pointed out that the Praho, now returned in its factory dark green paintwork, still wears its Touring 'garage plate' and that the seats, which have a novel system of airflow that runs through them, and a typical preoccupation of Touring at the time, also have their original leather.

Under the bonnet, the 1975cc, 115bhp engine, with its angled cam boxes, looks more like a Jaguar than it does to the later and more familiar Alfa twin-cam engines. Apart from the cast-iron block and a pressed-steel sump, plus the less acute angle of the valves, the architecture is much the same as a [Giulietta](#) unit.

The car's boot is massive. It also features more of that expensive carpet. Owner, Lopresto, owns many delectable vehicles: in fact, he only collects Italian one-off cars. Yet Lopresto seems to hold a particular affection for his Praho because of its time-warp patina and extremely low mileage. "We don't drive it because we want to preserve it," he told Buckley.

Martin Buckley noted that he, personally, must be especially honoured with his viewing of the Praho, as he was able to cover about 40 kms during the course of the Praho photoshoot. He further noted



that it is a double treat because the 102 Series Alfa Romeos had formerly eluded him in all their forms. Buckley also said that all he has to compare it with is the 2600 Sprint and Spider.

Certainly, the Praho is a soft and gentle-natured Alfa in many ways. It seems closer in feel to a 105 Series model than to the six-cylinder 2600, which, in the past, has invariably disappointed with its ponderous steering and generally soggy behaviour.

The Praho does have less understeer and roll than does the 2600 Sprint, but it is still something of a jelly of a car overall, with the emphasis on a comfortable ride that becomes counter-productive when any attempt is made to corner ambitiously. The Praho is a car for the *autostrada* rather than for the mountains. Not that this really matters.

The sophistication of the Praho's bespoke interior, the sense of light, the feeling that the roof is almost hovering above the rest of the body (so pencil-thin are its supports) all disposes the driver to more favourably experience the 2000 Praho, even before beginning to move away.



The central instrument display is the Praho's showpiece and it is obviously aeronautically inspired. Apart from picking up almost every stray light reflection going, it is a reasonable ergonomic success and a more memorable and pleasing layout than the arrangement in Bertone's production car. A sliding glovebox is sneakily let into the side of the binnacle for driving gloves and sunglasses.

This being a show car, everything is exquisitely finished and detailed. With so little distance covered over the past 52 years, the supple tan leather is gloriously unspoiled. The generous front seats, with their curious chrome buttons, take up most of the legroom for what is otherwise a sensible-looking rear bench. The large windows make the Praho seem steamy inside, although the door glasses are



regulated electrically so you can soon get some air flow going. The twin-cam four-pot engine is willing and flexible, rocking the gear lever gently in its bladder-like gaiter at tick over, but smoothing out nicely under acceleration with a subtle, throaty warble.



The huge plastic steering wheel looms out of the dead space above the footwells where you have a clear view of your feet operating the floor-hinged clutch and brake pedals.

The driver can easily blip the smooth, fairly short-travel throttle with a heel while squeezing the centre pedal with the sole of the foot.

The drum brakes feel strong and balanced, while the steering is low geared but fluid and not especially heavy.

With the Praho's sweet gearchange, cossetting ride and great views all round, you can see how it would have made a pleasing, if not earth-shattering, touring car for those who put exclusivity, style and opulence above handling quality

These largely forgotten 102 Series cars from Arese were entirely symptomatic of Alfa Romeo's growing disaffection with the luxury sector in the 1960s when its focus began to move to more nifty, practical cars which had enthusiast appeal - and at more affordable prices.

Production volume meant higher profits. The result was that Alfa became increasingly happy to leave the connoisseur's market in Italy for competitors like [Lancia](#) to capitalise on. Perhaps more importantly, Alfa's refocus also opened the high-end market for the likes of foreign invaders, e.g., Mercedes and Jaguar. ///



Images by James Mann.



ON - LINE AUCTIONS OVERSEAS

Data from SCM's on-line October 2020 edition and from classic-car-auctions.info

While there hasn't been that much recent classic car auction activity due to the pandemic, clearly there is growing interest in on-line auctions in the USA and Europe. Recent reports describe some interesting upcoming and recent auctions of Alfa Romeos.

1934 Alfa Romeo 8C 2300 Cabriolet Décapotable.



One owner for most of its life
Exceptional red and body restoration
1934 ALFA ROMEO 2000 SPIDER
Coachwork by Touring



One of 12 Sprint Veloce Zagato produced
Mille Miglia eligible
1967 ALFA ROMEO GIULIETTA SPRINT VELOCE
Coachwork by Zagato

The biggest disappointment at the Bonhams Quail 2020 auction, held on 14th August, was that the most-expensive car on offer failed to sell. The **1934 Alfa Romeo 8C 2300 Cabriolet Décapotable** attracted a high, but unsuccessful, bid of US\$4.6 million (M). Had that bid been accepted, it would have been by far the most expensive car ever sold in any online-only car auction. Since the Bonhams auction, at the RM Sotheby's: Shift/Monterey online event, held in mid-August, the highest successful sale at any online auction held to date, became a race-winning 2001 Ferrari 550 GT1 Prodrive. It sold for US\$4.29M.

The 1934 Alfa 8C2300 auctioned by Bonhams has coachwork by Carrosserie Joseph Figoni and is highly original and genuine. It is among the most collectible of pre-war motorcars and is sure to remain one to watch.

At the 13th Annual Auburn auction which is to be held on 5th September 2020 will be a one owner (for 4 decades) and exceptionally restored **1959 Alfa Romeo 2000 Spider**. A Zagato-bodied, **1967 Alfa Romeo Giulietta Sprint Veloce** will also be auctioned. It is 1 of only 18 ever built and is Mille Miglia eligible.



2020 CALENDAR UPDATES

EVENT	EVENT DATE	COORDINATOR & STATUS	COMMENTS
<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 Gin Gin</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>
<i>Meet the new members night</i> EVENT HELD	<i>Wednesday 5th August</i>	<i>Charles Hotel, North Perth</i>	<i>Free event- new members most welcome. Book via TryBooking.</i>
AROCA WA AGM	Tuesday 1st September 2020	Andrew Murray	To be held at WA Light car club, Bayswater
Sunday run to York	Sunday 13th September	Greg Smith	Details being finalised
Como Rotary Classic Car Show	Sunday 4th October 2020	Greg Smith	20 Alfa exhibit spaces - register for a space – see details on later page.
Port Dennison Sprint	27th September 2020	TSOA	Change to 6-month cancellation of events still to be announced
FLC's South West Tour	From 28 to 30 October	Rob Rowbotham, FLC	FLC now holding shortened event, limited AROCA members invited
Rotary Italian Car Day "Bella Italia"	Sunday 1st November 2020	Andrew Murray.	New 2020 location at Mulberry on Swan, event now scheduled
Annual Pasta Run	Sunday 22nd November	Andrew Murray / Greg Smith	Drive details & lunch location presently under discussion.
Vintage Stampede	6th December 2020	VSCCWA	Change to 6 mo cancellation of events still to be announced
Annual Christmas Sunday Run & Lunch	Sunday 13th December 2020	Greg Smith	Again at Vineyard Kitchen in Bickley Valley. Book via TryBooking below.



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 held on **Sunday 20th September** as a normal stationary event. Future meetings are planned for 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 September meeting will be at the annual general meeting held at the Light Car Club in Bayswater on Tuesday 1st September. Details of the event and nomination forms appear below this magazine edition.

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 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



SUNDAY CLUB RUN TO YORK

Sunday 13th September 2020

AROCA WA has arranged to hold a Sunday club run for its members from Perth to York including attendance at this year's York VCC Vintage & Veteran Car Show on Sunday 13th September 2020.

Arrangements were still being finalised at the time this magazine was published, but the run will commence, either from Midland, or, alternatively, starting with a breakfast at the Noble Falls Tavern in Gidgegannup. Look for emailed details to be sent to you shortly.

Most likely, the drive will go via Toodyay and on to York where the WA VCC's veteran and vintage car show is being held that day.

For the sake of certainty, a picnic lunch is recommended for Alfa club travellers arriving in York as food outlets there are sure to be very busy with the number of visitors to York that weekend.

Other York attractions that day include the usual ones, the York car museum, or an historic walk around the town and riverside. For September only, a visit to the Artitja Galleries' TiWi island art show is being held in York during the month.

Look for more details to be sent to you soon.

W A F I A T / L A N C I A C L U B S O U T H - W E S T T O U R

Starting Wednesday 28th October, until Friday 30th October

You will have noted in previous Alfa Occidentale issues that the Fiat Lancia Club had been proposing to run a "Two Oceans Tour" in late October this year. However, due to Covid 19 restrictions in the eastern states and the consequent inability of East Coast FLC members to travel west, the original tour plan was dropped. A shorter version of the tour was arranged by the FLC last week. So, while the tour will be run, it will only be a two-night tour with overnights at the RAC Karri Valley Resort (on Wednesday 27th October) and at Stay, Margaret River (on Thursday 28th October).

The group will return to Perth on Friday 29th October, ahead of a planned attendance at the Northbridge Rotary's "Bella Italia" Italian Car Day at Mulberry on Swan on Sunday 1st November.

Some AROCA WA members have been invited to join FLC members group on this abbreviated tour. Are you interested? If so, you will need to make your own bookings, but also let Rob Rowbottom (and me) know as soon as you can, but, ideally, before the end of this coming Wednesday 26th August.

You should also check with Rob (0438.022.224) as to whether space is still available when you decide that you would like to participate.



Here are the latest details for the Tour:

1. Meet for the drive down to the Pemberton region Wednesday 28th October
 - This will be a reasonably early departure. Details are to be advised.
 - Note that some travellers may have driven down south earlier.
2. Stay at the RAC Karri Valley resort near Pemberton overnight 28th October
 - You need to book your own room soon if you want to be a part of this trip.
 - You can call the Karri Valley resort on **08.9776.2020**. Say you are travelling with the FLC for this trip and ask for your overnight room to be at the FLC's club rate (and/or provide your RAC club membership number too).
 - RAC Karri Valley Resort is at 11342 Vasse Highway, Yeagarup, Beedelup, 6260.
 - Note that the dinner that night will be a group event.
3. Drive to Margaret River Thursday 29th October
4. Overnight at Stay, Margaret River 29th October
 - You will also need to book into Stay for a room that night quite soon.
 - Call Stay, Margaret River on **(08) 9757 2633**. Tell them you are with the FLC's tour and ask for your overnight room at the FLC's club rate.
 - Stay's address is 78 Wallcliffe Road, Margaret River.
 - Again, a dinner will be held as a group event.
5. After breakfast and the morning in Margaret River, the tour will return to Perth later in the day. Friday 30th October
6. Rotary's "Bella Italia" Italian Car Day at Mulberry on Swan. Sunday 1st November.

Please let Rob Rowbottam and Greg Smith both know if you wish to join this FLC tour of the South West.

Rob Rowbottam:
Mob: 0438.022.224; Email:
rowbottam48@hotmail.com

Greg Smith:
Mob: 0419.135.886 Email:
secretaryarocawa1@gmail.com





COMO ROTARY CAR SHOW



THE ROTARY CLUB OF COMO 9TH CLASSIC CAR SHOW



Sunday 4th October 2020, 10am – 3pm

WESLEY COLLEGE

Ward Oval entry from Angelo Street to display area

Display Car Entry: Free, please register at comorotary.org

Public Entry: Adults \$10, Concession \$8, Children under 18 Gold Coin

Net proceeds go towards Rotary Club of Como and Wesley College Charities

Jazz Band, Slot Cars for Kids, Sausage Sizzle, Coffee, Ice Cream and Cake Stall

THANKS TO OUR MAIN SPONSORS FOR THEIR CONTINUED SUPPORT



NOTE: 20 free show spaces to exhibit Alfa Romeos have been booked. But you must register for a show space at www.comorotary.org in order to receive the event information that will be needed prior to your arrival at the show.



ROTARY ITALIAN CAR DAY "BELLA ITALIA" THIS YEAR AT MULBERRY ON SWAN



Northbridge Rotary club is the organizer of this great event again this year. All proceeds from the day will go to charity. For 2020, the Italian Car Day has a new venue at "Mulberry on Swan" in the Swan Valley. Display cars should arrive at Mulberry on Swan to be positioned for display before 09:00. A great "Bella Italia" wine and food event will be held concurrently at Mulberry on Swan on Sunday 1st November. Bella Italia and the Italian car day show will run until 15:00. Displayed vehicles should remain until closing time.



A N N U A L P A S T A R U N F O R W A I T A L I A N C A R C L U B S

ORGANIZED BY AROCA WA

SUNDAY 22ND NOVEMBER 2020

Note that some event details are not yet available

But, please mark this date in your diary now.

Please note that once details become available, information regarding the annual pasta run for 2020 will be provided in a separate email to all AROCA WA members.





AROCA WA CHRISTMAS LUNCH SUNDAY 13TH DECEMBER 2020

The AROCA WA Christmas Lunch for 2020 will be held at The Vineyard Kitchen in the Bickley Valley on Sunday 13th December.

We held a very successful Christmas lunch at the Vineyard Kitchen last year and we are confident that the lunch there will again be just as good in 2020.

The Vineyard Kitchen has advised us that, this year, it can accommodate the WA Alfa Club's Christmas Lunch up to a limit of 50 attendees. The lunch will offer three courses and again will be served in the garden in a private seated area. The lunch price is \$50 a head - not including drinks. Please note below that a Try booking link is attached for to make your early booking of your place at this event. Don't delay as space is limited! Some members left it too late last year and, unfortunately, they missed out as the lunch bookings had already reached capacity.

Note that, on Sunday December 13th, we will initially meet at a venue closer to the city before our morning club run in convoy out to the Vineyard Kitchen restaurant for the lunch.

Additional details regarding the car run before the Christmas lunch will be advised later on.



THE VINEYARD KITCHEN
Brookside Vineyard,
5 Loaring Road, Bickley WA 6076

thevineyardkitchen@live.com.au

Telephone: 08.9227.7715

The AROCA WA Christmas Lunch is limited to 50 places and is available only to AROCA WA club members and partners. Don't miss out! Reserve NOW using this Trybooking link:

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

(However, note that this Trybooking link opens at 09:00 on Thursday 26th August 2020)



2020 GRAMPPIANS 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 perhaps, even cancelled for 2020, given the serious corona 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 **FILIPPO FLEURIEU**!



For more information, go to:

www.alfesta2021.net

email: alfesta2021@alfaclubsa.org.au



BE SURE TO BOOK NOW AS PLACES ARE LIMITED



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 Financial Year 2020/2021 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 their club.

You are encouraged to seek election, or perhaps, alternatively, to work with the committee in a volunteer role.

Each year, the club usually anticipates a few committee retirements and/or for some of the committee to have 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 to further 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 WA¹

Acceptance of Nomination:

I accept nomination for the position(s):

Name:

Date:

Signature:

(Signature of person being nominated)

Nominations should be either hand delivered or emailed to the current Club Secretary.

Email to: secretaryarocawa1@gmail.com

Or, for those who prefer to use Australia Post, mailed to the 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.

¹ 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 AUGUST '20

Opening Balance b/f 15/07/2020 \$5,087.54

INCOME

Memberships	16/07/2020	To	19/08/2020		\$2,240.00
		See Schedule Attached			
Interest Received	31/07/2020				\$0.50
Total Income					\$2,240.50

PAYMENTS

17/07/2020 LCC of WA Rent			\$135.00
			\$0.00
TOTAL PAYMENTS			\$135.00

Net Movement

\$2,105.50

Closing Cash Book Balance		\$7,193.04
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Closing Balance Westpac 19/08/2020		\$7,193.04
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Reconciliation Variance \$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 16/07/2020		\$14,176.02
Interest Received 31/07/2020		\$0.60
Closing Balance c/f 19/08/2020		\$14,176.62

TOTAL FUNDS AVAILABLE \$21,369.66

Eddie Bernardi
Treasurer, AROCA WA
19th August, 2020



NEW MEMBER APPLICATION AND CURRENT MEMBER RENEWAL

Dear current AROCA WA members and others considering applying for membership in AROCA WA,

NOTICE TO CONCESSIONAL LICENSE HOLDERS: *Those AROCA WA members who make use of Western Australia's concessional licensing system to register their historic Alfa Romeos must remain as financial members of the club into each new financial year so that their vehicle's concessional license remains in tact.*

NOTICE TO NEW MEMBERS: AROCA WA seeks to increase the number of WA Alfa Club members among Western Australian Alfisti.



Whether you wish to become a new AROCA WA member, or if you need to pay your AROCA WA Subscription for the present financial year, please complete the information request shown over-page and pay your subscription amount to the club, following either of the methods outlined below.

The annual fee continues to be \$80.00 for the financial year, 2020/2021. **Please note that AROCA WA membership**

renewal for all existing members falls due on 30th June each year.

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

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

Account Name: AROCA WA.

BSB: 736-054

Account No.: 070313.

(Do note that, if 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.



FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

ADDRESS: _____

_____. POSTCODE: _____

LANDLINE: _____ MOBILE: _____

EMAIL: _____

NEW MEMBER, CURRENTLY PAID-UP MEMBER (OR PAST MEMBER):

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO

PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

Manufacturer	Type	Year	Colour	Registration OR Concession Plate # (if applicable)

Please complete the above form and email it to AROCA WA at secretaryarocawa1@gmail.com

IMPORTANT NOTE FOR THE AROCA WA CLUB'S CONCESSIONAL LICENSE HOLDERS:

If you are a concessional registration plate holder, note that data on your concession registration has to be provided annually by the club to fulfill Western Australian state regulatory requirements. The due date for this information provision falls immediately after 30th June. Therefore, be sure to renew your membership before the end of each financial year in order that your concessional vehicle registration remains current. Otherwise, as a non-financial member who owns a Code 404 concessional registered vehicle, you will be deemed by the WA Department of Transport to be unlicensed.



OWNER DECLARATION - CODE 404 CONCESSIONAL VEHICLE LICENCE

I declare that the vehicle, as listed below, is in factory standard specification. I acknowledge that, if the vehicle is modified, 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, sat any time, 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 application 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 your 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.

The Club Committee recommends that you make best use of your Alfa as the Covid 19 virus related conditions in WA continue to ease. However, do be sure to carefully practice "social distancing", should you need to leave your car during that trip for sight-seeing, a coffee break, etc.

Regards,

Greg Smith
AROCA WA Secretary



At a tour stop during the 2018 "Grampians Gallivant" weekend in Western Victoria.



“ 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, note that it is a condition of Code 404 that you remain a financial car club member at all times. Be sure to have your current year membership card with you while travelling. Please be aware that, otherwise, if stopped, you may be personally deemed to be unlicensed.



PROFILES OF AROCA MEMBERS PUBLISHED IN PAST 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, although some did come from elsewhere. Please find below a full listing of these profiles and where you can find them. At the club's website <https://www.alfaclubwa.com.au/newsletters/> you will find all the back copies of Alfa Occidentale and, therefore, copies of all of these profiles, which are readily available on-line.

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 Barranger	15	8	<i>Michael Barranger 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>
Anita Percudani	40	10	<i>Anita joined AROCA WA in 2018. She has owned her 1969 Alfa 105 GT Junior since she first qualified for her WA driver's license.</i>
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>