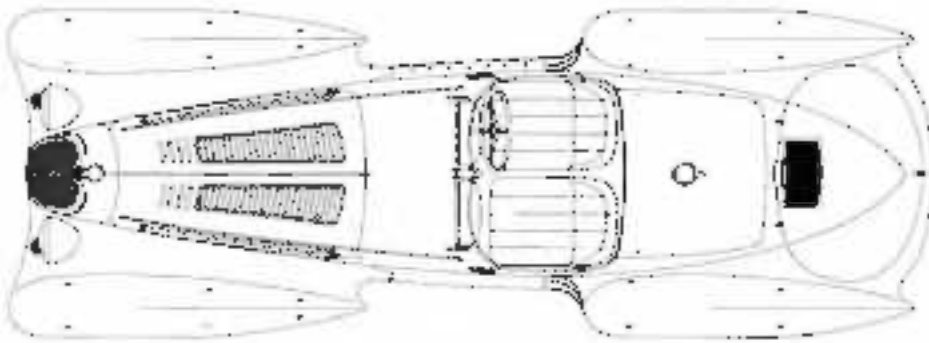
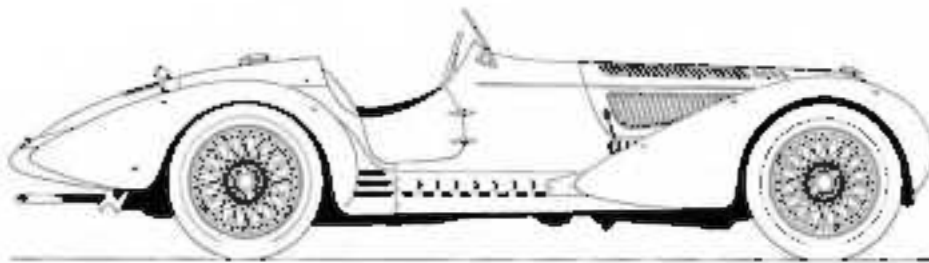
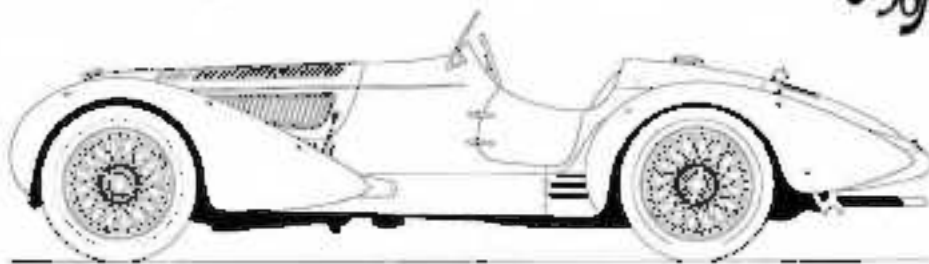




MODEL CAR & TRACK SCALE PLAN - Number 9
1938 ALFA ROMEO 8C 2900b MILLE MIGLIA CARROZZERIA TOURING



SCALE: _____



Alfa Romeo

JR

Scale plan for a model of a 1938 Alfa Romeo 8C 2900b Mille Miglia Carrozzeria Touring



ALFA OCCIDENTALE

Issue 21, February 2019



The real thing: 1938 Alfa Romeo 8C 2900b
Mille Miglia Carrozzeria Touring

Dear Western Australian Alfisti,

Welcome to the second issue of this electronic magazine for 2019. This is the 21st edition of **ALFA OCCIDENTALE** – the electronic newsletter of the Alfa Romeo Owners Club of Australia (WA Division). Club members (and Alfa

associates) are invited to provide any contributions that they would like to see included in future editions of this magazine, C/-: secretaryarocawa1@gmail.com In this edition of Alfa Occidentale, #21, you will find outlined the club's upcoming schedule for 2019, including all the information you need regarding upcoming competition, social and club driving events.

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WA ALFA CLUB NEWS & UPCOMING EVENTS SUMMARY

Since the last edition of the magazine, published early in January, 30 WA Alfa club members and their partners enjoyed a fish and chip dinner in the park adjacent to the Swan River in South Perth. This event was held on January 15th, 2019. Photos from the event appear below.

The Club has a number of upcoming events that we hope you are able to attend. The first is an **evening run and Italian dinner on Saturday 23rd February**. This event will be held jointly between the WA Alfa club and the WA Fiat/Lancia club. We will meet in the G. O. Edwards Park on Burswood Road Burswood by 17:45. Departing at 18:00, we will head towards Hillarys (the suburb not the boat harbor) following a route chosen by the Fiat/Lancia club. After our arrival around 19:15, an a la carte dinner will be available at the Eccolo Restaurant in Hillarys. The club is providing a free antipasta appetizer course; while the dinner itself and drinks are at attendees' own cost. Already, there are about 20 registrants and total attendance is limited. Therefore, please advise the organizers of your intentions for this event as soon as possible. (A full announcement appears below in the magazine)

The first event in March is a **classic car race weekend on the 2nd and 3rd March at Barbagallo raceway** celebrating 50 years of racing in WA. An announcement below provides needed details.

The Club's March club night will be held on **Tuesday March 5th 2019, starting at 19:00 at Amore Mio Pizza restaurant, 279 Guildford Road, Maylands**. Please let Greg Smith know if you plan to attend. Either email him at: secretaryarocawa1@gmail.com, or phone 0419.135.886.

The WA Alfa club has also organized an **evening run to an Italian dinner at the Fremantle Italian club on Friday 22nd March**. The club will have a cordoned off display area to exhibit club attendees' Alfa Romeos at the Italian club. The announcement for this event also appears below in this Alfa Occidentale edition. Book using this TryBooking link <https://TryBooking.com/460213/> Note that we must give the Fremantle Italian club our final number of attendees by Friday 15th March, so you should book as early as possible. A home-cooked four course dinner is on offer for \$30 per person. Drinks are to individual attendees own account.

Another March event is the Shannons Classic Car Show to be held on Sunday 24th March. It will be located at the Ascot racecourse. A poster for this event also appears below.

You are reminded that the 2019 annual national AROCA Easter event "Alfesta", to be held on the Mornington Peninsula in Victoria from 19th to 22nd April, is fully booked. Anyone still interested in attendance, should note that AROCA VIC does have a wait list.

The club's regular monthly events continue during 2019. For example, last year "Classic Cars and Coffee" monthly Sunday mornings presented many highly interesting cars. The next "Classic Cars and Coffee" is on **Sunday 17th February, 2019**. Note that the venue for this event fills quickly so, if possible, arrive a little before the scheduled 8:30AM start-time, at the University of Western Australia, Car Park 3, which is off Hackett Drive, Nedlands, 6009. [+ Google Map](#)





SWAN RIVER FISH & CHIP NIGHT 15TH JANUARY 2019





A VIEW OF THE TOP SIX ALFA ROMEO'S TO INVEST IN NOW

This article first appeared on 23rd December 2018 in the Advice section of the Australian auto website www.carsales.com.au. Its author was not noted in the article, so it is not entirely clear where best to send any comments should you read something that inspires your urgent need to respond to the fine people at CarSales. Primarily for space purposes, Alfa Occidentale has mildly edited this article.

The carsales.com.au author begins: "If you are an Alfisti or an Alfanatic then these are the top six Alfa Romeos to collect today – assuming that you can find one! Alfa Romeo is one of those brands which has enormous cachet for marque devotees – sometimes dubbed Alfisti or, less kindly, Alfanatics – but has been less in the overall automotive imagination. Compared with Ferrari or Porsche, it is two ranks down; against Mercedes-Benz or BMW, one."

Alfa Bravo Charlie



The V8 Montreal coupe is one of few Alfa Romeos to have skyrocketed in value. Twenty-five years ago, good cars could be found for AU\$40K, but the price now is more like \$140K. It is easy to see how the Montreal would appeal to someone who might have hankered for a Ferrari or a Maserati.

Alfa Romeo arguably lost its way somewhere in the mid to late 1980s when it made a wholesale transition to

front-wheel-drive. Had all those new models been brilliantly engineered, the allure might have continued, but they weren't, and so it didn't.

The 1972 Alfasud was Alfa's first front-drive vehicle and it remains highly celebrated by enthusiasts but, sadly, its fast-rusting low-grade steel guaranteed a minimal number of survivors. The model 33 successor was more mainstream, less charismatic and is now all but forgotten.

Engineering was always a key brand attribute for Alfa Romeo, but build quality was often average, at best. For example, the 1972 Alfetta sedan exhibited perfect 50:50 weight distribution, a delectable 1.8-litre twin cam engine and De Dion/ Watts Link rear-end, but it suffered badly from rust and the interior trim failed to withstand Australian UV levels.

By the mid-1980s Alfa Romeo had pretty much conquered the rust issue, but product planning seemed, at best, haphazard. It was one of the few manufacturers still making mid-sized rear-wheel-drive cars but. it was having trouble making real advances; the 1984 Alfa 90 sedan was really



not much more than a reskinned Alfetta with a V6 engine, power steering and a hotch-potch cabin full of gimmicks such as a lift-out briefcase and a digital dashboard incorporating two speedometers. The Alfa 90 and its sibling the Alfa 75 carried Alfa Romeo's 1970s design themes through to the end of the 1980s.

In 1989 the large (front-wheel-drive) 164 sedan with gorgeous Pininfarina styling was the best of four luxury models sharing a platform (the others being Saab 9000, Lancia Thema and Fiat Croma). But its successor, the 166, barely developed the theme and sold in tiny numbers locally.

Doubtless the best news Alfisti has provided in decades came at the recent launch of the Giulia Quadrifoglio (four-leaf clover) sedan which combines all-wheel-drive with a stonking 375kW/600Nm 2.9-litre twin-turbocharged V6 and eight-speed sports automatic transmission. This dedicated sports model – won motoring.com.au's [Australia's Best Driver's Car award in 2018](http://motoring.com.au). It is at least the equal of a BMW M3 sedan and is the one to watch with used prices plummeting. The Giulia Quadrifoglio arrived here in 2016, priced at around \$160K on the road. Already, outstanding examples are available for \$110K. Once one-owner cars have depreciated down to \$70K, that will be the time to jump.

The 1930s and 1960s were arguably Alfa Romeo's glory decades with the marque chiefly recognised for its coupés with bodywork by the leading Italian carrozzeria – Farina (later Pininfarina), Bertone, etc.

The most beautiful of these coupes have long been collectible and the classic sedans are beginning to follow suit. The price ranges suggested here were supplied by Shannons National Auctions Manager, Christophe Boribon.

(106-Series) 2600 Sprint GT



The gorgeous 2600 Sprint GT with bodywork by Bertone went on sale in Australia in 1965. That year, just three Alfa Romeos were offered, marking the first appearance down-under of the marque since WW2. This was the undoubted flagship at £4,258 (\$8,516) compared with £2,030 for the Giulia Ti sedan and £2,723 for the 1600 Sprint GT coupe.

The Tipo 106 was the last Alfa Romeos with a dual overhead camshaft straight six-cylinder engine. The Sprint was equipped with triple twin-choke Solex side-draught carburettors and delivered 165bhp.

According to then Wheels editor, the late great Bill Tuckey, in his road test published in the July 1966 edition, it was 'one of the most exciting cars we have ever driven'. Remembering that, back then, a true top speed of 100mph was still impressive – at which velocity, said Tuckey, it could



'cruise comfortably' – the Alfa's 129mph top speed was virtually supercar league. The standing quarter mile took 17.5sec. At 15 feet in length the Sprint was physically bigger than a HR Holden.

By mid-1966, the price was pegged at \$7,500, which made the 2600 Sprint GT \$140 dearer than a Jaguar E-Type coupe. An MGB then cost \$2,840, while a Porsche 911 was priced at \$9,446.

This Alfa is surely the nearest less expensive alternative to a Ferrari 330 GT. As recently as 2011 one of these cars was passed in at a Shannons Auction, but it is difficult to believe that prices of what was always a relatively rare car won't rise steeply in coming decades. The 2600 Sprint GT seems curiously underrated by collectors. (Why is it any less desirable than a Montreal?)

Price Range: **\$50,000 - \$70,000**

Rating: 1

(105-Series) Giulia Super



When the Sydney-based Alfa Romeo distributor and retired racing driver, Alec Mildren, imported an Alfa Romeo Giulia Super Ti sedan to enter in the 1964 Sandown 500-mile race for standard production cars, he went about the business in a thorough-going fashion. The white car, then driven by ace Italian Roberto Bussinello and the experienced Ralph Sachs, not only blitzed the 1301-1600cc class, but it won the race outright,

completing 230 laps and finishing seven laps ahead of the second-placed Mini Cooper S.

The following year, the Mildren team repeated this success, again in the same car, driven this time by local aces Frank Gardner and Kevin Bartlett. Mildren had also imported a lightweight GTA coupe, which he hoped would win. But the GTA, driven by Bussinello and Sachs, blew up its engine while in the lead, two and a half hours into the race. The Sandown circuit is extremely hard on brakes and the Alfa's four-wheel disc system was undoubtedly better than that of any other car in the race.

Although the hot Giulia Super Ti was never sold here (despite intense demand in the wake of its 1964 victory), the Giulia Super, with a less highly tuned engine, was. It was introduced locally in 1966 and had a 1,570cc twin overhead camshaft four-cylinder engine with dual twin-choke Webers. The Giulia Super produced 112bhp and driving through a five-speed gearbox (highly unusual in 1966 Australia), gave this compact Alfa sedan, which weighed less than a ton, a top speed in excess of 100mph. It had disc brakes all-round. There was comfortable room for four adults and a big boot. The interior was nicely laid out with a beautiful fascia incorporating large round matching dials for speed and engine revs. There were genuine timber highlights.



Paradoxically, this upright, boxy four-door boasted a superior coefficient of drag to its voluptuous coupe sibling.

This is really a classic Alfa Romeo story. Known as the 105-Series, this pair of Alfas has always had a keen following among Alfisti, although, until recently, there was little interest in the sedans outside the Alfa clubs. While the coupes were commanding quite high prices by the late 1980s, this was not the case for the Giulia Super. I paid \$5000 for a lovely example in 1987, when a comparable coupe would have been \$20K-plus; indeed, I paid \$30K for a 2000 GTV in 1990.

Everything about the car oozes charm and distinctive character: here was the definitive mid-to-late 1960s Italian sports sedan.

Price Range: \$30,000 - \$50,000

Rating: 3

(116-Series) Alfetta 1.8



The Alfetta sedan, which made its international debut in 1972, went on sale in Australia two years later. It was less distinctively styled than its Berlina and Giulia predecessors, although in engineering terms, it represented a forward step.

Perhaps Alfa Romeo's marketing department was a little cheeky in choosing the name "Alfetta" because this moniker had

already graced one of the company's most famous racing cars, the 159 Alfetta. At least the Bertone-styled sedan boasted a rear transaxle like that in the 159.

This was the first Alfa Romeo sedan with rack and pinion steering and that delivered perfect feel. There was no need for power assistance either with the Alfetta being compact and light on its feet. Torsion bar suspension and the De Dion/Watts linked rear-end constituted a step up from earlier Alfa Romeo practice. The gearchange (with that remote transaxle) came in for plenty of criticism, but was never as bad as they said; it was always a case of working with the car rather than fighting its controls.

Sadly, the interior was neither as well finished nor as durable as in earlier models. But at least there were still lovely pieces of wood veneer. Rust ate many cars alive; for example, my aunt's Alfetta 2.0 virtually self-disintegrated in its Hawthorn, Victoria garage.



Like the 105-Series, albeit to a lesser extent, these 116-Series models saw the coupe variants attract a larger share of the limelight. The Alfetta sedan soldiered on until 1985 (having gained a 2.0-litre engine with much more torque, but greatly reduced appetite for high rpm in 1977) although, in my view, the 1.8-litre versions are preferable with their cleaner detailing and genuine wood trim. It was modern where the Giulia was traditional, but both were unmistakably Alfa Romeo in character.

Price Range: \$10,000 - \$15,000

Rating: 7

Alfa Romeo GTV6



The best thing about Alfa's (Tipo 119) 6 sedan was the all-new 2.5-litre V6. While it was never sold here in Australia, the 6 looked quite like a stretched Alfetta.

Synergy beckoned. With this V6 engine used in the Guigaro-designed Alfetta coupe, the resulting GTV6 was one of the most charismatic of all Alfa Romeos. Where the slow-selling 6 boasted the odd complexity of six

carburettors, the GTV6 had a Bosch L-Jetronic fuel injection system for superior reliability and economy with the same maximum power of 117kW.

The Alfetta coupe was not as well balanced as the sedan, due mainly to its shorter rear overhang and the heavier V6 engine, which exacerbated the car's natural inclination to understeer. The car lacked power steering and the GTV6 needed a sensitive driver to get the best out of it.

While to many, the car was an acquired taste never to be acquired, I was addicted from the first drive. The GTV6 was a unique concoction: what could have been a Ferrari V6 – so beautifully mechanical yet operatic was its soundtrack – with low overall gearing and a power fifth gear (meaning that the car achieved its top speed in the highest ratio), there was an evocative matt black hump in the bonnet (to accommodate the bigger engine), direct and alive-in-your-hands steering and delectable styling.

However, the fit and finish was poor and the plastic dashboard creaked. What looked like a perfect hatchback design was in fact a conventional boot with a fixed rear window. In the September 1984 edition of *Wheels*, in a comparison between six sports coupes, in an opinion piece I wrote: "I am ashamed of my own perversity. From the moment I first tried to get comfortable behind the Alfa's beautiful steering wheel, I knew that this car had far too many faults to take seriously. But that's the price you pay for choosing an Alfa. The



damnable part about it is, I probably would, despite everything. With so many faults in its design, you couldn't recommend an Alfetta GTV6 to anybody but yourself."

I have owned three GTV6s and one of them, twice. These cars demand to be driven properly and when done so, they reward you richly. Even back in 1983, when the early GTV6 (with its centrally placed instruments) arrived in Australia, car buyers were beginning to expect power steering in this size of car. But the GTV6 (eventually upgraded for 1984 with a minor facelift and cleaner dash layout) was the last of the old purist Alfa Romeos and it was the better for it.

In contrast to its 105-Series predecessor, the GTV6 was slow to attract a widespread following in the broader classic car world.

Price Range: \$15,000 - \$25,000

Rating: 2

Alfa Romeo 75 Potenziata



The mechanically similar Alfa 90 and 75 sedans (the marque's first cars with power steering) both exhibited Alfa's confused product planning and tight budgets in the early to mid-1980s. They were the last cars developed before Alfa Romeo was subsumed by Fiat.

The Alfa 90 was a conservatively styled luxury car (essentially a facelifted Alfetta by the same design house, Bertone) with no automatic transmission option. It was intended to replace the Alfetta. The wildly styled, extreme wedge (designed in-house by Ermanno Cressani) Alfa 75 (or "Milano" when sold in USA) with less plushness and lower gearing was allegedly the Guilietta's successor. Initially, both cars used the GTV6's charismatic 2.5-litre V6.

The Alfa 90 was a conservatively

Eventually the Alfa 90 was discontinued. The Alfa 75 range grew to include the four-cylinder Twin Spark, a 2.5-litre (three-speed) automatic and 3.0-litre manual.

The final and most desirable of all these sedans was the Alfa 75 Potenziata which used the 164's more powerful version of the 3.0-litre engine with Motronic rather than Bosch injection.



This was the last descendant of the 1972 Alfetta and Alfa Romeo's final rear-drive car, until the recent emergence of the new Giulia. The 75 is a historical curiosity with its bizarre styling, superb engine and quaint interior.

Price Range: \$10,000 - \$15,000

Rating: 5

Alfa Romeo 164Q



There was a weak link in the 164 which was its troublesome ZF automatic transmission.

Australian buyers had no choice, which was paradoxical since many would-be buyers of the 164's predecessor, the rear-drive Alfa 90, would have preferred an auto but could only buy a manual.

In 1991, the 164Q (for Quadrifoglio) solved this problem. The 3.0-litre V6 was massaged to produce an extra 11kW (to 147) and 12Nm more torque (to 265). Its five-speed manual was a power transmission like the GTV6's with a sweet shift and beautifully spaced ratios. The zero to 100km/h time was cut from about nine seconds down to 7.7. An electrically-controlled sports suspension improved the already good handling of the 164.

With its unique alloys, its lower ride height and a small boot-lid spoiler, the 164Q exuded a special appeal. It was something like an Alfa Romeo version of the BMW M5.

In one sense the 164Q was the successor of the GTV6 coupe, although it was far more refined and luxurious with opulent leather and electrically adjustable sports front seats. And it was much quicker – the GTV6 took nine seconds to reach 100kph and it peaked at 206kph; but the Q could achieve a top speed of 237kph; quite a lot of progress in half a decade!

However, by this stage, Alfa Romeo's product range had become so confused and remote from its glory days that once the Alfisti had secured their examples, the 164Q effectively became invisible.

Price Range: \$10,000 - \$20,000

Rating: 4





Alfa Romeo GT



The GT arrived locally in mid-2004 to supersede the 156 GTA sedan and supplement the 147 GTA that had been launched here the previous year. All three cars used Alfa Romeo's impressive 3.2-litre V6, but while the GTAs both made 184kW, the GT offered 176kW. Peak torque was 300Nm in each case. A close-ratio six-speed manual gearbox was the only

transmission on offer on the GT. (On other Alfas, Selespeed transmission was available – known in the trade as “Silly Speed”; it is best avoided.)

In truth, Alfa Romeo's product planning seemed especially confused when it came to the high-performance models. From the late 1990s to the 2005 timeframe, the company offered the front-drive GTV6, 156 GTA, 147 GTA, the GT and the V6-engined (a much more charismatic version of Holden's Alloytec engine) Brera, all of which were variations on a theme and seemed to compete with each other for sales.

Although the GT was based on the 156 sedan, its coupe body with low roofline and shallow glasshouse was unique. This makes it more appealing than either of the GTA pair or the front-drive GTV6. (Alfa Romeo purists were doubtless displeased by the use of the GTA badge, which had originally been used for a racing version of the 105-Series coupe with aluminium outer body panels.) As for the Brera, Alfa Romeo purists would surely prefer an Alfa V6 to a revived Commodore engine!

The Alfa GT could only have been an Alfa with its heart-shaped grille and traditional styling cues and was, in my view, the most aesthetically appealing model since the 164Q: for the first time since the 164, Alfa Romeo aesthetics had been reimaged.

The GT is not a car for rough roads (where its short travel, very firm suspension tends to crash) but the combination of zesty V6 performance, plush interior (with BOSE sound system, but minimal room for rear occupants) and its almost custom car looks make it great value for the Alfa enthusiast reared on the old GTV6. If any Alfa Romeo of the early twenty-first century will prove collectible, my bet is it will be the GT. Exactly 100 of the 100th Anniversary edition GTs came to Australia. They boasted 18-inch alloys, red-painted brake calipers and unique seats.

Price Range: \$10,000 - \$20,000

Rating: 6

Editor: Contentious or not? AROCA members – let us know what you think.



1 9 3 9 A L F A R O M E O 8 C S E L L S F O R \$ U S 1 8 . 9 7 7 M I L L I O N



An as-yet unidentified American collector has paid US\$ 18,977,200 for this pre-war Alfa Romeo at a Paris auction. Only two other pre-war cars have brought more at auction.

On the opening day of its annual “Salon Retromobile” auction on Friday 8th February 2019, held in Paris, Artcurial Motorcars sold a 1939 Alfa Romeo 8C 2900 B Touring Berlinetta for US\$ 18,977,200, including the buyer’s fee. This is the third-highest result for a pre-war car at auction. The buyer was identified by the Paris-based auction company to be a private collector from the U.S.A.

“This exceptionally beautiful car is the third most expensive pre-war car ever to be sold at auction worldwide,” Artcurial said soon after the sale of the 20th lot of the auction. “It is the highest price, by far, of any car sold during this week of international collectors’ car sales in Paris.”

Artcurial added the consignor was a Dutch collector sitting in the front row at the auction and that the consignor’s father had purchased the car around 43 years earlier for the equivalent of less than US\$ 11,500. The car had remained with the family until being sold last Friday.

It is believed the record price at auction for an Alfa Romeo is the US\$19.8 million paid in 2016 at RM Sotheby’s Monterey sale for a 1939 8C 2900B Spider.

Among all pre-war cars, a 1935 Duesenberg Model SSJ roadster sold for \$22 million this past summer at Gooding & Company’s Pebble Beach auction.





Vintage vehicles share aerodynamic design features

The 1939 Alfa Romeo 8C 2900B Touring Berlinetta was delivered new in Italy in 1939, but was transported to England later that year, where it was owned by just four collectors. In 1976, the father of the current owner, a great enthusiast of sports cars and beautiful coachwork, acquired this car. His son was present on the day he bought it, some 42 years ago. This masterpiece of a bygone era has remained in his possession ever since.

Alfa Romeo was one of very few pre-war manufacturers which could compete with the power of the big German constructors. Having won all the most important auto races, the firm decided to share this success with its private customers by creating road-going versions of its competition vehicles. This is what happened with the Alfa 8C. Some thirty 2.9-litre chassis were built, fitted with Spider or Berlinetta bodies, on both long and short chassis, and equipped with competition engines.

Just five examples of the Berlinetta version were built by the Italian coachbuilder Touring, which created what was undoubtedly one of the most charismatic and flamboyant versions of the model.

According to the selling agent, Artcurial, this uniquely elegant and sporting motorcar has become an absolute masterpiece in automobile history. It is considered a part of the Automobile Aristocracy.

Along with the Bugatti Atlantic, the Alfa Romeo 8C 2900B Touring Berlinetta epitomises everything that was magnificent about pre-war production, and it is a model boasting the highest awards in the world's most prestigious Concours d'Elégances.



According to Matthieu Lamoure, the Managing director of Artcurial Motorcars, "The Alfa 8C 2900B Touring Berlinetta epitomises the aesthetics and engineering of its day; it is a marvel, a masterpiece, a dream!"



1939 Alfa Romeo 8C 2900b Touring Berlinetta



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www.alfclubwa.com.au

WA ALFA & FIAT/LANCIA CLUBS' 2019 JOINT SUNSET RUN & DINNER



- DATE:** [Saturday, 23rd February 2019](#)
- MEETING:** **Start time is 18:00** at the **G. O. Edwards Park, Burswood Road, Burswood**. Drivers' briefing starting 18:00. Departure by 18:30. We will travel to Eccolo Restaurant in Hillarys (i.e., Hillarys the suburb, **not** the boat harbour).
- DRIVE:** Evening drive details provided at trip commencement.
- DINNER:** **Eccolo Restaurant, Hillarys; arrival 19:15.** 5/110 Flinders Avenue, Hillarys. The clubs will provide an antipasta appetizer at the restaurant. Thereafter, members can separately order a la carte dinners and drinks. (See menu at www.eccolo.com.au.)
- ALFA CONTACTS:** Fourteen AROCA WA members have already expressed interest in attending. If you want join us at this event, please contact either Greg Smith at [0419.135.886](tel:0419.135.886), or secretaryarocawa1@gmail.com; OR Richard Peirce on [0411.245.772](tel:0411.245.772), or rjpeirce@iinet.net.au.



FIAT
LANCIA
The WA Division of the AROCA





INVITATION

2ND - 3RD

MARCH
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wascc.com.au Ph: 9306 8022





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

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EVENING RUN & ITALIAN DINNER

FRIDAY 22ND MARCH 2019



- DATE & TIME :** Friday 22nd March, 2019; starting time from Kings Park is at 17:30.
- LOCATION :** Meet at Botanical café, Kings Park. Starting at 17:30, riverside car to Fremantle. Meet for dinner at WA Italian Club, 65 Marine Terrace, Fremantle 6160.
- FOOD :** Provided by the Italian club in Fremantle, the four-course dinner includes antipasta, pasta course, main course of Pork or Chicken, plus dessert. Dinner cost is \$30 per head. Drinks may be purchased at the club. **Use the TryBooking link below to book tickets by COB Friday March 15, for you, your partner and any others in your group.**
- THE ITALIAN CLUB :** A separate area is reserved for Alfa club members. A large crowd usually arrives for the monthly dinner. In addition, post dinner, there is a band.
- ALFA PARKING :** AROCA WA attendees should arrive at the Italian Club before 18:30. A car park area will be cordoned off for an Alfa display. Don't be late though; parking will fill by 19:00. Nearby street parking should be available after that.

MAP: <https://www.google.com/maps/place/ITALIAN+CLUB+FREMANTLE/@-32.0602075,115.7465919,15z/data=!4m5!3m4!1s0x0:0x315ef34d0187af27!8m2!3d-32.05908!4d115.747064>

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AROCA WA EVENTS CALENDAR

Event	Event Date	Event Coordinator
FISH & CHIP NIGHT (River end of Hurlingham Street, South Perth)	Tuesday, 15 th January 2019; 7:00 PM	Rod Quinn (See announcement below)
FEBRUARY EVENING CLUB RUN Sunset Run and dinner, jointly held with the Fiat/Lancia club. NOTE: Revised Departure at 18:00 – be there by 17:45!	Saturday 23 rd February 2019	Greg Smith / Richard Peirce See announcement above. Please advise us of your interest in attending.
CLASSIC CAR RACING WEEKEND AT BARBAGALLO RACEWAY	Saturday & Sunday. 2 nd & 3 rd March 2019	Details available at www.wascc.com.au , or phone 9306.8022
MARCH AROCA CLUB NIGHT Club night at Amore Mio pizza	Tuesday, 5 th March, 2019	Meet at Amore Mio, 279 Guildford Road, Maylands.
CLUB RUN & ITALIAN DINNER Evening drive along the Swan to the Fremantle Italian club for dinner and an Alfa car display	Friday 22 nd March 2019	Greg Smith / Richard Peirce See announcement and booking form above. Your pre-payment is required
SHANNONS CLASSIC CAR SHOW Ascot Racecourse. We will have a club display space at this show.	Sunday 24 th March 2019	See poster in this edition of Alfa Occidentale
POTENTIAL WEEKEND RUN	Date TDB, but near end March 2019	Details TBD
“ALFFESTA” AROCA NATIONAL MEETING. Mornington Peninsula	Fri., March 30th to Mon., 2 nd April 2019	NOTE: THIS MEETING IS ALREADY BOOKED OUT
AUTO ITALIA CANBERRA at EPIC arena Mitchell, ACT.	Sunday 7 th April 2019	See announcement of this great event in this issue
CLUB RUN TO THE “NORTHAM FESTIVAL OF MOTOR SPORT”	Sunday 7 th April, 2019. (Date TBC)	Details TBD
“BRITISH CAR DAY RAID” Drive to GinGin on National Motoring Heritage Day to visit WA British car day	Sunday, May 2019 (Date TBC)	Details and date to be announced
ALBANY “ROUND-THE-HOUSES” SouthWest weekend, including a dinner for Alfa members attending.	Saturday, 1 st to Monday, 3 rd June, 2019	Andrew Murray. Albany event is held over the June long weekend.
CLUB BIRTHDAY DINNER Annual dinner & presentation night.	Saturday, 22nd June 2019 (TBN)	Nick Rahimtulla
AROCA 50TH JUBILEE DINNER <i>Hyatt Place, Essendon Fields, Victoria</i>	Saturday 10 th August 2019	See first announcement below for this VIC event.
WILDFLOWER RUN Run to wildflower country and an AROCA WA social lunch.	August/ September, 2019 (Date TBC)	Tour Route and organiser, TBD
AROCA WA 2018 ANNUAL GENERAL MEETING AGM and informal dinner, venue TBD.	Tuesday 3 rd September, 2019	Andrew Murray





ITALIAN FESTIVAL TRACK DAY Barbagallo Raceway, Wanneroo	Sunday, mid-September 2019	Event details to be announced
ROTARY ITALIAN CAR DAY Gloucester Park	Sunday, 1st November 2019	Andrew Murray
ANNUAL PASTA RUN AROCA WA again organizes this event for all WA Italian car clubs	Sunday, mid-November 2019	Rod Quinn, Details TBD
AROCA WA CHRISTMAS LUNCH Venue TBD	Sunday, 8 th December 2019 (tentative)	Details TBD

NEXT CLASSIC CARS & COFFEE SUNDAY 17TH FEBRUARY, 2019

CLASSIC CARS & COFFEE



8.30-10.30am

No.3 Carpark, by the University Club
University of WA, Hackett Drive, Crawley

2018 dates:

January 28, February 18, March 11, April 29, May 27, June 17
July 20, September 9, October 14, November 18, December 30

Suggested \$10 donation in support of The Prostate Cancer Foundation of Australia



Mustup

The committee of AROCA WA is supportive of “Classic Cars & Coffee” as a Sunday morning monthly event. Attendees of recent meetings have commented on how worthwhile this event is. A large number of impressive Classic Cars can be viewed, encompassing almost all marques.

With that in mind, AROCA WA club members might wish to attend an upcoming Cars & Coffee display. The next Classic Cars & Coffee for this year will be held on **Sunday February 17th, 2019.**

Note that these events run from 8:30 am - 10:30 AM, at the University of Western Australia, Car Park 3 (next to the UWA staff club) which is off Hackett Drive in Nedlands, WA, 6009. Please also note that it would be a wise choice to get to this event early. Classic Cars & Coffee has become an extremely busy event for Perth auto enthusiasts.

View this google map reference should you need to find event location details. [+ Google Map](#)





SHANNONS 2019 **CLASSIC CAR SHOW**

ASCOT RACECOURSE

SUNDAY, MARCH 24TH 10.00AM-3.00PM
ADULTS \$10, AGES 16 OR UNDER FREE!
FREE PARKING

SHANNONS INSURANCE

COUNCIL OF MOTORING CLUBS

councilofmotoringclubs.asn.au





A U T O I T A L I A - C A N B E R R A

S U N D A Y 7^{T H} A P R I L 2 0 1 9



To be held at EPIC Arena, on the corner of Flemington Road and Northbourne Avenue, in Mitchell, ACT, 2911.

AUTO ITALIA CANBERRA is an annual showcase of Italian automotive design. Each year, hundreds of exceptional cars, motorbikes and scooters gather in the Australian capital in celebration of Italian motoring history and the ongoing cultural influence it continues to have on the international landscape.

If you are the owner of one of these beautiful pieces of art-on-wheels, or perhaps you are considering becoming a classic Italian car owner, or if you just love to admire and talk about classic Italian cars, this is where you should be on April 7th, 2019.

All are welcome.

*Auto Italia has been presented by the **Italian Cars Association of the ACT** since 1985.*



AROCA'S 50TH JUBILEE GALA DINNER IN MELBOURNE

SATURDAY 10TH AUGUST 2019



SAT, AUG 10, 2019 AT 7 PM UTC+10

50th Jubilee Gala Dinner

[Hyatt Place Melbourne, Essendon Fields](#) · Melbourne, VIC

Sign ups available ·

Western Australian AROCA members may wish to travel to Melbourne this coming August to join with east coast-based AROCA members who will be attending the 50th Anniversary Dinner celebrations of the Alfa Romeo Owners Club in Australia.

This “black tie” dinner will be held at the new Hyatt Place Hotel, which is situated at Essendon Fields, reasonably close to the Melbourne Airport.

Those deciding to travel to Victoria for this gala Alfa Club dinner may also wish to attend a Fremantle Dockers away game to be held in Docklands at Marvel Stadium on Sunday, August 11th.





AROCA REGULAR MONTHLY CLUB EVENTS WILL CONTINUE IN 2019

- **Classic Cars & Coffee** is held at the University of Western Australia in Carpark #3, off Hackett Drive, Crawley) + **Google Map** on Sundays from 08:30 til 10:30. However, the scheduled date varies by month. Look for details of next meetings in Alfa Occidentale issues.
- Each month, **AROCA WA's club night** is normally held on the first Tuesday of the month. Look for details of upcoming meetings in emailed club announcements and in Alfa Occidentale issues. **The March club night will be on Tuesday 5th March 2019 at the Amore Mio Pizza restaurant in Maylands starting at 19:00.**
- **Informal WA Alfa Club Runs** are available on a monthly basis. They have been set up for every third Sunday in the month, starting from the BoatShed café in South Perth. For a map of the starting location see: <https://goo.gl/maps/KVSxLuP4Atx>



AROCA WA CLUB COMPETITION CHAMPIONSHIP FOR 2019

The 2019 events program is currently in formulation.

Note the announcement above for the classic cars track weekend to be held at Barbagallo raceway on 2 – 3 March 2019.

Please contact the club's competition secretary, Ivan Olsen by email at ivan.olsen@mragroup.com.au to find out more about participation in the club's competition program for the upcoming year.



3RD SUNDAY MONTHLY INFORMAL AROCA WA PROGRAM OF CLUB RUNS CONTINUES

DATES: 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>

Since the 3rd Sunday April informal run, the club uses only one starting point for all participants. Every Alfa club 3rd Sunday informal run in 2018 will start from the South Perth foreshore at 10:00AM.

Park in the Coode Street car park, near to the Boatshed café and the water ramp in the park.

Arrive early and enjoy coffee at the café before departure.



These informal trips should depart soon after 10:00am on each date. The intention is that the run can commence once participating members decide to depart from the starting point. Note that individuals or informal groups can do this as soon as they like after 10:00. The event may involve only an individual vehicle or club member drivers in small groups, who should feel free to decide upon an appropriate trip itinerary on the day.

BACKGROUND TO THE INFORMAL RUN PROGRAM:

The committee commenced the informal program of club runs in February 2017. The concept is that all members, but especially those with concessionally-licensed vehicles, now have an additional monthly informal run opportunity when they can individually and legally exercise their "limited license" vehicles on the 3rd Sunday of each month.

Meanwhile, the Alfa club's normal annual program of longer runs and lunches continues unchanged. This new and very informal program is an additional opportunity for you to drive your WA-registered concessionally-licensed vehicle.

CLUB RUN DATES: *Third Sunday of each month*
except whenever a significant club event is scheduled the same day.



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Club of Australia

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<p>AROCA CLASSIC LADIES TEE</p>	<p>AROCA CLASSIC KIDS TEE</p>	<p>AROCA CLASSIC BABY JUMPSUIT</p>	<p>AROCA CLASSIC CAP</p>

<p>SHOP ONLINE www.alfaclubvic.org.au/club-shop/</p>	<p>FREE STORE PICK UP Available from FORZA ITALIA</p>	<p>Powered by:</p>
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HOW TO JOIN AROCA WA OR TO RENEW YOUR MEMBERSHIP

Dear Western Australian *Alfisti*,

The Alfa Club is seeking to increase the number of active members in the club among Western Australian *Alfisti*.

Whether you wish to become a new member, or you if have yet 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 again is \$80.00 for FY 2018/19.

Please note that the membership renewal date for all existing members is 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 2018 - 30th June 2019)

Associate Mbr Fee: \$80 (1st July 2018 - 30th June 2019)

We look forward to seeing you at our future events.

With best wishes,

Andrew Murray.
President, AROCA WA.



ALFA OCCIDENTALE

Issue 17, October 2018



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

NOTE:

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 the financial year in order that your concessional vehicle registration remains current.





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

