



In Paris last year, Sothebys sold this 1934 Alfa Romeo Tipo B P3 for €3.92 million, inclusive of buyer's fees.

Dear Western Australian Alfisti,

This is the 13th edition of **ALFA OCCIDENTALE** – the electronic newsletter of the Alfa Romeo Owners Club of Australia (WA Division). Should you have any contributions that you would like to see included in future editions of this newsletter, please note that your contributions would be most welcome. Please send articles, photos, used car ads., etc., to the club at:

secretaryarocawa1@gmail.com This newsletter outlines the club's upcoming 2018 schedule, including information on our next competition, social and club driving events.

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2018 AROCA WA COMMITTEE

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	Vice-President	vicepresidentarocawa1@gmail.com
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Nick Rahimtulla	Treasurer/CAMS	treasurerarocawa1@gmail.com
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NEWS & UPCOMING EVENTS SUMMARY

The updated 2018 program of AROCA WA is presented below in Alfa Occidentale (#13). Please consider attending as many of the club's upcoming events as you are able. Also note that additional details concerning these events appears later in this Newsletter.

- The Albany "Round-the-Houses" weekend will occur over the June long weekend. Note that AROCA WA will have an Alfa team on the track at Albany, and a dinner in Albany on the Saturday night.
- The club's birthday dinner is on Saturday, June 23rd at JoJo's on the Swan in Nedlands.
- The Italian car day will be held in November; details to be advised later.
- The 2018 Pasta Run will be run with AROCA WA again acting as event organizer. The date is set as November 18th at the same venue as the 2017 event.
- Normal monthly club events during 2018 include a garage visit to see Michael Barringer's car collection. Look out for a club night visit to meet with Richard Wilson of Richard's tyres and another to see the new Alfa Stelvio SUV in Barbagallo's showroom.
- The club's 2018 Show 'n' Shine will be held on a date to be determined.
- The club is running two separate weekends away during 2018. The first was held late in February. It went north to visit the notable private Vincent motorcycle collection in Jurien Bay. The second weekend run is likely to occur late in the winter/spring; possibly heading southwards.
- An inter-club competitive point-to-point program operates in 2018. This series started on 24th February. It is a new series of competitive WA events. Competition Secretary, Ivan Olsen, has prepared a competition calendar which is provided below in this newsletter. Please contact him if you wish to participate in the competitive program.
- The "Cars and Coffee" Sunday mornings continue to grow in attendance here in WA (as they also do in other states). Many highly interesting cars have been present at recent events. "Cars and Coffee" occurs approximately monthly (See dates list below). The event runs from 8:30 - 10:30 at the University of Western Australia, in Car Park 3 adjacent to the UWA staff club, off Hackett Drive, Nedlands, 6009. [+ Google Map](#)
- In 2019, Alfesta will be run over Easter on the Mornington Peninsula. It is the 50th anniversary of AROCA in 2019 and a big year for club nationally. The WA committee is wondering whether members might wish to consider travelling to this event and to the Phillip Island classic a couple of weeks earlier. A convoy is possible, given enough interest.





MARCH 2018 CLUB NIGHT AT AMORE MIO PIZZA, MAYLANDS



After starting out from a very pleasant summer evening meeting place in King's Park, club members enjoyed a fairly short inner suburban drive to Maylands, where they lined up their Alfa Romeos in the Amore Mio Restaurant car park before enjoying an informal wine and pizza dinner during the 6th March club night.



P H I L L I P I S L A N D C L A S S I C 2 0 1 8

A group of stalwarts from AROCA WA made their annual pilgrimage to the Phillip Island event in



Victoria again in March this year (see photo below, taken after a long night), though no-one with Alfas brought their cars over this time.

However, another West Australian, Steve Boyle, did arrive from Perth for the Regularity events in his Fiat 125T which had been driven over, accompanied this year by his 1969 Lancia Fulvia HF; both cars being road-registered.



Vince Johnson reports in *Veloce Today*¹ on the event: "Consistent lap times by three of the Italian cars in the Regularity runs were rewarded. 2nd places went to the Alfa Romeos of Trevor Montgomery (1928 6C S/C), Trevor McPherson (1969 GT Veloce) and Stephen Callaghan (1973 GTV 2000)."

"You didn't have to look far to find other Italians on track. The Group Sc Production Sports



¹ See velocetoday.com issue of 27 March 2018.



ALFA OCCIDENTALE

Issue 13, April 2018



entrants were split into 4 classes based on engine size. In the under 2-liters, fifteen of the sixteen entrants were Alfas. Adriano DiMauro's GTV 2-liter tried hardest but had to settle with four 2nd places to Michael Byrne's clean sweep in his fast Lotus Seven S4."

Vince Johnson also noted in his report in *Veloce Today* that Dale Ashby's 1974 Montreal,

Phillip Powell's 1977 Ferrari 308GT4 Dino and Ross Jackson's 1972 De Tomaso Pantera were noted contesting the larger-engined classes. However, Group Sa/b as had a 1.8-liter cut-off, that put some of the Alfas against cars of up to 3-liters. Among the under 3-liter Historic Touring Cars were Steven Byrnes' 1965 Alfa Giulia Sprint GTA Corsa and the 1973 GTV 2000 of Martin Piercey.





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



MeUp

Note an error in dates appears in the above ad. – it should read Sunday July 22nd.

The committee of AROCA WA has agreed to support the new “Classic Cars & Coffee” Sunday morning (approximately) monthly event. Those who have been to recent meetings have seen how worthwhile it is to attend. You can view a large number of impressive Classic Cars encompassing almost marques. With that in mind, AROCA WA club members might wish to attend an upcoming Cars & Coffee display. In addition, members might consider lunch or a brunch after “cars & coffee”. In time, this could become part of an associated AROCA WA monthly run.

Please see the events calendar which lists all 2018 future dates of Classic Cars & Coffee.

Note that the next event will be held Sunday, April 29th. It will 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 might be wise to get to this event early. Classic Cars & Coffee is rapidly becoming an extremely busy auto enthusiasts event.

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





Northam Motor Sport Festival presents **2 BIG DAYS**
OF MOTOR SPORTS ACTIVITY
Saturday 7th and Sunday 8th April 2018

NORTHAM MITRE 10 Flying 50

- Mt Ommaney Hill Climb - Saturday 9am
- Lions Markets - Saturday 8am - 3pm
- Twilight Motorkhana - Saturday 5 - 8pm Bernard Park
- Live Band Saturday night Bernard Park
- The Northam Mitre 10 Flying Fifty - Sunday 10am - 4pm
- "Rumjungle" live in the sound shell - Sunday 1 - 4pm
- Free Children's entertainment
- Multiple Car Club displays

FREE ENTRY
For more information please call Randle 0428 950 813 or Craig 0408 913 926

NORTHAM MITRE 10

Cells
EXTRAORDINARY WESTERN AUSTRALIA
Government of Western Australia
Department of Regional Development





Northam Motor Sport Festival

Spectator Viewing Guide

The Pits (Corner of Grey/Minson)

This is the location where the cars start and finish each event. A great vantage point to watch the cars turn into Grey street and head down towards you. It is also right next to the pits, so enjoy a walk around to view the cars up close and a chat with the drivers.

Minson Straight

Anywhere along the river bank will give you an excellent view of the cars as they head down the straight at full noise and if you continue walking towards turn two (corner of Minson avenue and Beavis Place), you will see the cars again heading towards you at the end of the straight to turn left into Beavis place.

Beavis Place area

The Beavis Place area gives you the option of seeing the cars enter the corner or exit the short straight into the main street.

Post Office Corner (Fitzgerald St/ Gordon St)

Standing on this corner will bring you up close with the cars as they navigate their way through, what is now a tight corner. The cars sometime enter and exit with plenty of attitude!

St Joseph's Church (Wellington St)

Stand on the inside or outside of this location and see the cars exit Gordon Street and head down the second longest straight being Wellington Street. This location often sees plenty of overtaking.

Grey Street Corner

A wide open corner at the top of Grey street sees the competitors push their cars with plenty of spirit as they turn left to head down Grey street on their way to completing a lap. This location offers inside and outside viewing with static car displays under the shaded areas of the Boulevard car park.



The Vintage Sports Car Club





NMSF 18 Car Club Parking Information.

Cars need to be in place prior to 8.30am. Clubs that arrive in this time frame get the best positions. As there are many cars arriving please arrive early to allow the time for all cars to enter and park. Access starts at 6.30am. Those clubs who choose to arrive after 8.30am can do so however please be prepared that you may have a 15 minute wait time before you can cross the circuit to the parking area. Parking area is inside the circuit and under cover.

Travelling from Perth:

Enter Northam from the second town entrance on Great Eastern Hwy at Toodyay Rd.

Left at "T" intersection and follow into Northam. Turn left at Forrest St and follow over the bridge to the traffic lights. Follow the car club parking signs.

Continue through lights and turn Right into Duke St. This will also have event signage.

Follow Duke St through to Grey St and look for event parking signs that will direct you through a laneway to crossing 4 which is manned by security. Follow their instructions to cross the circuit into the car park area. Once arrived in the car park look for your fellow club members or contact the car club parking marshal Carl Della 0439457291.

If you wish to be in the Grand Parade you need to sign an indemnity form that Carl will have.

The parade can only permit 35 cars so it's first in best dressed basis.

Cars are expected to stay for the full day's activities which conclude at 4.30pm, However we do understand people travel some distance so you will be able to leave via the same way after 2.30pm.

The parking area is very close to the action; also food, drinks and toilets are close by.

There is pedestrian access through the Boulevard shopping centre to the Village Green where there will be market stalls, working Machinery displays, a Large outdoor TV screen with live camera feed and a crossing that takes you to the pit area where there is a live band, children's entertainment more food and of course the main entertainers of the day, Race cars, drivers and crews. All accessible to the public. Please wander around and enjoy the day. The NMSF committee Thanks you for attending and trust you have a great day.

Cheers





BRITISH CAR DAY AT GINGIN
Sunday 20th May 2018

LIVELIGHTER

GINGIN BRITISH CAR DAY
SUNDAY 20 MAY 2018 10AM TO 4PM

FEATURING MUSIC FROM
"NETT & THE REPEATERS"
THE KALAMUNDA DISTRICT PIPE BAND
WORKING DEMONSTRATION OF MODEL SHIPS ON THE GRANVILLE SCENIC POOL
ROXANNE'S DANCE WORKSHOP - KIDS ENTERTAINMENTS

100'S OF BRITISH CARS

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ACTIVELY SUPPORTED BY:
THE JAGUAR CAR CLUB OF WA - AUSTRALIAN MODEL SHIP SOCIETY

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HANDMADE LOCAL CRAFT AND PRODUCE STALLS • DISPLAYS AND DEMONSTRATIONS
DEVONSHIRE TEAS • HEALTHY FOOD OPTIONS OR PACK A PICNIC • KIDS ENTERTAINMENT

Gingin District CRC Inc. 9575 1253 or cmc@gingin.net
www.mooreriverregion.com.au

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TRIP WITH FIAT-LANCIA CAR CLUB
ON NATIONAL MOTORING HERITAGE DAY
SUNDAY 20TH MAY



To celebrate National Motoring Heritage Day on Sunday 20th May, the Fiat-Lancia car club is planning to run a day trip down to Dwellingup. It has invited members of the WA Alfa club to come along and join with the Fiats and Lancias on this Sunday drive.

The last time the Fiat-Lancia car club toured down to Dwellingup was in June 2013. This year will involve a slightly different run, but it will still be an interesting drive. Dwellingup is a very popular day drive for many people from Perth and its surroundings afford us the opportunity to display our vehicles to the general public.

It is proposed that all Fiat, Lancia and Alfa owners should gather at Piney Lakes, Murdoch from 8.45 AM on Sunday 20th May. Departure will be at 9.00 AM. Run sheets will be handed out on the day. The drive should take approximately 2.5 hours, including a short stop for morning tea.

There are three cafes in Dwellingup, but BBQ facilities are also available for a bring-your-own BBQ picnic lunch for those preferring to have lunch *Al Fresco*.

Put the date in your calendar. More information is to follow.

Rob Rowbottam
ORGANISER, Fiat-Lancia Club of WA



Scenes at last year's Albany Round the Houses long weekend





ALBANY AROUND THE HOUSES

Saturday 2nd June & Sunday 3rd June 2018

- For entrant applications see [VSCCWA Website](#)
- For past results visit [Natsoft Website](#)
- For Festival enquiries see [Facebook](#) (see link below), or contact Vicki on 0417 269 477 or email her on: vicki@albanyclassic.com
- For the 2018 Exhibitor Form click [here](#) to download

The Albany Classic Motor Event runs through the heart of Albany's CBD, overlooking the ANZAC Peace Park and Princess Royal Harbour. This spectacle of historic motor sport presents a wide variety of cars from vintage wire wheels, post-vintage and classics as well as open wheel racers and big cube muscle cars. This event is part of the WA Regularity Championship. It is organised locally by the Albany Organising Committee with the Vintage Sports Car Club of WA (VSCCWA).

- Saturday- Mt Clarence Hill Climb from 09:00
- Sunday- CBD car events & festival start 09:30 ([link event to program](#))
- Alison Hartman Gardens for circus, entertainment & market stalls ([link to festival program](#))
- St John's Church grounds for children's activities

In 2017, there were more than 150 entrants including a 1926 Salmson GSS with its 1.1 litre engine and a 1968 Chevrolet Camaro of over 5.8 litres. Many of the cars competing were created in the earliest days of Australian motorsport including specials from Miller, Bartlett and Brax. In the other categories you'll see Alfa Romeo, GT40, Lotus, Mustang, Elfin, Jaguar, Porsche, Bolwell, Simca, Lola and many more.

Albany first experienced motor racing in 1936 with the 'WA 50 Mile T.T. Car Race'. This was the first round the houses style race in Australia and was run over a 4-mile circuit through the town. The modern layout follows part of the revised 1938 Grand Prix circuit and is 1.5 km in length overlooking the picturesque Princess Royal Harbour.

The Albany Classic is the premier round the houses historic regularity event in Australia and is one of only two events of its type still going today. The modern event is as much a festival as serious motorsport but now caters for the whole family and a diverse range of motoring interest. Crowds line the city streets to witness the enthralling sight of vintage and classic cars taking part in the annual motor event. This year, cars covering 87 years of motoring development are competing or on display.

Check up-to-date news and information at: www.facebook.com/albanyclassiccars



AROCA WA EVENTS CALENDAR 2018

2nd April 2018 version

Event	Event Date	Event Coordinator
"CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 – 10:30AM.	Sunday, 28 th January 2018 (WA)	{Carpark #3 Hackett Drive, Crawley} + Google Map
SPETTACOLO, AROCA VIC Xavier College Oval, Barkers Road, Kew Victoria. 09:00 to 15:00	Sunday, 28 th January 2018 (VIC)	AROCA Vic's annual Alfa Romeo display (with up to 350 Alfa Romeos present)
FEBRUARY AROCA CLUB NIGHT Sunset Coastal run and Italian dinner. See announcement.	Tuesday, 6 th February 2018	Richard Peirce / Greg Smith Meet 6pm, Capt. Munchies, Beach Road, Fremantle
INFORMAL ALFA RUN 3 rd Sunday in the month informal run	Sunday, 18 th February 2018.	See announcement in this newsletter
"CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 – 10:30AM.	Sunday, 18 th February 2018	{Carpark #3 Hackett Drive, Crawley} + Google Map
"BLOW THE COBWEBS OUT RUN" OVERNIGHT TO JURIEBAY View Private Collection of Vincent HRD Motor bikes: biggest in Southern Hemisphere. <ul style="list-style-type: none"> • Perth startpoint for pre-departure breakfast • Lunch in the park at Jurieb Bay • View motorbike collection • Overnight in Cervantes • Lazy Sunday Morning, or visit the Pinnacles • Sunday drive, back south • Yanchep Inn, light lunch 	Saturday 24 th to Sunday 25 th , February 2018	Rod Quinn. See advertisement and article below in this Newsletter.
MARCH AROCA CLUB NIGHT Pizza night – meet at Kings Park by 18:15 to drive to Maylands in convoy.	Tuesday, 6 th March, 2017	Amore Mio pizza restaurant, 279 Guildford Road, Maylands.
"CLASSIC CARS AND COFFEE" At UWA, Crawley, 08:30 – 10:30AM.	Sunday, 11 th March 2018	{Carpark #3 Hackett Drive, Crawley} + Google Map
SHANNONS CLASSIC CAR SHOW Ascot Racecourse. We will have a club display space at this show.	Sunday 18 th March 2018	NOTE: Club display cancelled
INFORMAL ALFA RUN 3 rd Sunday in the month informal run	Sunday, 18 th March 2017.	See announcement in this newsletter
"ALFESTA" THE AROCA NATIONAL EASTER MEETING Annual national meeting.	Friday, March 30 th to Monday, 2 nd April 2018	CANCELLED DUE TO VERY LOW NUMBER OF AROCA NATIONAL REGISTRANTS
APRIL AROCA CLUB NIGHT Meeting cancelled due to proximity to Easter. See May meeting.	Tuesday 3 rd April 2018	Club event replaced by April 8th run to Northam – see event listed below.



CLUB RUN TO NORTHAM FOR THE "NORTHAM FESTIVAL OF MOTOR SPORT" (Weekend of April 7 & 8)	Sunday 8 th April, 2018	<i>Ian Glover will organize this Sunday day trip to see the motor sport festival</i>
INFORMAL ALFA RUN <i>3rd Sunday in the month informal run</i>	Sunday, 15 th April 2018.	
"CLASSIC CARS AND COFFEE" <i>At UWA, Crawley, 08:30 - 10:30AM.</i>	Sunday, 29 th April 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
MAY CLUB NIGHT <i>Gather at Barbagallo's to view the new Stelvio (Tentative program)</i>	Tuesday 1 st May 2018	<i>Details to follow</i>
GARAGE DAY AND BBQ <i>Michael Berringer's Garage</i>	Saturday 12 th May 2018	<i>Michael Berringer's garage – details to follow (NOTE RESCHEDULED DATE)</i>
"BRITISH CAR DAY RAID" <i>On national motoring heritage day, the Alfa Club will hold a run to the British car day at Gin Gin. The trip will stop for morning coffee, en-route.</i>	Sunday, 20 th May 2018	Richard Peirce is organizing; details to be announced
NATIONAL MOTORING HERITAGE DAY DRIVE TO DWELLINGUP <i>Alternatively, Alfa club members are invited to join the Fiat-Lancia car club's Sunday drive.</i>	Sunday, 20 th May 2018	Rob Rowbottom of the Fiat Lancia club is organizing. Alfa club members are invited to join this Fiat car club event.
INFORMAL ALFA RUN <i>3rd Sunday in the month informal run</i>	<i>Sunday, 20th May 2017</i>	<i>Note that the British car day raid or Dwellingup trips replace this event on this occasion</i>
"CLASSIC CARS AND COFFEE" <i>At UWA, Crawley, 08:30 - 10:30AM.</i>	Sunday, 27 th May 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
ALBANY "ROUND-THE-HOUSES" <i>South West weekend, including dinner on the Saturday night for Alfa members in attendance.</i>	Saturday, 2 nd to Monday, 4 th June, 2018	Andrew Murray. June long weekend. NOTE: An AROCA WA team is competing. Attending members should join the Saturday evening club dinner in Albany.
INFORMAL ALFA RUN <i>3rd Sunday in the month informal run</i>	Sunday, 17 th June 2018	See announcement in this newsletter
"CLASSIC CARS AND COFFEE" <i>At UWA, Crawley, 08:30 - 10:30AM.</i>	Sunday, 17 th June 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
CLUB BIRTHDAY DINNER <i>Dinner & presentation night. Jojos restaurant on the Swan, Nedlands.</i>	Saturday, 23 rd June 2018	Nick Rahimtulla
JULY AROCA CLUB NIGHT <i>Night at Richards' Tyres night (tentative)</i>	Tuesday, 7 th July 2018	Details to follow
MID-WEEK RUN SOUTH	Wednesday, 11 th July 2018	Tour Route and organiser, TBD





Mid-week run for the lucky idle or retirees. (Details TBD)		
INFORMAL ALFA RUN <i>3rd Sunday in the month informal run</i>	Sunday, 15 th July 2018	See announcement in this newsletter
"CLASSIC CARS AND COFFEE" <i>At UWA, Crawley, 08:30-10:30AM</i>	Sunday, 22 nd July 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
WILDFLOWER RUN <i>A run through the wildflower country to a social lunch for AROCA WA members.</i>	Saturday, 19 th August, 2018	Tour Route and organiser, TBD
INFORMAL ALFA RUN <i>3rd Sunday in the month informal run</i>	Sunday, 19 th August 2018	Wildflower run may replace this informal run for August
AROCA WA 2018 ANNUAL GENERAL MEETING <i>AGM and informal dinner, venue TBD.</i>	Tuesday, 4 th September, 2018	Andrew Murray
"CLASSIC CARS AND COFFEE" <i>At UWA, Crawley, 08:30 - 10:30AM.</i>	Sunday, 9 th September 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
INFORMAL ALFA RUN <i>3rd Sunday in the month informal run</i>	Sunday, 16 th September 2018	See announcement in this newsletter
ITALIAN FESTIVAL TRACK DAY <i>Barbagallo Raceway, Wanneroo</i>	Sunday, mid-September 2018	Event yet to be announced
"CLASSIC CARS AND COFFEE" <i>At UWA, Crawley, 08:30 - 10:30AM.</i>	Sunday, 14 th October 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
INFORMAL ALFA RUN <i>3rd Sunday in the month informal run</i>	Sunday, 21 st October 2018	See announcement in this newsletter
ROTARY ITALIAN CAR DAY <i>Gloucester Park</i>	Sunday, 4 th November 2018	Andrew Murray Details TBD
ANNUAL PASTA RUN <i>AROCA WA is again organizing this year's event for the WA Italian car clubs</i>	Sunday, 18 th November 2018 (tentative date)	Rod Quinn, Details TBD
INFORMAL ALFA RUN <i>3rd Sunday in the month informal run</i>	Sunday, 18 th November 2018	Pasta run to replace the informal run for this month
"CLASSIC CARS AND COFFEE" <i>At UWA, Crawley, 08:30 - 10:30AM.</i>	Sunday, 18 th November 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map
AROCA WA CHRISTMAS LUNCH <i>Venue TBD</i>	Sunday 2 nd December 2018 (tentative date)	Details TBD
INFORMAL ALFA RUN <i>3rd Sunday in the month informal run</i>	Sunday, 16 th December 2018	See announcement in this newsletter
"CLASSIC CARS AND COFFEE" <i>At UWA, Crawley, 08:30 - 10:30AM.</i>	Sunday, 30 th December 2018	(Carpark #3 Hackett Drive, Crawley) + Google Map

Be sure to mark these dates in your diary!





Alfa Romeo Owners' Club of Australia (Victoria Division) presents

ALFESTA 2019

Alfa Romeo Club Nationals

In conjunction with AROCA 50th anniversary



Mornington Peninsula Victoria

Wine & Dine, Observation Run, Show & Shine, Gala Dinner

Easter 19th - 22nd April 2019

All info: Alfesta2019.alfaclubvic.org.au





CLUB COMPETITION CHAMPIONSHIP



While it is extremely unlikely that you will encounter snow or fog while you are competing in club competition events in Western Australia, the thrill of driving in these conditions can be exhilarating, but also scary.

This year, the inter-club competitive program includes a Point-to-Point series. This new series of events commenced over the weekend of 24th February 2018. It will run in addition to a number of the events that you already know well. Those events continue as in past years.

Please note that more details are provided below in the following table.

For further information, please contact AROCA WA's competition secretary, Ivan Olsen: Mobile: 0418 921 225 or Email: competitionsecarocawa1@gmail.com to register your interest in the club's 2018 competition activities.



Alfa Romeo Owners Club WA Competition Championship 2018

Round	Date	Event	Club	Activity	Location
1	24/2	Point to Point	WA Sporting Car Club	Various	Barbagallo Raceway
2	17/3	Speed Event Series	Motoring South West	Hill Climb	Collie
3	18/3	Speed Event Series	Motoring South West	Super Sprint	Collie
4	31/3	Point to Point	WA Sporting Car Club	Various	Barbagallo Raceway
5	8/4	Northam Flying 50	Vintage Sport Car Club	Regularity	Northam
6	22/4	Point to Point	WA Sporting Car Club	Various	Barbagallo Raceway
7	2/6	Albany Windfarm	Great Southern Street Machine	Hill Climb	Albany
8	3/6	Albany Classic	Vintage Sport Car Club	Regularity	Albany
9	7/7	Point to Point	WA Sporting Car Club	Various	Barbagallo Raceway
10	22/9	Speed Event Series	WA Sporting Car Club	Hill Climb	Jack's Hill
11	4/10	Speed Event Series	Speed Event	Hill Climb	Meelup Beach Road
12	2/12	Vintage Stampede	Vintage Sport Car Club	Regularity	Barbagallo Raceway

For Competitors to enter any of the above events, you need to log on the respective website (see below) and fill in your forms and make arrangement for the necessary payments as requested by the organising entity.

WA Sporting Car Club: <https://www.wascc.com.au>

Speed Event Series: <http://speedeventseries.org>

Vintage Sport Car Club WA: <http://www.viccwa.com.au>

When entering an event please contact the Competition Coordinator with the result of the event. Points will be allocated based on the number of entrants in the event.

Six of the above event will count towards the Competition Club Championship.

Competition Coordinator contact details

Ivan Olsen 0418921225

ivan.olsen@mrargroup.com.au





AROCA ACTIVITIES AROUND AUSTRALIA

AROCA SA

15 April 2018	All Alfa Romeo Day, Wigley Reserve, Anzac Highway, Glenelg	Malcolm Ebel/Steve Weedon 0403.968.721
6 May 2018	Peter Hall Memorial 6-hour regularity run, Mallala Park	Mark Thomas (Competition secretary) 0423.792.150
27 May 2018	Economy Run	Ian Slape 0407.274.500

AROCA QLD

29 April 2018	Beaudesert Rotary Scenic Rim Observation run	John Anderson (President) 0416.171.773
20 May 2018	Willowbank to Spicers Gap run	John Anderson (President) 0416.171.773

AROCA VIC

20 April 2018	Workshop visit – Alfa men	Colin Thomas 0407 090 826
21 April 2018	Workshop visit “Art on Wheels” - Vyv Hirons repro TZ-1 taking shape	Colin Thomas 0407 090 826
29 April 2018	Early Morning Run to Trentham	Max Maltese 0411.172.834
11 May 2018	Workshop visit to Mauceri Motors – Busso engine night	Claude Botti 0418.540.016
13 May 2018	Alfa Café Society, Tiamo restaurant, Lygon St., Carlton.	Colin Thomas 0418.565.700

AROCA NSW

8 April 2018	Auto-Italia Canberra	Martin Leaver 0408 986 128
13–16 April 2018	Hunter – Tenterfield weekend away	Col Goldie 02.4987.2310
03–07 May 2018	Canberra chapter & Victorian Division’s Alpine tour	Martin Leaver 0408 986 128’
09 September 2018	Concorso Eleganza	Eddy Failla 0418 111 760

Check these interstate AROCA links for other upcoming events:

AROCA: <http://www.alfaclub.org.au>
NSW AROCA: <http://www.alfaclubnsw.org.au>
AROCA QLD: <http://www.arocaqld.com>
AROCA SA: <http://alfaclubsa.org.au>
AROCA VIC: <http://www.alfaclubvic.org.au>



AROCA WA'S MONTHLY INFORMAL CLUB RUN PROGRAM

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.



AROCA WA FINANCIAL REPORT, 30 MARCH 2018

INCOME

Membership – Family	\$	3,440.00
Mystery Weekend	\$	
Italian Car Day Breakfast	\$	360.00
Birthday Dinner	\$	
Social Events/ Pasta Run	\$	4,760.00
Xmas Lunch	\$	1,950.00
Merchandise Sales/ Door sale	\$	484.50
Club Meeting Drinks/ Food	\$	
Advertising	\$	852.00
Bank Interest	\$	1.16
Transfer from Investment A/c	\$	500.00

SUB TOTAL \$ **12,347.66**

EXPENDITURE

CAMS- CMC Subscription	\$	600.00
Pasta Run Deposit	\$	4,550.00
Postage/Petties/Rental	\$	348.70
Birthday Dinner	\$	
Merchandise	\$	74.00
Rent LCC 2016/2017	\$	
Italian Car Day	\$	450.00
Club Meeting Food/Drinks/AGM	\$	382.50
Website	\$	104.50
Trophies	\$	295.20
Investment Account	\$	4,000.00
Christmas Function	\$	1,962.00

SUB TOTAL \$ **12,766.90**

EXCESS INCOME/EXPENDITURE - \$ **419.24**

BANK RECONCILIATION

Opening Balance	\$	1459.71
Receipts	\$	12,347.66
Payments	\$	12,766.90
BALANCE	\$	1,040.47

INVESTMENT ACCOUNT

Opening Balance	\$	15,489.68
Transfer from main account	\$	4,000.00
Transfer to Main Account	-\$	500.00
Interest	\$	67.75
BALANCE	\$	19,057.43



PROFILE: ANDREW MURRAY

AROCA WA PRESIDENT
CLUB LIFE MEMBER #60

This is the fifth in a set of profiles of key AROCA WA club members that will continue to appear occasionally in Alfa Occidentale issues.

Andrew Murray has owned over 100 classic cars; i.e., to date!

Andrew started his automotive interest when, as a young child, he owned a Scalectrix set. After playing with that for a while, he found that he needed Scalectrix cars of different colours and, therefore, he sometimes repainted his cars.

As he grew towards teenage, all he ever wanted was a Mini Cooper S. A neighbour had one in British Racing Green. At age 11, he was taken to the Wanneroo raceway to watch a six hour race. All he saw was the Mini Coopers, although an Alfa Romeo 105 GTA was also racing (which actually was a car that Andrew later restored), but he didn't see that GTA on the day as he was so stuck on Morris Minis at the time.



Not surprisingly, Andrew's first three cars were Morris Minis. The first one was a Deluxe, then he owned a Cooper S and later a Mini Cooper. The Mini Coopers were the Subaru WRX of their day. Andrew's mother also had owned 2 Minis, which might have aided his early Mini interest.

After his third Mini, Andrew bought an MGB GT and, in doing so, thought he had become quite normal for the time. But, thereafter, he acquired a genuine RS2000 MK 1 Ford Escort.

By 1982, Andrew had bought his first Alfa Romeo. It was a 1974 vintage GT Junior (1600cc). This car was bought second hand from a dealer, and it only had been driven for 40,000 miles since new. To Andrew, this first 105 was a driving revelation. He now says that it probably was the best car he had ever owned and he bought it for only \$4,000 in cash. It was such a great little car that he drove it around the south west, and finally, he went to an AROCA WA club meeting one evening, which in



those days was held at the technical bookshop in Victoria Park. However, then aged 24 years old, AROCA didn't quite click for him and, as a result, he didn't get back to the club for a number of years. Although, notably, at age 24, he had already been a member of the WA sporting car club for 7 years.

Next, Andrew bought what he describes as his "brain fade" car when he decided to be sensible and so bought a second hand, two-owner Alfa Sud from Stephensons in Subiaco. The Sud was

only 4 years old and had low kms on the odometer. However, within 3 kms of obtaining the car's keys, he knew he had made a mistake. Clearly the car's drivability was not that of a 105. In fact, it was just not the same level of car, he says. Andrew believes that there was something very good about the 1600 GT junior that wasn't achieved in the Alfa Sud.

He then sold his Sud sold for another Mini Cooper S, although, later in 1983, he bought a brand-new Alfa Sud twin carb clover leaf car with a 105HP engine from Auto Classic in Burswood. All of the documentation for this particular car said that it was painted silver but, clearly, the car was coloured black. It turned out that the wrong car had been offloaded in Perth, while the silver car went on to Melbourne. Andrew owned this second Sud for only 18 months before he noted its first rust bubbles were appearing.

Andrew then went into search mode to find another 105 Coupe, which he eventually discovered in Melbourne and, in 1985, he paid \$12,000 for it, due to its condition. Andrew owned that car for a long time (at least for a long time for him) before he sold it in 1988, by which time the car had covered only 32,000 miles since new. The person who bought it from Andrew in 1988 still owns that car.

Andrew describes his policy on car purchase as one of only ever selling a car in order to buy another vehicle that has taken his attention. Clearly, a lot of cars have taken Andrew's attention!

His first full-on car restoration was performed on a Mini Cooper. He did this work in his parents' garage when he was aged around 18 or 19 (with a full back to metal and an engine top overhaul). Then he did up a Bug Eye Sprite. Occasionally, Andrew has had professional builds undertaken with his cars, but he usually has repaired them himself, even if there was a significant problem. While he doesn't have an engineering background (he studied Psychology), he regards himself now as a half-talented restoration amateur. Everything automotive





has happened to Andrew at some time or another, he notes, and he has done almost all the repairs possible to his various cars over time.



The one constant in Andrew's car interests has been the Alfa Romeo 105 series. After a couple of restorations, he decided that he had to own an Alfa Romeo GTA. Andrew purchased the remains of the Ex-Mildren LHD Corsa. However, after commencing the project, he realised there was not enough of the original car left to get the result he was seeking. So Andrew then did a deal with Rod Quinn to acquire from him the ex-Mildren RHD GTA Corsa. This car had been modified over the years and Rod had restored the car already to the Brian Foley Lightweight specification. This car was quite famous and had been modified in period by Foley to include Formula 2 suspension and a Formula 2 GTA engine. At times it had also ran a Tipo 33 2 litre V8 engine! With the RHD Corsa, Andrew made a decision that proved to be easier intellectually, but more difficult in reality. His aim was to return that GTA Corsa to its original condition; i.e., to restore the car back to the white AutoDelta Corsa that it had been originally. This restoration took him the best part of ten years to complete. That car still exists, but it is now based in Nowra, NSW, where it is owned by the airline pilot, Steve Byrnes, who owns a large auto collection.

At one point, Andrew was approached by someone in the eastern states who wanted to buy his GTA Corsa. Andrew was prepared to sell it in its then current condition as a 90% finished car. It had been Alec Mildrens last racing GTA. However, the person in Sydney decided he didn't have the money for the Corsa and in a subsequent discussion with Steve, it was decided that there would be an exchange of the Corsa for an ex-Mildren GTA Junior that Steve also owned. Some money also changed hands to balance the values of the two cars. That GTA Junior was trucked across to Perth and the Corsa went on the return trip to NSW. Steve Byrnes is a long term GTA man and a good friend to Andrew. Steve competes at the historic races at Phillip Island each year. He owns various GTAs, a GTAm, and a Genuine SZ, as well as a range of other very interesting cars.



After Andrew went to the one AROCA WA club meeting as a younger man, he then didn't attend again until the late 1980s. At that time, he knew that Rod Quinn was interested in the Alfa club and he had found that Rod owned some pretty interesting cars. The club was then not quite so active as it had once been in the past. Rod Quinn roped Andrew in to assist in getting the club moving again.



That started a long-term association with the WA Alfa club that has resulted in Andrew filling a number of committee roles over the intervening years, including being its President multiple times, as well as Vice-President, Secretary, and Competition Secretary.

In those days, the WA Alfa club's meetings were held in a bowling club down near Langley park. At the time, Rod Quinn was racing full-on in his 105 2000 at Wanneroo (i.e., in the former Gil Gordon Group C Alfa). Soon after Rod and Andrew joined, some AROCA WA members

returned to being more active in the club again, including Norm Craven-Kelly who had not been attending for a while. Andrew Stevens took over as the club secretary and became the club's magazine editor for a long period. Norm Craven Kelly came back on to the club committee for quite some years and provided long-term stewardship to the club. Andrew points out that there have been a large bunch of people on the committee over the years, including many dedicated Presidents. Sadly, some of those key people are no longer with us. The club meetings moved its meeting to a room above "Woodsies Windscreens" in Dianella, and then out to the Light Car Clubrooms in Bayswater, where the club still hold some of its meetings.



In the mid-1990s the club's annual pasta runs began. The pasta runs were a concept that Rod had bought to the club from Victoria, where he had lived previously. Recently, Rod resumed the management of the Pasta Run event with a very successful edition in 2017. Watch out for 2018.

Andrew points out that he has owned a wide range of interesting Alfas. In particular, he has had a hand in several GTAs. Apart from the two Mildren GTA Corsas, he also commenced restoration on a third RHD GTA that had been

badly fire damaged. That car was sold part way through to Sam Calabro who then undertook a lengthy restoration. (This car now resides in Scotland). Andrew has also owned two GTA Juniors, including the one he still owns today. Other notable Alfas have included the ex-Autodelta Racing Australia Alfetta GTAM which competed in three Bathurst 1000 races; the ex-Gil Gordon/Rod Quinn GTV 2000 Group C car that raced at Bathurst in 1976; and the second RHD Duetto ever built. Overall Andrew has owned 28 Alfa Romeos, although 3 or 4 were project cars and never driven prior to their disposal. Note that this total does not include the multiple times of ownership of those which were sold and later bought back. Andrew regrets that he didn't manage to keep all the special ones.



When Andrew is looking for a particular next car, he wants to see a significant race history. Unfortunately, a race history also has its downside, due to the high rate of wear and tear in racing. Otherwise, what he is really looking for is a very good car. He offers, as an example, his most recent purchase from Ivan Olsen, of another 105 GTV that he is currently seeking to further improve.

Andrew's former 105s and the GTAm Bathurst car now reside in NSW. He sees them now and again when he visits the Phillip Island historical races, which he

does most years. In 2010, he was there at Phillip Island in his GTA junior. He noted that several of his old cars were running at the historical event that year – as well as a Mark 2 Mini S he had once owned. (Also, notably, 2010 was a year when the National Alfa Easter Alfesta was held at Phillip Island and, given that it was also Alfa's 100th year, the Alfetta 159, originally raced by Juan Fangio to win the 1950 championship, was bought out from Milan to Phillip Island by two engineers from Alfa Museo Historico. That very historic Alfa was also run around the Phillip Island track that year.)

Regarding the nature of owning historic cars, Andrew asks, "Where to now?" While the current classic and historic vehicle market is certainly overheated, it seems that the younger generation is not quite so interested in such cars as older generations have been. However, people do still seek to buy antique furniture when they could have new. LPS have made a come-back; and so on. Nonetheless, it seems to Andrew that not all classic car interests will survive in the longer term, although it is clear that collectible cars will continue to grow as an investment interest, as has art and classic furniture.



Andrew feels that there may be an inflated peak in classic car valuations right now. The last time that this occurred was in the late 1980s. Then, in 1990, the market collapsed. It has only come back slowly to today's values. In the late 1980's, there was rampant speculation with a lot of borrowing. This time around, people with money are making elective choices due to low interest rates and classic car interests are gradually joining various other types of

collectibles. This is giving the classic car market something like a stock market appeal. In addition, overseas, some venture capital companies are buying into classic car markets. People are borrowing money again to buy special cars. Andrew notes that normal 105s can be priced up to \$100k these days. There are also some strange rumours about extraordinary prices being paid for a few nice but not so extraordinary cars.

Andrew asks why have Alfa Romeo 105s gone up to such high prices? Perhaps it is because they had been undervalued for over 20 years, he says. In addition, it is now possible to purchase great supplies



of replacement parts for classic Alfa Romeos – especially for the 105 series. He feels that classic Alfa Romeos are being re-rated against Porsches and other cars, which in the past were views as being more appealing. Andrew is aware of some people, already owners of a lot of other cars, who are

willing to spend around \$100,000 to buy a 105 that they can stand in their garage alongside their Ferraris.



Andrew notes that he once viewed an Alfa as relatively big car versus the Mini Cooper, but now he knows that a 105 is small, very sporty car when compared to most other cars. Its drivability still gives it a certain up-to-date type of auto capability.

One critical issue that Andrew is concerned about is the banning of AvGas from 2019 for classic car races in Australia.

He views that its banning isn't going to do that much for the environment when it is considered that there aren't too many classic cars actually racing or driving - and, of course, prop planes will still use AvGas. There is also a general growing concern about whether auto clubs will ultimately face restrictions on all older cars on the road in the future. He believes that the WA Alfa club may need to be ready to advocate for sensible approaches by regulators.

We talked about the future of the AROCA WA car club. Andrew wonders where future members will come from for the club. There is a big question to be answered which is what is in it for various sorts of people, beyond the long-term existing (and gradually ageing) members? While it is clear that the club should continue to exist based on its original aims, but shouldn't the club also seek to transform and adapt to succeed in the future? For the president of AROCA WA, the issues involve a balance of stewardship and continuity combined with successful change and the achievement of generational renewal. AROCA WA is a voluntary club which can more easily appeal to older people who have more



time. However, there is a need to attract the next generation for the club to renew, although these younger people often have many work and family priorities that prevent them from more fully participating. In another of his roles, as a key member in the Northbridge Rotary club, Andrew believes that this is a big question for many volunteer clubs – and not just for classic car clubs – that is how to regenerate for the future. Overall though, as long as the club continues to offer information, meetings and events that its members want, then AROCA WA should continue to be a vibrant and involved club into the future.



ALFA ROMEO SPIDER DUETTO



By Johannes Gerl

This is an edited version of an article first published on 3rd March 2018 at: www.grandretro.com



For an unbelievable 52 years now, the 105/115 series Alfa Romeo Spider has been turning our heads. The continuous modifications it underwent during its unmatched 27 years of production show a strange mixture of appreciation and, sometimes, rejection. Now is a good time to look back and see how that all came about.

Let's first take a look at the competitive environment for roadsters in 1967. In Germany, for example, the boat-tail spider or

"Duetto" with its 109 bhp engine could be bought for 12,950 Deutschmarks (DM), while the Triumph TR4 (100 bhp) cost DM 12,750, the Fiat Spider (90 bhp) DM 10,980 and the VW Porsche 914 (80 bhp) DM 11,995. No need to think twice, if you ask me, especially considering that the Porsche 911E, which offered a mere 20% of additional performance, would cost more than twice the price.

However, in the USA and the UK it was a quite different story. In the USA, the car sold for US\$3,950, which compared with \$3,991 for a Lotus Elan and \$2,607 for an MGB. Clearly, the Duetto was aspiring to a premium positioning. Similarly, in the UK, the Duetto's price was closer to that of a Jaguar E-Type.



Whether priced at a premium or not, from the outset, the Duetto found unanimous support from neither journalists nor customers. This was unusual for an Alfa Romeo. However, the main reason for this poor acceptance was seen to be its design.

Neither at its initial presentation at the 1966 Geneva Motor Show, nor in the numerous car magazine reviews that followed, was public opinion about the Duetto's round design seen to be enthusiastic.



ALFA OCCIDENTALE

Issue 13, April 2018



This styling had resulted from several “Superflow” design studies that were conducted by Pininfarina. Eventually these led to the show-car Alfa Romeo Giulietta SS Coupé Speciale Aerodinamica, which was premiered at the 1961 Turin Motor Show.



These Pininfarina designed cars all had a “soap-bar-shaped” body with Plexiglass® covers over the head lights, also in common. In addition, other unifying design elements included a convex-concave lateral bead that gave structure to the car’s side view, and a transparent glazing of the cabin with pillars so reduced they almost became invisible. Before the introduction of the Duetto, however, these Pininfarina cars were all fixed head coupés.



When Alfa Romeo looked for a successor to their Giulietta roadsters, Pininfarina’s Superflow style was selected again as the design concept. However, with a fabric top instead of a glazed hard top, the vehicle seemed to effectively abandon its aerodynamic pedigree. Suddenly, the car’s tail looked somewhat out of context. It was also perceived at the time to also provide a feminine connotation to the design and let’s

not forget that buying cars in the Sixties was a man’s business; much more so than today. At its headquarters, Alfa Romeo became increasingly concerned with feedback about the Duetto that it received from the market.



There is no doubt that the Fastback “Coda Tronca”, which Alfa ultimately released in 1970, radically changed the Duetto’s styling towards increased sportiness and a more masculine appearance. Officially, Alfa justified the introduction of this modified version due to its aerodynamic improvement, plus a bigger boot capacity.

No other revamp of the 105/115 Spider revamp followed until 1983. Some other interim changes in USA bound





cars were motivated by new admission requirements for imported vehicles into the United States where, in particular, more robustness against low speed parking damage had become mandated. Notably, the introduction of impact resistant black rubber front and rear bumpers cannot be universally praised from a styling point of view, nor can the soft rubber spoiler that was added to the boot lid.



All that said, when now viewed from the vantage point of today, the original Duetto Spider doesn't look more feminine than any other car of its day. Seen in 2018, the original design of the Duetto offers a coherence and harmony that obviously wasn't so easily perceived in the late 1960s. While the Coda Tronca design of 1970 carries an open space to integrate the front bumpers and the "Alfa Cuore", the Duetto shows finely modelled sheet metal. The Duetto's hood, cabin and boot look perfectly proportioned with the sense of consistent artistic intention, while the later design, seen from many angles, can look somewhat tail-heavy and radiate that subsequent modification.

Don't ever be fooled by the fact that the Spider has a rigid rear axle. While this suspension concept is widely associated with pre-war technology, in fact it works excellently if properly executed. The Alfa 105 series combines lightweight design with the highest kinematic support. Two longitudinal arms and a central wishbone provide proper wheel guidance in longitudinal and lateral direction with constant camber and toe angles. The front double wishbone suspension is state of the art, even in today's terms, and its low centre-of-gravity, gives outstanding handling to the Spider with no bad surprises even when pushed hard to the limit of tyre grip. Apart from the Porsche 911, there is no contemporary car to the Duetto with an accordingly sensible steering feed-back and, when compared to today's dish washer steering systems, the control is magnificent.



What about high steering force when parking? Well, yes, but so what?

In the 1960s, the Russian sourced steel that was used in Arese had its bad days. However, all the affected cars from that production are now long gone. In the early Seventies, there was no self-supporting body design that was superior to that of the Alfa. If looking for an early Spider, you just need to make sure that all the problems are fixed and that car has been upgraded with modern means of corrosion protection. Basically, every panel below the lateral bead is vulnerable to corrosion and, actually,



every panel above as well.

If these comments threaten you in any way, take heart and read on.

The Spider's interior is magnificent. If the huge gauges for speed and revs don't make you melt away, your heart must be made of stone. I have a soft spot for leatherette seats, but of course there's nothing wrong with leather either. And, the rubber floor mats make me shiver.

A lot has been said about Alfa's engines and, no matter whether you take the Junior with its 1300 cc engine capacity or the Veloce with 2000cc, their sound is "drums and trumpets". You will want this sound as a ring tone on your mobile.

The Junior combines super direct response with easy revving, while the Veloce has the highest elasticity. Accordingly, the 1600cc and the 1750cc engines are somewhere in between. Contact ignition systems do require some attention and diligent maintenance and, if you haven't studied Weber and Del'Orto so far, a Spider may be a good opportunity to finally start.

Does that read like a love affair? Yes, it does.



Owners' Club of Australia (W.A Division) Inc.
ABN 75 478 073 135
P.O. Box 8231, Perth BC, WA, 6849
www.alfclubwa.com.au

AROCA WA'S DRIVE FOR INCREASED CLUB MEMBERSHIP

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

Please consider becoming a member of the club so that you can fully participate in AROCA WA's full range of social, touring and competition-based activities.

Whether you wish to become a new member, or you if have yet to pay your AROCA WA Subscription for the current financial year, please complete the information request on the next page and pay your subscription amount to the club, following one of the alternative methods outlined below.

The annual fee is \$80.00.

You can either pay this by cheque, payable to AROCA WA.

Send it to AROCA WA, c/- P.O. Box 8231, Perth BC, WA, 6849.

Or you can pay directly by electronic transfer into the club's bank account using the following details:

AROCA WA. BSB: 736-054. Acc.: 070313.

(Note that if you are paying electronically, please include your name in the payment reference and advise the club via email.)

Full Membership \$80 (1st July 2016 - 30th June 2017)

Associate Membership \$80 (1st July 2016 - 30th June 2017)

Note also that the club committee has agreed that the same fee level will apply for the next financial year – 2017-18.





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NEW MEMBERSHIP APPLICATION TO JOIN AROCA WA
(OR FOR ANNUAL MEMBERSHIP RENEWAL)

FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

STREET ADDRESS: _____

SUBURB: _____

STATE: _____ POSTCODE: _____

DAYTIME PHONE: _____ EVENING PHONE: _____

MOBILE: _____ EMAIL: _____

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

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

Manufacturer	Type	Year	Colour	Registration OR Concession Plate # <i>(if applicable)</i>

Please complete the above and email it to Ian Glover, the Membership Secretary of AROCA WA at ian.glover@corrotek.com.au

Please also note that data for concession plate holders must be provided annually by the club due to Western Australian state regulatory requirements.

