



**1938 Alfa Touring Berlinetta 2.9.**

*Alfa 2.9s won the Mille Miglia each year between 1936 and 1939; not counting a shortened event held in 1940. Therefore, it didn't surprise when, in 1947, the winner of the first post-war Mille Miglia was another Alfa 2.9. (Photo above published in [www.VeloceToday.com](http://www.VeloceToday.com), 19<sup>th</sup> Jan. 2021.)*



This is the 46<sup>th</sup> edition of **ALFA OCCIDENTALE**, the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). It includes currently available program information for the WA Alfa Club's planned activities during 2021.

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## MARCH 2021 OUTLOOK FOR AROCA WA ACTIVITIES

- The latest version of the 2021 calendar for the Club is provided in this edition. Check the announcements below for details regarding bookings for lunches (etc.) at these events.
- Unfortunately, with the sudden lockdown due to a possible Covid 19 outbreak in WA early this February, the WA Alfa club was not able to hold any events since the last edition of the magazine was published late in January.
- Due to the sudden lockdown, AROCA WA postponed its planned **sunset run and buffet dinner** which was to be held on Thursday 4<sup>th</sup> February. This event is now **rescheduled for Thursday 11<sup>th</sup> March**. It will start from the North Mole in Fremantle (but leaving promptly at 17:45, given the earlier sunset time). The run ends at the Marmion Angling and Aquatic Club (MAAC). If you can't make it to Fremantle by 17:45, in time for the sunset run departure, then you could meet the club for the dinner at Marmion around 18:45, if you prefer. Bookings for dinner have reopened for this new date, although if you already hold tickets for the original 4<sup>th</sup> Feb date, note that they remain effective for 11<sup>th</sup> March. However, if you hadn't booked for the original sunset dinner date, you can still book for the new date via this Trybooking link:  
<https://www.trybooking.com/BNQVY>
- **The March Club Night at AROCA WA** will be held at the Light Car Club of WA's facilities in Moojebing Street, Bayswater on **Tuesday 2<sup>nd</sup> March**. There will be a presentation and discussion on 105s restoration led by John Reed, while the club will provide Wine, Beer & Pizza.
- A **Dawn Raid Run** will be held in the early morning of **Sunday 20<sup>th</sup> March**. This new style of event will be run by Aidan Daly and Greg Smith, ending with a group breakfast. Details TBD.
- The **April Club Night** will be held on **Tuesday 6<sup>th</sup> April**. It will be a **dyno night** at AROCA WA member, Steve Boyle's workshop. Look for more information in coming magazines and emails.
- **ALFESTA 2021** will be held at **McLaren Vale on South Australia's Fleurieu Peninsula** over **Easter 2021**. Some WA members will be attending. Some concerns about the running of this event have been expressed given the current status of the pandemic. Should a late cancellation become necessary, then AROCA SA plans to refund registration payments.
- **Sunday 18<sup>th</sup> April** is the date for the **Shannon's Classic Car Show at Ascot Racecourse**. If you are interested in exhibiting your Alfa at this huge classic car event, please let Club Secretary, Greg Smith, know about your plans to attend and which cars you will be bringing to the show.
- As part of the club's 2021 lead up to its golden jubilee, Eddie Bernardi has organized an **extended multi-day club run**. **The tour will depart from Perth on April 29<sup>th</sup>, drive up to Kalbarri for an overnight stop, then continue up to Denham and Shark Bay** for two nights, including a whale watch boat trip. The return route includes an overnight stop in Dongarra. The trip runs for 5 days and **returns to Perth on 3<sup>rd</sup> May**. While trip bookings have been closed on TryBooking, should you still be interested, please contact the club. ♦





## LATEST NEWS & SPECULATION ABOUT STELLANTIS

### New Faces at Alfa Romeo



In the February 2021 edition of AROCA NSW's newsletter "Alfisti Lettore", Martin Leaver reported that the new CEO of Alfa Romeo has been named. It is [Jean-Philippe Imparato](#), who had been a PSA employee for 30 years. From his CV, it appears his expertise is in the management of car production facilities and in parts supply. Imparato's Wikipedia page indicates that he grew up in southern France in a family passionate about cars and motorbikes, including Alfa Romeos.

In the context of Peugeot, but with relevance to the Alfa Giulia, Imparato has said that "the saloon is definitely back. It is a matter of efficiency, and CO<sub>2</sub>, which is really the same thing. The SUV offensive will not stop, but we still see people switching from larger SUVs to Peugeot 508s because of the lower weight and the frontal area. Efficiency is the new elegance."

Having led Peugeot's recovery for five years, with new Peugeot design aspects starting before his leadership, Imparato seems quite a promising choice for Alfa Romeo. His predecessor, [Tim Kuniskis](#), will now focus on Stellantis's US brands. Kuniskis had no obvious influence on Alfa Romeo during his period of leadership. He is most famous as an advocate for the Dodge muscle cars, including the Dodge Demon, which effectively was a road legal 840 hp drag racer.



On the design side, which Imparato says is vital, [Ralph Gilles](#), who was top of the design tree at FCA - and therefore also at Alfa Romeo - has taken on the Americas including Fiat Brazil, while retaining Maserati.

Meanwhile all the other European-based brands will fall under [Jean-Pierre Ploué](#), another Frenchman. Gilles (American, but said the French way) was the public-facing figurehead for the design of the Tonale. He probably also signed off on the new Alfa Romeo

mini-SUV, apparently to be called the 'Brennero'.

Ploué made his name with the design of a few boldly styled Renaults around 1990, then after stints with VW and Ford, moved to Citroen in 1999, where the designers under Ploué created much more interesting looking and bold, if not often beautiful, cars.

In 2009, Ploué was promoted to be the head of design at PSA, where Peugeot design similarly became more distinctive. While Ploué will not be styling Alfa Romeos, he will be setting direction and probably adjudicating on competing designs. Therefore, Martin Leaver thinks that the main thing





we can expect is for Alfas to establish a new distinctive look that will set them apart.

Under Ploué and Imparato, Alfa Romeo seems more likely to continue with bold designs, possibly at the risk of being overdone, if history is a guide. Martin thinks that the simple shapes of the Alfetta, 105 Berlina and Alfasud are unlikely to be repeated, especially as the fundamental engineering that once determined the way a car drives is now much less of a factor than it was in the 1970s, especially in terms of how it may determine why people choose to buy particular cars. How quickly these new design themes may change in the future could be determined by whether other companies begin to produce anything similar.

## Lancia Ypsilon 2021 Facelift



*This Lancia Ypsilon is called the “EcoChic”*

While rally fans may lament that Lancia hasn’t produced an all-terrain rally champ in almost three decades, the brand remains well-loved domestically in Italy and continues to exist, even if currently with only one subcompact.

In fact, Lancia’s 10-year-old Ypsilon has received a facelift this month, with a number of modest changes.

A few years from now, the arrival of a newly shared Lancia-Alfa-DS platform will hopefully fully honour the sporting past of the Lancia boutique marque.

However, Lancia’s relatively humble, Fiat 500-derived Ypsilon actually happens to make money for Stellantis. In fact, 43,109 of them were sold in Italy in 2020, compared with Alfa’s 36,526 and DS’s 43,028 cars; *the latter two across all of Europe*. It turns out that the Lancia Ypsilon was the second best-selling car in Italy in 2019, only sitting behind the Fiat Panda.

## Alfa Romeo, DS and Lancia Models to be Jointly Developed

Although the Stellantis entity is only a month old, it was reported in the 4<sup>th</sup> February edition of [www.carscoops.com](http://www.carscoops.com) that the company is already working to repair the neglected Lancia brand.

Besides introducing the face-lifted Ypsilon, Auto News Europe also reported that Stellantis has started to work on jointly developed models. In the on-line magazine, [www.Jalopnik.com](http://www.Jalopnik.com), it was also reported in February that three of the “premium” brands in Stellantis: Alfa Romeo, DS and Lancia will get “jointly developed models” as part of a new collaboration and that these will begin to arrive perhaps as soon as 2024.

While appearing at a launch event for a new DS 4 compact hatchback, the product director of the DS marque, Marion David, informed [Automotive News Europe](http://Automotive News Europe) about this plan when she said: “We are working with our Italian colleagues on specific premium modules, powertrains and features to differentiate the premium brands from the mainstream brands”.



You might think that Lancia could be a third wheel in this initiative, as it is the smallest brand, today selling only one car and only in the Italian market, as mentioned above. Also, in recent years, Lancia dropped their originally Chrysler-derived models across the Lancia range and then withdrew from every market except its home market.

While details remain quite limited so far, the jointly developed models reportedly will share powertrain options and other “premium features.” That isn’t much to go on. Stellantis representatives have stated that work on specific premium modules, powertrains and features are underway and that these premium brands will be well differentiated [i.e., Alfa Romeo, DS and Lancia] from their mainstream brands.



Marion David went on to say that DS intends to launch a new model every year and that this plan does remain on track.

However, she added that, after 2023, the company will be focussed on how it provides synergies

from the combination of FCA and PSA, including through the next generation of Stellantis’s premium vehicles.

## ALFA SUVs are Multiplying



While these jointly developed models are still a way off, it was also reported that Alfa Romeo will get another cross-over; a small SUV to ride on the merged entity’s CMP architecture and built in Poland. The ‘Brennero’ mini-SUV is slated to arrive in 2023 and slot in beneath Alfa’s larger SUVs; the Stelvio and

Tonale.





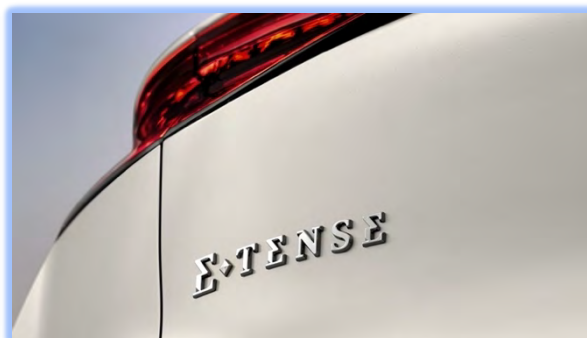
The Tonale will reportedly launch this northern autumn. It will closely echo a concept that was initially introduced at the 2019 Geneva Motor Show. While engine options remain unconfirmed, they are expected to be shared with the Jeep Renegade.

What this may mean is that the Alfa Tonale could have a turbocharged 1.3-litre petrol engine with outputs of 128 hp (96 kW / 130 PS) and 178 hp (132 kW / 180 PS). There may well also be powertrains based on plug-in hybrids with outputs of 187 hp (140 kW / 190 PS) and 237 hp (176 kW / 240 PS).

## New DS 4 Hatch Announced

Meanwhile, in [www.MotorAuthority.com](http://www.MotorAuthority.com) on February 3<sup>rd</sup>, another article further discussed the DS. DS began as the luxury arm of Citroen, taking its inspiration from the classic Citroen DS sedan. As the DS brand expanded, it ultimately became a standalone marque in 2014.

Early in February 2021, DS unveiled a redesigned version of its DS4 compact hatchback, which will become available in the second half of 2021. The DS4 is based on Stellantis' EMP2 modular platform; designed for compact and mid-size cars with native front-wheel-drive. The DS4 will be offered with a handful of gasoline powertrains and one diesel. There will also be a plug-in hybrid option. The electrified DS models are to be called "E-Tense".



In the DS 4 E-Tense hybrid, a turbocharged inline-4 is paired with a single electric motor for a combined output of 225 hp. The Li-ion battery provides charge for about 50 kms of electric-only range.

The interior of this new DS isn't like anything from any other brand. A blend of French flair is coupled with the usual items such as the digital instrument cluster and a touchscreen infotainment display. A head-up display, with augmented reality, is also offered. The trim includes leather, "forged carbon" (? - Ed), wood, and Alcantara.

Technical features include matrix LED headlights, night vision, adaptive cruise control, traffic sign recognition, and active scan suspension that can adjust the dampers based on information gathered from its forward-facing camera.

The DS4 will offer both a regular version and a DS 4 Cross; a soft-roader with protective body elements.



## Is Alfa Romeo considering a Racing Formula Switch?

In the on-line magazine [www.the-race.com](http://www.the-race.com) on 12<sup>th</sup> February 2021, the growing likelihood of Alfa Romeo or Maserati joining the ABB FIA Formula E World Championship grid in the near future was considered. With both marques now part of the Stellantis group, these brands are starting to look at their future racing programs as part of the new organizational structure.



Although it is far from being formally decided, 'The Race' understands that serious consideration is being given to either Alfa Romeo or Maserati entering Formula E during this Formula's new Gen 3 tech era. Meanwhile, Alfa is known to be reviewing its title partnership with the Sauber Formula 1 operation. Currently, it has no formal commitment with Sauber beyond the end of the 2021 F1 season. Alfa Romeo, which won the first ever world championship grand prix, put

its name behind the former Sauber team in 2019.

Jean-Philippe Imparato's arrival as CEO at Alfa Romeo has caused speculation among some Formula E executives about how Alfa's motorsport focus might be transferred from F1 to Formula E. Such a move might be formalised by early 2022. Imparato, who attended Formula E's first Paris E-Prix in 2016, is on the record arguing that electric powertrains are crucial to the future of motorsport programs.

"Asking for €200 million for a future motorsport program is completely mad," he told Autocar in 2019. "Motorsport is dead unless it's electrified."

The FIA and Formula E are currently forming a cost cap plan for the rules of the next series to operate from 2022 onwards. Formula E has set out procedures that should incentivise manufacturers to stay engaged for the full four-season duration of Gen 3.



Alfa Romeo is expected to unveil an all-electric SUV this year, utilising a version of the PSA derived 'eCMP platform'. In order to be a part of Formula E for the start of the Gen 3 rules in the 2022/23 season, Alfa would need to commit before the end of March, which is the Gen 3 registration deadline.

So far, only Mahindra and current champion, DS Auto-





mobiles, have formally committed to Gen3, although Nissan is believed to be close to an announcement, while Mercedes and Porsche are expected to sign up too. The March deadline may be too tight a timeline for Alfa's plans.

Therefore, it seems that should a second Stellantis brand commit to Formula E, it would be more likely to enter as a manufacturer for the championship's 10th season, when it starts in 2023/24. This would mean that Alfa Romeo has until the end of next January to become an official entry.

If the new manufacturing entrant wanted to tie up with an existing, experienced, independent Formula E team, the primary option would be with sometime DS partner, Envision Virgin, which 'The Race' learned is currently actively pursuing links with a major manufacturer for Gen 3.



Although Maserati may be a less likely candidate for a Formula E entry than is Alfa Romeo, it is also understood to have developed relationships with a number of key championship executives recently. The Maserati luxury brand is producing new GranTurismo and GranCabrio electric models this year. It also is heavily marketing its 'Folgore' philosophy which aims to electrify its range of cars, including a fully electric version of the MC20 design (see adjacent).

With DS Automobiles already committed to Formula E until at least 2027, the arrival of either Alfa Romeo or Maserati would mean at least two Stellantis brands competing against each other.

When asked if, in the future, he could see other Stellantis brands looking at Formula E, DS's Performance director, Xavier Mestelen-Pinon, told The Race: "I can imagine that other brands could be interested in the future with Formula E."

He continued: "I don't know who or when, but for sure brands must consider it because today we know that not only for the car manufacturer, but also for partners, they need to have a zero carbon series to promote their brand."

"Therefore, Formula E is not only critical for a car-maker, it is also critical for its partners." He cited an example: "Total, for example, from our side. So, the world of automotive and motorsport is taking a sharp turn." ◆

## VALENTINES DAY LINKS

<https://www.autoevolution.com/news/alfa-romeos-valentines-day-love-letter-to-car-design-is-an-e-book-156069.html>

You can also download this e-book, created by Centro Style, [at this link](#).



## WHAT ELSE DID ALFA PRODUCE?

Photos from the book "Alfa Romeo Immagini", published by Edizioni Alfa Romeo, 1983.

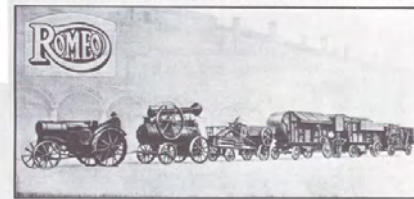
A selection of Alfa Romeo's non-automobile products is shown below that dates from a few years after the company's inception up until the early 1980s, when this book was published.



1923 Carrozze tramviarie prodotte negli stabilimenti di Roma e Napoli



LA MIGLIORE TRATTRICE AGRICOLA



SOCIETA' ANONIMA ITALIANA ING. NICOLA ROMEO & C. - MILANO  
FILIALI: ROMA, VIA CARDUCCI, 10 - TORINO, VIA S. PIETRO, 107 - 12100



1934 Autobus Tipo 85 con rimorchio

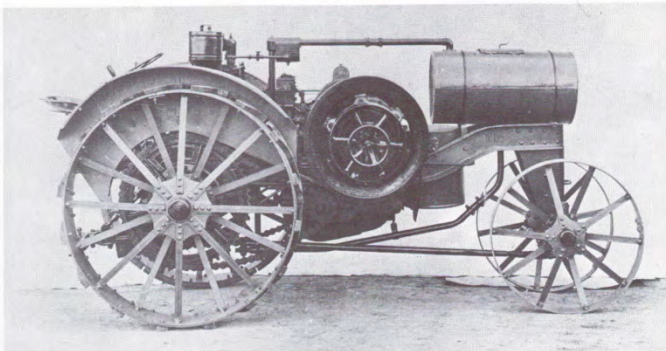




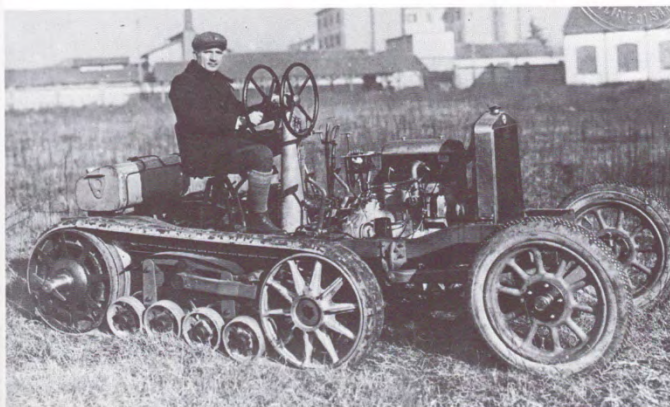
In 1923, Alfa Romeo produced trams/trolley cars that ran in Naples and Rome. In Sarrono, that same year, it also built freight railway locomotives. By the early 1930s, this had expanded to include heavy lorries and tandem buses (see photos above).



1923 Nicola Romeo ed Enzo Ferrari ai box di Monza



1924 Trattore agricolo

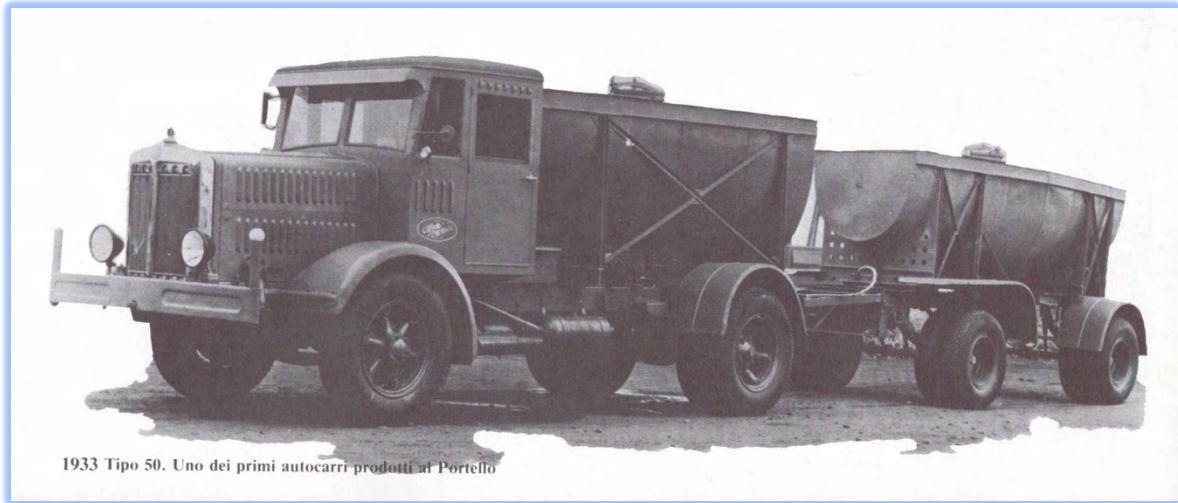


1924 Prototipo di semi cingolato a doppio comando



Early in the 1920s, Alfa was also building agricultural machinery, including tractors, both four wheeled and in half-track format.





1933 Tipo 50. Uno dei primi autocarri prodotti al Portello



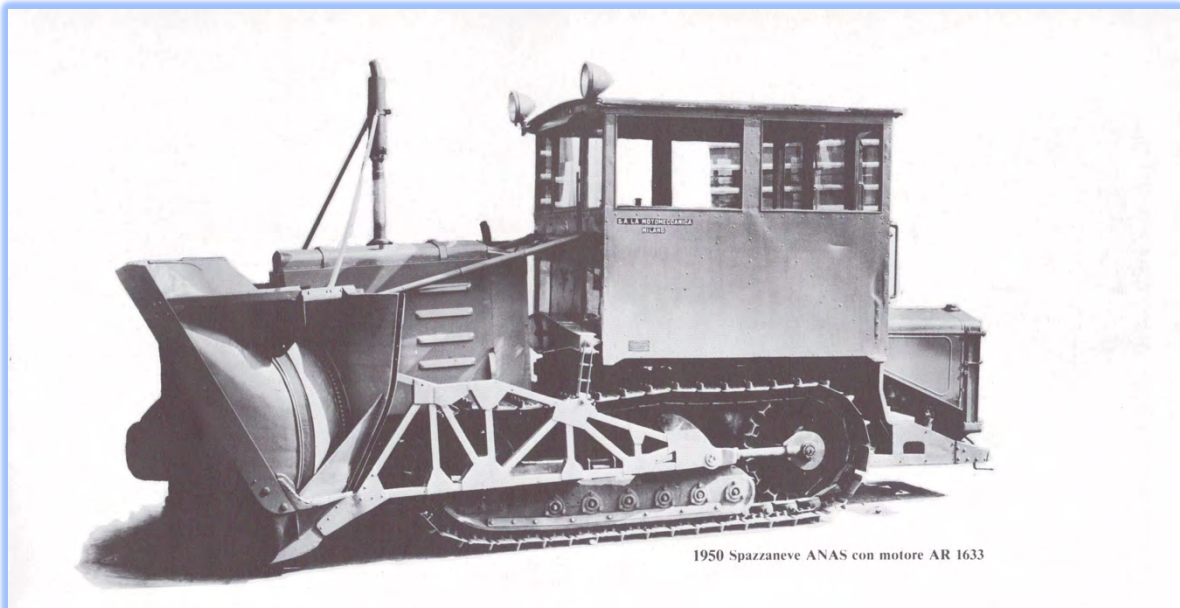
1939 Autobus Tipo 500 per l'Africa Orientale



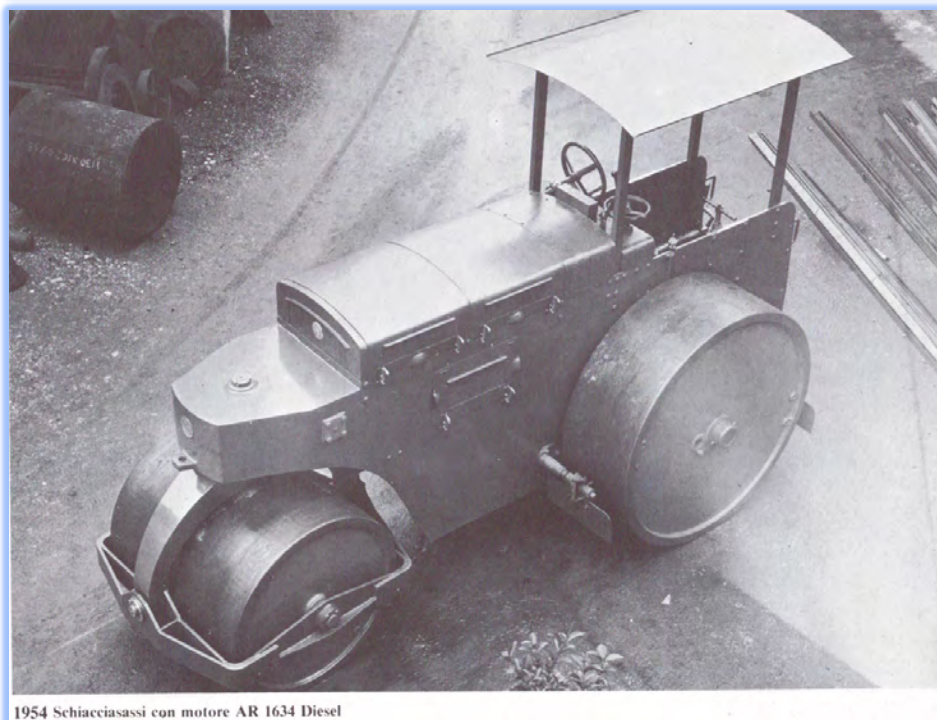
1940 Autocarro Tipo 800 a gasogeno

This continued to be a significant Alfa Romeo activity through to WW2, with gas generating trucks then being produced. After WW2, passenger bus manufacturing at Alfa Romeo was further extended.





1950 Spazzaneve ANAS con motore AR 1633



1954 Schiacciasassi con motore AR 1634 Diesel

By 1950, caterpillar tractors and even road compaction machines were being built, as well as many other truck designs.

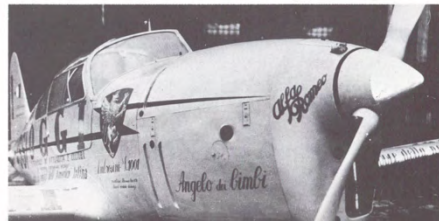


# ALFA OCCIDENTALE

Issue 46, March 2021



1949 Bonzi e Lualdi attornati dai Muttilatini di Don Gnocchi prima della partenza per la traversata di beneficenza



In the early 1950s, Alfa began to build fast planes, including one that undertook a crossing of the Arctic.

By the 1960s, Alfa had become involved in the construction of trolley buses and racing speed boats, as well as building large diesel motors designed for launches and ferries (not shown).



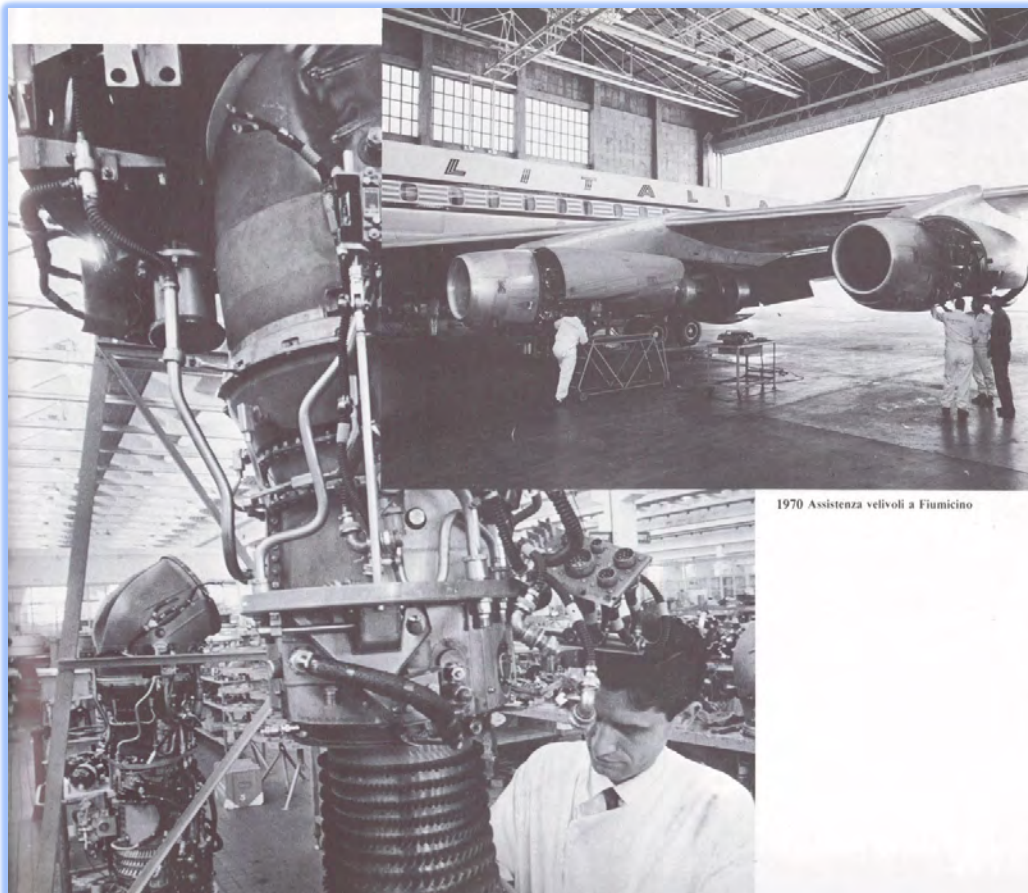
1955 Ezio Selva a Miami Beach





1978 La gamma AR 8

Alfa Romeo built a range of light trucks and vans in the 1970s, many for use in Italy.



1970 Assistenza velivoli a Fiumicino

The company also produced jet engines for commercial aircraft. ◆



## THE ALFA ROMEO 8C-BASED DISCO VOLANTE SPYDER

One of the seven examples built is for sale in Switzerland

Based on an article by Ronan Glon, first appearing in [www.autoblog.com](http://www.autoblog.com) on 11<sup>th</sup> Jan. 2021.



No unwritten rule exists stating that all Alfa Romeos must be red. There is no secret decree either to prevent an Italian car wearing British Racing Green. (But why would an Alfa owner want to do that? – Ed.)

The exception that proves the rule for both of the above points is a rare 2019 Alfa Romeo 8C-based Disco Volante Spyder, which is

finished in green with a green interior and listed for sale in Switzerland.

The car is being offered by the Swiss exotic car dealer, Niki Hasler. This green-on-green 8C-based Disco Volante Spyder was the fourth of seven examples constructed by the Italian coachbuilder Touring [Superleggera](#).

When the model first made its debut in 2016, the website, [autoblog.com](http://autoblog.com), reported that each of the seven cars would be painted in a different colour. The site's consumer editor, Jeremy Korzeniewski, wrote that he hoped one would be painted green, as was [an earlier coupe shown at a Geneva show](#). His wish came true.



British Racing Green works quite well on the retro-styled lines, which were designed as a modern interpretation of the original Disco Volante - built as long ago as 1952.

The person who ordered this Disco Volante also asked for a matching green interior upholstered in a combination of leather and Alcantara. Touring Superleggera added a plaque between the seats

to remind occupants of the car's rarity, but most of the parts the driver sees and interacts with come straight from the Alfa [8C Competizione](#).

Under the bonnet, the car is all Alfa. Touring made no major mechanical modifications to the Disco Volante, so it remains powered by its Ferrari-derived, 8C-sourced 4.7-liter V8 engine which delivers 450 horsepower to the rear wheels via a six-speed automated-manual transmission.





The 2019 example listed for sale in Switzerland has covered 16,000 kilometres, so it hasn't spent its life to date as a garage queen. The car recently received new tires and new brakes, according to the seller.

While the 8C Disco Volante is unmodified, it is equipped with a useful lift system for the front axle; although it seems hard to imagine that this front splitter could be cheap to replace if it

lost a fight with a speed bump.

As a bonus, this Disco Volante also comes with a luggage set in matching green.



While the seller hasn't published pricing information, it is not clear how many of your houses you might need to sell before you can add this Disco to your collection. It won't be a bargain, of course.

Seven units were built with the blessing of Alfa Romeo, so the car is rare enough to make even the standard 8C, which was limited to 1,000 units globally (split evenly between coupes and convertibles), look relatively common.

Should you miss out on your chance to buy this green-on-green car though, you could try to track down [the green and gold Disco Volante coupe](#) (shown adjacent), that was first displayed at the 2014 edition of the Geneva [auto show](#).

Another fascinating alternative does exist. Touring Superleggera has a next Italian-flavoured project in mind. This upcoming design will be a tribute to the one-off Alfa Romeo 8C 2900 B Speciale Tipo Le Mans; originally built to compete in the 1938 running of the 24 Hours of Le Mans.

This car will be called a Berlinetta Aero. Touring had originally scheduled that it would make its debut in July 2020, as a part of Alfa Romeo's 110<sup>th</sup> birthday celebrations. However, limitations due to the Covid-19 pandemic have seriously delayed this introduction. Apparently, a launch is still in the works and is expected later in 2021. ♦







## THE LAST ALFA - A TIPO 156

Edited from an article written by Eóin Doyle, posted on 27<sup>th</sup> July 2015 in [www.DriventoWrite.com](http://www.DriventoWrite.com)

**No, it is not the one you're thinking of - this was the last rear-wheel drive Alfa saloon. Or was it?**



*A fibreglass styling model of Tipo 156, circa 1983. Image via Alfabb.*

By 1980, Alfa Romeo, then owned by the Italian government, was in trouble. The Alfa Sud experiment had been unravelling amid chronic labour unrest, and the deteriorating reputation of the model that took its name.

In addition, its expensive engineering couldn't be recouped by a low price or by paltry volumes, which meant that Alfa was prodigiously haemorrhaging Lire.

Alfa's heartland models, the 116-series Alfetta and its related Giulietta derivative had become dated and were both in need of replacement. Thus, Tipo 156 was Alfa Romeo engineer Filippo Surace's proposal for a modular range of cars, with the aim of replacing the tired current models. With rear wheel drive and powered by modified versions of Alfa's evergreen twin-cam four or Busso V6, the Tipo 156 was intended to be the car that would see Alfa through the 1980s.

The Tipo 156 was styled by Centro Stile under the leadership of Ermanno Cressoni. It was a thoroughly modern, if rather brutal-looking design, featuring an even higher tail than was available in the already startling Giulietta of 1977.

However, by 1981, with tooling for the body and six-speed gearbox already under way, the Italian government decided to cancel direct funding, so consigning this car in its original form to oblivion.

Fiat, being second to the Vatican in power and influence in Italy, quickly got wind of Alfa's plight and, at their invitation, Surace and Lancia's Sergio Camuffo discussed a joint venture, with the idea being that it would bring Alfa Romeo into the 'Tipo Quattro' co-operative then being formed with Saab.



Once on board, Surace modified the Tipo 156 to accommodate Lancia's front-wheel drive transverse architecture, while Cressoni's team continued to develop the existing styling theme; refining it considerably, but now in direct competition with Pininfarina, whose alternative proposal eventually won the day in 1984.



*Brutal is one way to describe Cressoni's creation*

Nevertheless, there were some early 164 development engineers who continued to use the modified 156 body, giving them a head-start on proving and utilising tooling that had already been paid for. However, this activity was confusing for journalists and scoop photographers alike, who had everyone believing

that this was to be the forthcoming Alfa saloon.

It is clear from those few photos still existing that the cancellation of Tipo 156 did not rob Alfisti of any great styling landmark. In fact, this was especially so, given that it also donated most of its visual themes to the contemporary Alfa 75 saloon, which wasn't exactly rapturously received either.

Despite the various problems that Alfa encountered, the Tipo 156 was bracingly modern, and although Pininfarina's more successful design has since been cited as the beginning of the resurgence of Alfa's *Scudetto*, in reality Cressoni's design did pre-date it.



*Image: auto.onliner*

Having been responsible for the styling of an entire generation of Alfa Romeos, from the 1974 Alfetta through to the 1985 75/Milano model, Ermanno Cressoni later went on to lead Fiat's Centro Stile after Fiat acquired Alfa Romeo.

Among Cressoni's acolytes were Chris Bangle and Walter de Silva. Bangle went on to BMW (and

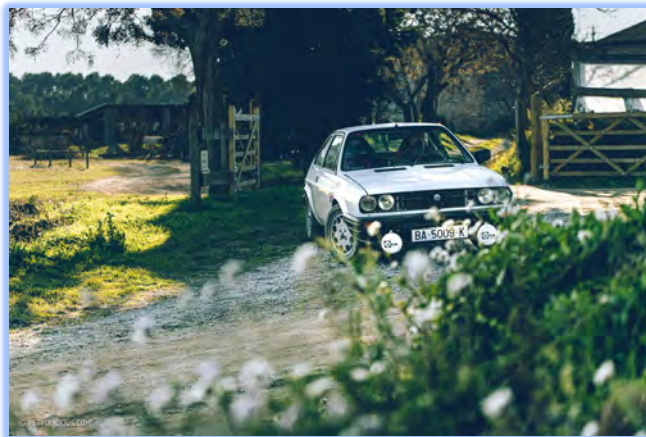
designed a number of their sedans, some of them also with big rear ends) while de Silva became intimately involved with an entirely different, later Alfa 156 series. But that's another story. ♦





## RALLYING AN ALFA SPRINT ON DIRT ROADS IN CATALONIA

Edited from an article by [Virgiliu Andone](http://www.petrolicious.com), first appearing in [www.petrolicious.com](http://www.petrolicious.com) on 23<sup>rd</sup> January, 2021. Andone contributed both the original text and the photos.



At the mention of classic Italian rally cars, your mind might flood, like mine, with images of angry, not always beautiful beasts, tearing up the special stages in the World Rally Championship, rooster-tailing gravel into the air as they blitzed across any surface they happened to slide over.

There is a distinct chance that the cars you pictured doing this would be built by Lancia or Fiat, maybe with angry Abarth Scorpions riding on their fibre glass flanks. There are quite a few of these machines for you to mentally work your way through before you might begin to consider anything from Alfa.



It's not that the Biscione-adorned cars from Milan are complete strangers to this part of the motorsport world; the Giulietta Sprint never shied away from the dirty stuff, not to mention all those pre-war antics of the 6C and 8C legends. All were once very keen to take on their competitors - on any road, at any time.

Yet, for all of Alfa Romeo's competence and the potential of its racing program, the marque never entirely committed itself to rallying; it was just never a thing where Alfa invested much of its sporting budget. However, some have since taken it upon themselves to do just that - and the first sight of this rally-prepped Alfa Sprint did make my heartbeat quicken.

This is a model that started life as an Alfasud initially, until that naming convention was dropped for it to simply be called an Alfa Romeo by the time it got to the second series (to which the pictured car belongs).

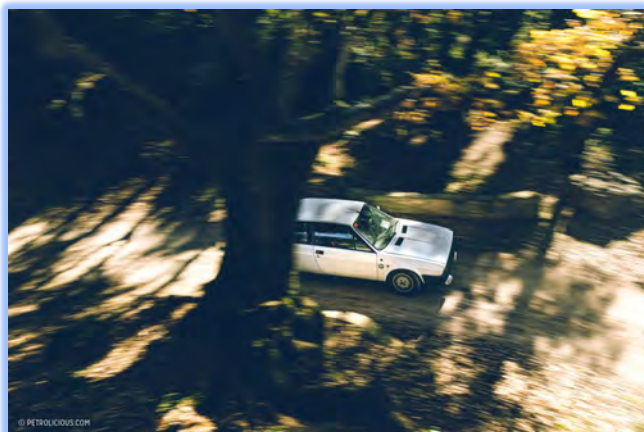
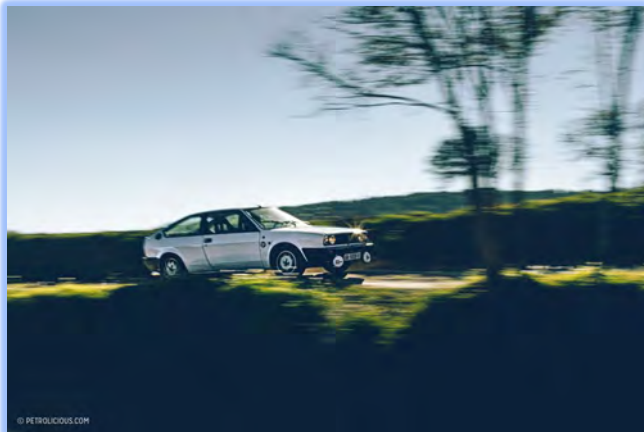
The story of the Alfasud is more intricate than one might think, with heroes and villains mixed in with controversy; the sudden emergence of technical prestige, only to be followed by the sad spectacle of seeing Alfasud crumble into piles of old rust.

The project began as a very advanced front-wheel drive platform, with inboard disc brakes on all four wheels and a ridiculously low centre of gravity. On the production side, Alfasud managers were intent on re-industrializing a region of Italy that was part of Alfa Romeo's





heritage since the company's very early years when Nicola Romeo was at the helm. Unfortunately, Alfasud ended with a second series that, in many ways, was a step backwards, a disappointment born from an overwhelmingly frustrating time; characterized by a seemingly endless series of strikes during darker times at Alfa's Pomigliano d'Arco plant in the outskirts of Naples.



In a drama totally worthy of Naples, a city that is nested in the shadow of a massive active volcano, the AlfaSud legacy became tainted for what arguably are still extremely competent cars.

If only the company had not tried to blame the rust issues on communist steel, but it had spent half the time that it invested into designing the car in then putting together a less absurd production process. Among many unbelievable blunders, it allowed bare metal bodies to be left outside as a part of the normal assembly sequence, in rain or shine.

The car was designed by Giorgetto Giugiaro, still fresh from nailing the Golf look just a few years earlier. When it was first introduced in 1976, the Alfa Sprint had an uncanny resemblance to the Scirocco, the VW this legendary designer brought to life around the same time.

I view the Alfa as being a little bit more "exotic," though, with details that seem more rewarding to take in, although my position is such that I cannot claim objectivity. The Sprint is a jacked-up pocket wedge for the masses, closely related to other designs of the era. Other than the VW Scirocco, another car

that instantly comes to mind is the two-door Alfetta, the Sprint's more famous cousin - but that originated up north.

Alfasud's operations were set up with completely independent management from the rest of Alfa Romeo - even resulting in the Milanese operations temporarily being renamed 'Alfanord'. While the northern project went for a rear wheel drive in a V6 Busso-powered transaxle car; in the south, Alfa placed a different bet and built the Alfasud with front-wheel drive, powered by a flat-four boxer engine.



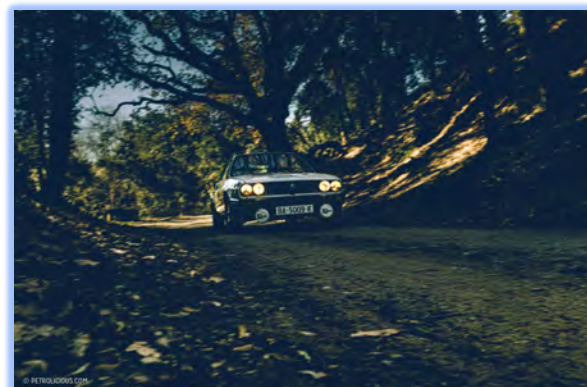
In the gallery of Alfa Romeo engines, this boxer holds a special place. It is a characterful thumper, with bags of torque and a very distinctive sound. This engine was massively successful and proved beyond doubt that a small engine can deliver true driving pleasure, even for cars at the lower end of the price range. While not as exotic as a Busso V6 and not as eternal as a twin-cam, you cannot help but fall in love with this engine's ever keen, eager terrier-like performance.



At APT Performance, the engineers had just finished rebuilding the 1.5-litre engine in this 1988 Alfa Sprint Quadrifoglio Verde at the owner's request. The completed car now has a Colombo and Bariani camshaft, forged CPS pistons and it breathes through a pair of freshly rebuilt Dellorto carbs, with the air fed in via K&N filters, plus a Mocal oil cooler keeping heat levels under control. Elsewhere, this Alfa's suspension is provided with coil-overs all round, the brakes lines are beefed up and the chassis is strengthened by a strut

brace, together with a roll cage that is still on the docket but yet to be installed.

Inside, the car is all business, with OMP FIA-approved seats and four-point restraints, as well as an OMP steering wheel. APT Performance advised that, in addition to the roll cage, it planned to bolt on a few more higher performance pieces in the coming weeks, but this car is already a riotously playful build. Given that this Alfa Sprint will spend the next chapter of its life as a regularity rally contender, we agreed to take it for an (admittedly mild) shakedown during a







photoshoot. The backroads of Catalonia are very rewarding visually and are just a stone's throw away from urbanization.



In the midst of this idyllic natural area, the narrow and often ancient roads meander around the edges of still operating, centuries-old farms. The dirt trails are daisy-lined and provide just the right catalyst to bring out the beauty of this car's understated classic design, to say nothing of the enjoyment that an opportunity to play at being a rally driver offers.

The Alfa seems at home once well covered by a film of the dirt that our afternoon's trail driving kicks up. It is a punchy, chuckable car that provides honest fun. The only critique I could muster was a preference for the metal bumpers found on the first series AlfaSud. However, given the punishment these plastic ones took, the idea of just keeping them on made good sense.

The Alfa seems at home once well covered by a film of the dirt that our afternoon's trail

As the Sprint was doing its thing in the more forested patches of winding dirt road, I couldn't help but think of it as a cousin to the Lancia Integrale; a car that chases the fun of it all even more than just the scratch times. While the AlfaSud Sprint may not quite be rally champion-material, this understated southern Alfa still deserves a seat at the table.

If anything, the AlfaSud was the ultimate achievement of Alfa Romeo's post-war goal of bringing fun to its customers while making cars available to the many more who could only pay a lower asking price. As a result, this is a classic car that today you can obtain relatively cheaply.



Of course, there are very good reasons why a Stratos costs a lot more than an Alfa Sprint. However, if you intend to try some vintage rallying in 2021, but consider it wiser to choose the everyman option, then you will be very rewarded and charmed by your Sprint experience. ♦



## SHIFTING GEARS

By Keith Martin

*Edited from a column by Keith Martin published in Sports Car Market's March 2021 Edition.*



Keith Martin believes that this is the second Golden Age of the Motorcar. In his magazine, SCM, he has long maintained that the first Golden Age of the Motorcar occurred between 1955 and 1967. With the advent of the small-block Chevy in 1954, and the introduction of the first cars that had been fully designed after World War II, the world of motoring changed. Cars became more powerful, larger and more comfortable. Heaters worked and wipers wiped. The first sports cars

and muscle cars arrived. Engineers and stylists made the decisions that mattered for their cars' drivetrains and designs. These were pure analogue cars, but technology was about to pass them by.

### **This is the end, beautiful friend**

The end came when, in the USA, smog and safety regulations began to be implemented. The California Air Resources Board (which was the precursor to the USA's Environmental Protection Agency) and the Federal Motor Vehicle Safety Standards were both created in 1967. While the goals of these new rules were admirable — who isn't in favour of cleaner skies and safer cars? — the technology then in use to pursue them was simply not up to the task.

For the next decade, manufacturers adopted increasingly Byzantine approaches to make cars safer and cleaner-running. As a by-product, cars became heavier and slower. The last years of the poor MGB, from 1975–80, stand as an example, when suspensions were revised to raise the headlights to meet safety standards. Profoundly ungainly "rubber baby-buggy bumpers" were also installed to meet crash regulations. Fascias were covered with safety padding. The engines were emasculated.

### **The digital revolution**

However, by the mid-1990s, the situation changed again - and for the better. In 1996, federally mandated OBD II emissions diagnostic systems levelled the playing field for the engineers. The regulations themselves had stabilized, rather than presenting carmakers with a moving target. Technology had caught up to regulations. Thereafter, each year saw cars become more digital and less analogue. Since the advent of the OBD II era, engineers have been able to fine-tune drivetrains to make them run more efficiently.

Safety improved as well. Airbags became more sophisticated and more numerous. Anti-lock disc brakes became standard, as did traction- and stability-control systems. Tires were improved.

Both emissions and safety standards have been made more stringent. Often this ratcheting-up was accomplished with the government and automakers working hand-in-hand. Mainstream marketers





now tout crash-test results with as much vigour as they do horsepower or handling. From 1996 through to the current day, cars have become faster, safer and cleaner-running.

### **This second coming meets a second end**

When we eventually look back on it, June 22, 2012, will undoubtedly mark the beginning of the end of this second Golden Age of the Motorcar. That was the day the Tesla Model S was launched.

Prior to this, every company building cars was an engineering-based company, with digital components. By comparison, Tesla was first a software company but it built automobiles. Its lack of a mechanical-engineering legacy allowed Tesla to launch its vehicles as fully digital. Part of the reason the larger, more-established car companies like BMW, Mercedes and GM haven't quite caught up yet is that they are trying to both maintain their internal-combustion-engine (ICE) and mechanical infrastructures while integrating new electric and digital technologies.

Some companies have already announced that they are no longer planning to pursue improvements to traditional ICE cars. Why should they? There is no question that when electric motors reach a scale where millions are being built to propel cars every year, their cost of production will be minimal compared to that infernally complicated ICE. This is not to say that ICE cars will disappear overnight. My guess is that in a decade, you will still be able to buy one of your choice. However, in 20 years, that might not be the case. This is progress. It moves forward. We should do the best we can to ride the curl of the wave, not fight it.

### **What is an automotive enthusiast to do?**

First, there is no need to panic-sell your analogue cars. More than ever, this is the time to keep them in top nick. Service them slavishly and often. Use them on sunny days, out on safe roads. Cherish the unique sensory inputs they offer.

But be aware that these no longer may be suitable cars for daily driving. They are so deficient in today's traffic that they can be unsafe for you, your passengers and others on the road. Rather, take advantage of the vintage events that allow you to enjoy your analogue car in the company of like vehicles — and with other like-minded people as well.

From a price and performance perspective, there have never been more great cars easily available. Cars with a strong digital backbone are fast, safe and increasingly cheap. Vehicles that cost six figures, when new, now can routinely be bought with fewer than 50,000 miles, but for a quarter of that price. If they have been well cared for, they should easily go another 50,000 miles before needing any major service. I call this "returning the unused portion."

I am now experiencing my version of this Second Golden Age through my US\$25,000 Mercedes SL 55 AMG and my US\$40,000 Porsche 928. Both of those cars provide magnificent motoring experiences without me having to constantly keep an eye on the oil-pressure or temperature gauges (and I can't say that I miss that).

It is a grand time to be a gearhead who welcomes evolution and change. Today, you can buy a nice analogue 1967 Alfa GTV for US\$65,000, or a 2010 997 Porsche 911 Turbo for the same amount.

Both cars represent the pinnacles of their eras. We are very fortunate to have such choices. ♦



## RECENT OVERSEAS ALFA SALES

In the March 2021 on-line edition of Sports Car Market (SCM), a number of on-line sales of Alfas, an Abarth and a Lancia were reported.

### GOODING & COMPANY ONLINE



**#62-1952 ALFA ROMEO 1900C cabriolet.** S/N AR1900C01063. Eng. # 130800132. Ivory/red leather. Odometer: 98,615 km. 1,884-cc I4, 2-bbl, 4-sp. Tucked away in a dark, damp garage for the past 30 years. A rare car; only 88 Pinin Farina 1900C cabriolets were produced. It retains its original Tipo 1308 motor. Where does one

start with this? Only usable part is the cool license plate. Rust and rot throughout. Interior tattered. A project of monumental proportions. Mother Nature has had her way with this poor Alfa. Cond: 5.

**NOT SOLD AT \$175,000.** *Stated to be an ideal restoration candidate, but there is little if anything that is usable here. The price bid offered should have owned it a couple times over. No idea where this seller will ever get a better offer. Asking \$250k post-auction!*



**#51-1954 ALFA ROMEO 1900C SS coupe.** S/N 01823. Eng. # 00867. Yellow/blue leather. Odometer: 6,225 miles. 2.0-L I4, 2x2-bbl, 4-speed. A comprehensive restoration by a marque specialist. Retains original Tipo 1308 1,975-cc motor per Alfa certification. Converted to Nardi-style floor shift. Dash and instruments worn. Paint rubs and cracks on window sills. Engine clean and tidy. Complete with tool roll.

A desirable car for tours. Cond: 2+.

**NOT SOLD AT \$220,000.** *This short-chassis 1900C is an original Super Sprint variant, which in the era would have been competition-worthy. The final \$210k bid fell a bit short when the auction closed, but it later listed as sold for \$10k more. It is a matter of personal opinion, but just think how striking this 1900C would be in dark green or blue.*



**#24-2008 ALFA ROMEO 8C Competizione coupe.** S/N ZARJA181280039694. Red/black leather. Odometer: 3,695 miles. 4.7-L fuel-injected V8, auto. A low-mileage, well-maintained example with fewer than 3,700 miles. Paddle-shift 6-speed. Just 500 produced globally; 84 destined for U.S. delivery, as this car was. Ferrari-derived engine, Maserati chassis, carbon-fibre body. Ex-Riverside International Automotive Museum. Includes fitted luggage,

toolkit and CARFAX. Cond: 2.

**NOT SOLD AT \$230,000.** *This was last seen at RM Sotheby's 2020 Amelia Island sale in March, where it realized \$270,000 (SCM# 6930710). This time, the seller was not willing to take a \$40k-plus haircut after seven months of ownership. An exceptional example, though I can't help but think someone got*





*a little overheated in March when they placed the “winning” bid. These have been trending in the wrong direction, so this may be the new market-correct number.*

## RM SOTHEBY’S LONDON, U.K.



**#183-1980 FIAT-ABARTH 131 RALLYE 2-dr sedan.** S/N 0388232. White. 2.0-L fuel-injected I4, 5-speed. Winner with Walter Röhrl of the 1980 Rallye San Remo, helping the German to the World Rally Championship, also 11th in the 1981 Rallye de Monte Carlo with the Jolly Club. Fairly original order, returned to original white colour scheme, with Abarth Certificazione Componenti Meccanici issued in

2016 and previous FIA paperwork. Italian title, and some spares included. Not physically present and needed collecting from Milan. Cond: 3+.

**SOLD AT \$385,144.** *By the money spent here, the buyers must have been sure this was the real deal, though the factory only used it once in 1980 due to a strike (hence the lack of sponsors’ livery) before handing it over to the Jolly Club. I doubt even FEV 1H, the 1970 London–Mexico rally winner and the most famous Works Escort in the world, would fetch this much. Well sold.*

## BONHAMS MPH BICESTER, U.K.



**#35-1995 LANCIA DELTA HF Integrale Evo II 5-dr hatch.** S/N ZLA83100000 586413. Blue/beige suede. Odometer: 118,747 km. 2.0-L turbocharged I4, 5-speed. Clean and tidy, paint mostly good. Lightly sandblasted in front, but no obvious rust yet. Interior okay, seats holding up well with slight wear on driver’s side, but not too baggy. Momo steering wheel. Paint mostly still on motor. Vendor’s score 74/100. Cond: 2-.

**SOLD AT \$58,311.** *Two owners from new, though no word where it was originally sold or when it arrived in the U.K. Not mad money for one of these, so you wonder what’s wrong with it, and the very rounded-up, all-in figure of \$58k makes me suspect a post-sale deal. Bonhams got more on the same day for another that it sold in Switzerland, but that was a limited-edition version in better cosmetic condition.*



## C H E C K O U T T H I S Y O U T U B E L I N K :

This video presents the story of the Alfa Romeo 916 series GTV and Spider. After introduction at the 1994 Paris Motor Show, these 916 series Alfas remained in production until 2004.

<https://youtu.be/sGIVjPpZOMA>



## NEW TRADE ACCOUNT AT BURSONS

Eddie Bernardi has established an AROCA WA Cash Trade Account with Burson Auto Parts.

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

**Supplier:** BURSON AUTO PARTS [www.burson.com.au](http://www.burson.com.au)

**Account Type:** CASH TRADE ACCOUNT

**Account Name:** Alfa Romeo Owners Club of Australia (Western Australian Division)

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

**Availability:** Currently financial AROCA WA Members Only

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



Alfa Romeo 155s in action.





## ALFA ROMEO'S PREFERRED PARTNER PROGRAM FOR AROCA WA MEMBERS



### Preferred Partner Program

#### Welcome to the Alfa Romeo® Preferred Partner Program




You can now take advantage of some incredible discounts across the Alfa Romeo® range.

Just head to [www.alfaromeo.com.au/fleet](http://www.alfaromeo.com.au/fleet) using the Preferred Partner Login code below.

Company Name: Alfa Romeo Owners Club of WA

Preferred Partner Login: APP6753

#### How to Redeem

-  Select the model you wish to purchase and click 'Redeem Offer'.
-  You'll then receive a voucher through email displaying your bonus offer.
-  Print the voucher and present it to an Alfa Romeo® dealership to redeem and purchase your new Alfa Romeo.



## LATEST CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
<i>Fish &amp; Chip night – Swan River, Sth Perth</i>	<i>Thursday 14<sup>th</sup> January 2021</i>	<i>Sam Calabro</i> <b>MEETING HELD</b>	<i>Beside the Swan River at the end of Goode Street in South Perth.</i>
<i>AROCA club night – sunset run and dinner</i>	<i>Thursday 4<sup>th</sup> February 2021</i>	<i>Greg Smith &amp; Richard Peirce</i> <b>POSTPONED</b>	<i>This event had to be postponed due to a sudden Covid-19 lock-down in the Perth area in the first half of February.</i>
<b>March AROCA club night at WA Light Car Club, Bayswater</b>	Tuesday 2 <sup>nd</sup> March 2021.	Sam Calabro	Presentation and discussion on 105s restoration led by John Reed. (Wine, Beer & Pizza provided by the club.)
<b>AROCA club night - sunset run and dinner, Marmion Anglers Club</b>	Thursday 11 <sup>th</sup> March 2021	Greg Smith & Richard Peirce <b>NOTE NEW DATE</b>	Delayed sunset run. TryBooking reopened for additional attendees (i.e., for those who don't already hold tickets originally dated for Feb 4)
<b>Cuore Sportivo and Alpine Alfisti runs to McLaren Vale</b>	Vic, NSW and SA, Late March, 2021	Peter Atkinson, AROCA NSW, ACT chapter.	Run by Alpine Alfisti – see brochure later in this issue.
<b>Alfesta McLaren Vale</b>	Easter 2021	Some WA members attending.	See brochure later in this edition.
<b>April Dyno Test Night</b>	Tuesday 6 <sup>th</sup> April	Steve Boyle / Andrew Murray	Opportunity to test your Alfa on Steve's dyno. The club will provide Paella and refreshments.
<b>Mount Ommanney hill climb</b>	Saturday 10 <sup>th</sup> April 2021	VSCCWA	See: <a href="http://www.vscwa.com.au">www.vscwa.com.au</a>
<b>Club run to Northam</b> Motor Sport Festival, via Noble Falls Tavern.	Sunday 11 <sup>th</sup> April, 2020	Steve Sugden	Sunday Club Run breakfast at Noble Falls Tavern at 10:00, en route?
<b>Northam Flying Fifty</b>	Sunday 11 <sup>th</sup> April, 2021	VSCCWA	See: <a href="http://www.vscwa.com.au">www.vscwa.com.au</a>
<b>Shannons Classic Car Show, Ascot....</b> about 1000 cars, inc. 20 Alfas	Sunday 18 <sup>th</sup> April 2021	Andrew Murray / Greg Smith	Are you interested in displaying your Alfa? See announcement below.
<b>Auto Italia Canberra, Exhibition Park, ACT.</b>	Sunday 18 <sup>th</sup> April 2021	Book tickets directly through Auto Italia	Check with Canberra chapter of AROCA NSW for more information.
<b>Kalbarri &amp; Shark Bay Run - extended week-end away. (NEW)</b>	<b>29<sup>th</sup> April until 3<sup>rd</sup> May, 2021</b>	Eddie Bernardi	See brochure below. You need to pay a deposit by Trybooking to reserve accommodation places.
<b>British car day raid to GinGin</b>	Sunday 16 <sup>th</sup> May 2020	TBD	TBD
<b>New Members BBQ &amp; Motor Museum Tour</b>	Sunday in May – date TBD.	Who	BBQ/tour at Wightman Park Motor Museum. New Members' Alfas display.
<b>Albany motor sport long weekend</b>	5 <sup>th</sup> & 6 <sup>th</sup> June 2021	Andrew Murray	Sunday night dinner in Albany for event attendees.
<b>Young members event (NEW)</b>	TBD	TBD	TBD
<b>Alfa's 111<sup>th</sup> birthday dinner, at the Acqua Viva on Swan.</b>	Saturday 17 <sup>th</sup> July, 2021	Greg Smith	Again booked at Acqua Viva on the Swan. Trybooking to be set up for this event.





<b>Wildflower run, inc. rustic pizza lunch</b> at Gargagnos, Bullsbrook.	Late August or early Sept.	Eddie Bernardi, Greg Smith	Timing is important for this event for best wildflowers showing. Trybooking link will be set up.
<b>AROCA WA AGM</b>	Tuesday 7 <sup>th</sup> Sept. 2021	Andrew Murray	AGM at WA Light car club, Bayswater - food & refreshments provided.
<b>Rotary Italian Car Day</b> , Mulberry Estate	Sunday 7 <sup>th</sup> November	Andrew Murray	Date now scheduled, other details to come
<b>Annual Pasta Run</b>	Sunday mid-Nov.	TBD	Date and details to come
<b>Annual Christmas lunch</b>	Sunday 5 <sup>th</sup> or 12 <sup>th</sup> December	TBD	Date and details to come
<b>TO BE ANNOUNCED</b>			
1st Tuesday events each month in 2021	TBD, after May 2021	Club night events in development	Let the committee know of new ideas for club nights that you may have.
Other runs/EMRs	TBD	TBD	Always seeking new volunteers to help organize these events.
New Events	TBD	TBD	Please offer your ideas for new events & other meeting concepts.

## AROCA WA'S 3<sup>R</sup>D SUNDAY INFORMAL RUNS CONTINUE IN 2021

**DATE:** Every third Sunday of the month

**TIME:** 09:30am for coffee with a 10:00am tour departure

**STARTS FROM:** Boatshed café, South Perth. See: <https://goo.gl/maps/KVSxLuP4Atx>

Every 3<sup>rd</sup> Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park near the Boatshed café and the water ramp in the foreshore park. These informal trips depart soon after 10:00am. A run can commence once participants decide to depart from this starting point. Either individuals or groups can do so as soon as they like after 10:00.



Photo by Remi Dargagnan

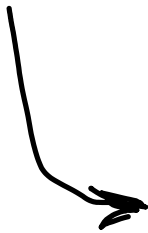
**Recently, the WA government decided that their proposed changes to Code 404 will not be put into effect.**

**Therefore, this informal monthly event will continue as per normal.**



## THURS 11 MAR 2020 CLUB NIGHT SUNSET COASTAL DRIVE & ITALIAN BUFFET DINNER

*Meet in car park on the North Mole Breakwater towards the ocean end of Rouse Head*

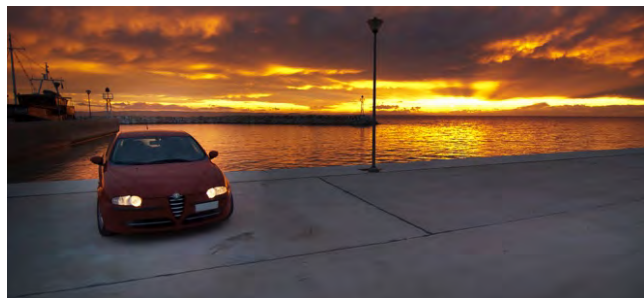


**DATE:** Thursday 4<sup>th</sup> February, 2020.

**STARTS:** 17:45 (i.e., 5:45PM) sharp.

**MEET:** Car Park on North Mole at the end of Rouse Head, Fremantle.

*Map shows meeting point near the end of North Mole breakwater for Fremantle harbour views. Instructions re how to get to North Mole appear immediately below.*



**START POINT:** North Mole Car Park, Fremantle ..... See map above.

*From Stirling Highway in North Fremantle, turn onto Tydeman Road, heading west towards the Ocean. At T-junction, Tydeman Road ends. Turn left at the T onto Port Beach Road. After 1.0 km, heading south on Port Beach Road, turn right, just before the Caltex service station on the right, at the T-intersection onto North Mole Drive (note there is no direction sign there). After another 1.0 km, pass Carnegie Wave Energy. Proceed adjacent to ocean rock wall as the*



# ALFA OCCIDENTALE

Issue 46, March 2021



road narrows for the next 1.0 km. Arrive at North Mole carpark. Park your Alfa facing in, to form a row of cars for club photos before our sunset drive departure.

**DRIVE TO:** Our sunset drive will be mostly along the coast, from Fremantle via Cottesloe, on to Swanbourne, then inland to Perry Lakes and Raebold Hill, back out to City Beach, along the coast again to Scarborough and Trigg, watching the sunset as we near Marmion Angling and Aquatic Club (MAAC); the location for our February 2021 club-night and buffet dinner.

**DINNER:** **At MAAC, Marmion.** Two course buffet dinner: Antipasta appetizer, then your choice of buffet meals in a private Alfa club dining room at Marmion Anglers Club while we watch the sunset. The dinner price is \$42.00 per head. All drinks are available at Anglers Club bar prices.

**BOOKING:** Via TryBooking at: <https://www.trybooking.com/BNQVY>

Trybooking for this event has reopened, but it is only for those who don't already hold tickets that are dated for the earlier date, Feb 4. It will close at COB on 4<sup>th</sup> March.



If you can't get to Fremantle in time for the start of the sunset run drive, you could still go directly to Marmion and meet the tour group there for dinner around 6:45pm. Book using the above TryBooking link, but please also advise the club secretary of your plans.



## Alfisti Autumn Tour 2021

*“Cuore Sportivo”*

Wednesday March 10<sup>th</sup> to Sunday March 14<sup>th</sup>



The Cuore Sportivo is an Alfisti Autumn Tour running through *The Man from Snowy River Country*, the *Victorian High Country* and the *Victorian Alps* - travelling along iconic roads, through sensational scenery and visiting a number of venues offering epicurean delights.

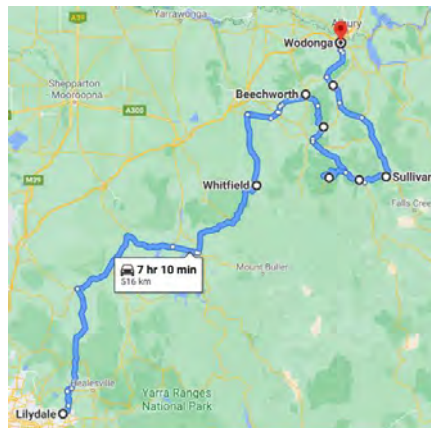
*This Tour was originally planned to include an excursion into the Snowy Mountains, but due to the uncertainties surrounding border crossings, it will now be conducted entirely within Victoria. Should the borders be open, there may be a separate “Forays in the Snowys” Tour in April.*

**Wednesday 10<sup>th</sup>:** Meet in Lilydale: travel through the *Man From Snowy River Country* and the King Valley to Beechworth. Lunch will be in Whitfield in the King Valley. Dinner and overnight in Beechworth.

**Thursday 11<sup>th</sup>:** **Beechworth to Wodonga:** via Mt Buffalo (the view over the Ovens Valley is stunning!), on to Bright for lunch with a short stop at Tawonga Gap (watching out for crazy cyclists and suicidal photographers!) Dinner & overnight in Wodonga – with a delight in store for Alfisti gourmands.



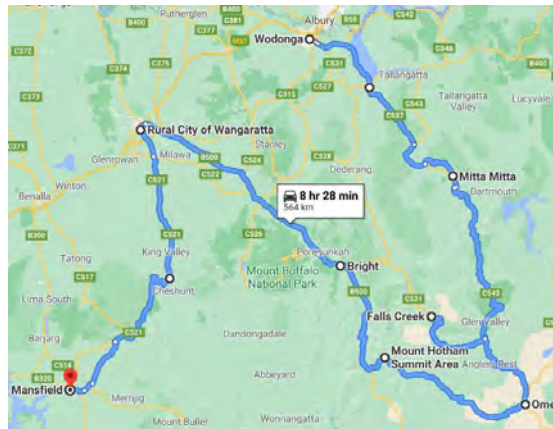
Left: Founder of the Alpine Tours at Mt Hotham



**Friday 12<sup>th</sup>:**  
**Wodonga to Falls Creek**  
via Mitta Mitta (for a gastro-pub lunch)  
With an optional walk to Wallace Hut on the Bogong High Plains, subject to weather and timing.

**Saturday 13<sup>th</sup>:**  
**Falls Creek to Wangaratta**  
via Anglers Rest, Omeo, Mt Hotham for lunch, and an afternoon coffee stop in Bright.

**Sunday 14<sup>th</sup>:**  
**Wangaratta to home?**  
via the King Valley with lunch in Mansfield.



**Enquiries** to either Clyde: [939register@AlfaClubVic.org.au](mailto:939register@AlfaClubVic.org.au) or Peter: [Alpine.Alfisti@gmail.com](mailto:Alpine.Alfisti@gmail.com)

Send your **Expression of Interest** (Eoi) for the Tour to Peter: [Alpine.Alfisti@gmail.com](mailto:Alpine.Alfisti@gmail.com)  
(Include driver & navigator names, a contact email and the name of your residential town or city)

On receipt of your Eoi, full details of the Tour and how to Register will be forwarded to you.

Mail: GPO Box 1332 Canberra ACT 2601

Email: [Alpine.Alfisti@gmail.com](mailto:Alpine.Alfisti@gmail.com)

Web: <https://AlpineAlfisti.org.au>





## AROCA WA'S GRAND TOUR TO KALBARRI & SHARK BAY 29<sup>th</sup> April until 3<sup>rd</sup> May 2021.



Club Treasurer, Eddie Bernardi, has organized a driving tour for AROCA WA Members and their Partners. Our 2021 Shark Bay expedition will travel via a stopover at Kalbarri, on to Denham and Shark Bay. On the return route, the overnight stopover will be at Dongarra.

This multiday tour will provide an anchor event for the coming year's 50<sup>th</sup> anniversary year celebrations of the WA Alfa Club. We hope you can join this extended club trip northwards.

### PROVISIONAL ITINERARY:

29 <sup>th</sup> April, 2021.	Depart Perth; drive north via the coast to overnight in Kalbarri.
30 <sup>th</sup> April, 2021	Tour Kalbarri, then drive to Shark Bay, overnight Palm Resort, Denham.
1 <sup>st</sup> May, 2021	Stay on at Palm Resort, Denham. 2-hour Boat Trip to view whales etc.
2 <sup>nd</sup> May, 2021	Drive from Shark Bay back south to Dongarra, overnight at Dongarra.
3 <sup>rd</sup> May, 2021.	Continue from Dongarra, returning to Perth.

### ACCOMMODATION & BOAT TOUR:

Accommodation costs will be about \$110 per couple at both Kalbarri and Dongarra, but \$190 per night at the Shark Bay resort in Denham. The ocean whale watching cruise costs about \$200 per couple; i.e., a package total about \$800 per couple (before fuel costs, food, etc.)

### RESERVATIONS HAVE CLOSED FOR THIS GRAND TOUR FOR WA ALFAS:

But, if you are reconsidering an interest in joining the group, please contact the club.



## OTHER MONTHLY EVENTS

Classic Cars & Coffee is held at UWA's Business School Carpark on Hackett Drive, Crawley. **The next meeting is on Sunday 21<sup>st</sup> February 2021.**

# CLASSIC CARS & COFFEE



**8.30 - 10.30am**

**Sunday, February 21**

**Next: March 28, April 25 (afternoon)**

**May 23, June 20, July 25, August 22, Sept 26, Oct 17, Nov 21, Dec 26**

[classiccarsandcoffee.com](http://classiccarsandcoffee.com)

## AROCA WA COMPETITION EVENTS CALENDAR 2021

Date	Time	Organisation/ website	Event	Entry Closing Date
5 <sup>th</sup> Dec. 2020		Vintage Sports Car Club WA. <a href="http://www.vscwa.com.au/">http://www.vscwa.com.au/</a>	Hill Climb and Vintage Stampede	Completed December 2020
21 <sup>st</sup> Feb. 2021	08:00 am	Triumph Sports Owners Assoc of WA Inc. <a href="https://tsoa-wa.com/events/">https://tsoa-wa.com/events/</a>	Autokhana, Cycle Dome, Midland	15 <sup>th</sup> February 2021
16 <sup>th</sup> Mar. 2021	07:00	Jaguar Car Club of Western Australia. <a href="https://www.jaguarclubofwa.com.au">https://www.jaguarclubofwa.com.au</a>	Regularity, Barbagallo	
20 <sup>th</sup> Mar. 2021	TBA	Triumph Sports Owners Assoc of WA Inc. <a href="https://tsoa-wa.com/events/">https://tsoa-wa.com/events/</a>	Point-to-Point, Barbagallo	
5 <sup>th</sup> Apr. 2021	TBA	Vintage Sports Car Club WA. <a href="http://www.vscwa.com.au/">http://www.vscwa.com.au/</a>	Northam Flying 50/ Regularity	
29 <sup>th</sup> May 2021		Vintage Sports Car Club WA. <a href="http://www.vscwa.com.au/">http://www.vscwa.com.au/</a>	Albany, Mt Clarence/Hill Climb	
30 <sup>th</sup> May 2021	TBA	Vintage Sports Car Club WA. <a href="http://www.vscwa.com.au/">http://www.vscwa.com.au/</a>	Albany Classic/Regularity	

*Later events this year will be notified in future editions of the magazine.*



The background of the poster is a collage of images related to classic cars and racing. It includes a checkered flag, a green shield with a white 'S' and the word "SHANNONS", a close-up of a car's front end, a car wheel, and a car's headlight. The overall color scheme is dominated by shades of blue and green.

# 2021 CLASSIC CAR SHOW

## ASCOT RACECOURSE

### SUNDAY 18 APRIL

**ADULTS \$10, AGES 16 & UNDER FREE!**  
**10AM - 3PM • FREE PARKING**

PROUDLY POLISHED, FUELED AND ROLLED OUT BY:

SHANNONS INSURANCE  
SHARE THE PASSION

COUNCIL OF MOTORING CLUBS OF WA

EVENTS AT ASCOT

Richards Tyrepower





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

## Alfesta 2021

on the Fleurieu Peninsula!

The AROCA Nationals  
return to South Australia  
1st-5th April 2021

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



For more information, go to:

[www.alfesta2021.net](http://www.alfesta2021.net)  
email: [alfesta2021@alfaclubsa.org.au](mailto:alfesta2021@alfaclubsa.org.au)



SCAN ME

**IT IS GETTING TO BE VERY LATE IF YOU STILL WANT TO BOOK !**



## FINANCIAL REPORT MID - FEB '21

### Treasurer's Report, dated Thursday 18<sup>th</sup> February 2021



#### ALFA ROMEO OWNERS' CLUB of AUSTRALIA (WA Division) Inc.

##### Treasurer's Report as at 18th February 2021

Opening Balance b/f 21/1/2021 \$3,700.60

#### INCOME

##### Memberships

31/01/2021	Neil Harmon		\$80.00	
4/02/2021	Peter Blyth		\$80.00	
12/02/2021	Leone Lopresti		\$80.00	\$240.00

2/02/2021	Trybooking SharkBay Tour			\$1,300.00
	Trybooking MAAC Sunset Run			\$1,806.00

<b>Interest Received</b>				0
<b>Total Income</b>				<b>\$3,346.00</b>

#### PAYMENTS

2/02/2021	Trybooking Fees			\$77.65
18/02/2021	Lite Car Club	Inv 2021 Jan-March Rent		\$135.00

<b>TOTAL PAYMENTS</b>				<b>\$212.65</b>
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**Net Movement** **\$3,133.35**

Closing Cash Book Balance \$6,833.95

Closing Balance Westpac 18/02/2021		\$6,833.95
	Reconciliation Variance	\$0.00

#### INVESTMENT ACCOUNT

Opening Balance b/f 21/01/2021	\$14,179.58
Interest Received 31/01/2021	\$0.45
Closing Balance c/f 18/02/2021	\$14,180.03

**TOTAL FUNDS AVAILABLE** **\$21,013.98**

EDDIE BERNARDI  
TREASURER  
18th February 2021





## NEW MEMBER APPLICATION AND CURRENT MEMBER RENEWAL

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

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

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

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

The annual fee continues to be \$80.00 for the financial year, 2020/2021. **Please note that AROCA WA membership renewal for all existing members falls due on 30<sup>th</sup> June each year.**

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

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



**Account Name: AROCA WA.  
BSB: 736-054  
Account No.: 070313.**

*(Do note that, if you are paying electronically, then you should include your surname in the payment reference and also advise the club of your payment via a separate email.)*

**Membership Fee: \$80 (1<sup>st</sup> July 2020 – 30<sup>th</sup> June 2021)**

**Associate Mbr Fee: \$80 (1<sup>st</sup> July 2020 – 30<sup>th</sup> June 2021)**

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

Andrew Murray.  
President, AROCA WA.





FIRST NAME(S): \_\_\_\_\_

SURNAME: \_\_\_\_\_

PARTNER'S NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_. POSTCODE: \_\_\_\_\_

LANDLINE: \_\_\_\_\_ MOBILE: \_\_\_\_\_

EMAIL: \_\_\_\_\_

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

MEMBER NUMBER: \_\_\_\_\_

CURRENT MEMBER: YES NO

PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: \_\_\_\_\_

**ALFA ROMEO (AND OTHER VEHICLES) OWNED:**

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

Please complete the above form and email it to AROCA WA at [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)

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

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



## OWNER DECLARATION – CODE 404 CONCESSIONAL VEHICLE LICENCE

I declare that the vehicle, as listed below, is in factory standard specification. I acknowledge that, if the vehicle is modified, then 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](mailto:secretaryarocawa1@gmail.com)***



## DRIVING YOUR CONCESSIONALLY LICENSED ALFA

Dear AROCA WA Club Members,

The WA Alfa Club reminds you, particularly if you are a member who drives a concessionally licensed Alfa Romeo, that Code 404 concessional registration still allows you to drive your car on *AdHoc* day trips.

You can do this, at any time, provided you submit to the club a completed trip application form; a blank copy of which appears on the following page. Note that DOT maintains that *AdHoc* trips can only be for a one-day duration. If you intend to be on a multi-day trip, then, separate trip application forms will be required for each day of your trip.

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

- Taking your car out for repairs and maintenance.
- Driving within a 30km radius of your registered address for the purpose of routine maintenance (e.g., keeping the car running reliably, battery charged, refuelled, etc).
- Attending any advertised Alfa club event, or another Car Club's formally advertised event.

The Club Committee recommends that you make best use of your Alfa with the eased Covid 19 virus related conditions in WA, but be sure to continue practicing "social distancing", if you leave your car during the trip.

Regards,

Greg Smith  
AROCA WA Secretary



*At a tour stop during the Alpine Alfisti's 2018 "Grampians Gallivant" weekend in Western Victoria.*

**ONE LAST YOUTUBE LINK:**

[https://www.youtube.com/watch?v=P\\_tUhnOh12Y](https://www.youtube.com/watch?v=P_tUhnOh12Y)





## “ D R I V E M Y C A R ”

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

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

**MEMBER’S FIRST NAME(S):** \_\_\_\_\_

**MEMBER’S SURNAME:** \_\_\_\_\_

**MOBILE PHONE:** \_\_\_\_\_

**AROCA WA MEMBER NUMBER:** \_\_\_\_\_

**VEHICLE TO BE DRIVEN:**

VEHICLE	BUILD YEAR	REGISTRATION PLATE	CONCESSIONAL REGO. @ AROCA WA

**TRIP DETAILS:**

**TRIP DATE:** \_\_\_\_\_  
(DD / MM / YYYY)

**DESCRIPTION:** \_\_\_\_\_  
*Purpose of trip in a few words only.*

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

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

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



## PROFILES OF AROCA MEMBERS PUBLISHED IN PAST ISSUES

A directory of profiles already published in Alfa Occidentale appears below. Most come from interviews with individual WA Alfa Club members, both long-term and new. Some others are from elsewhere. The profiles are available on the club's website where all back copies of Alfa Occidentale are available on-line. See <https://www.alfaclubwa.com.au/newsletters/>

Profile	Issue #	Page	Comment
Glen Phillips	5	22	<i>Glen is AROCA WA's life member #2. He is a club hero of both the WA Alfa &amp; WA Fiat/Lancia clubs – both are surprised by how much Glen is involved in the other.</i>
Bruce Thomas	6	20	<i>Bruce is an AROCA WA foundation member. He has owned his beautiful green 105 GT since he bought it brand new while he was working in the UK.</i>
Norm Craven-Kelly	7	15	<i>In this article, Bruce Thomas recalls the late "Il Presidente", a key founding member in both the Vic. &amp; WA AROCA divisions and a larger-than-life character.</i>
John Schoen	9	17	<i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>
John Court	12	21	<i>Renovator of Alfas, classic British cars and an owner of old military vehicles, many of which he keeps in his own lock-up factory, south of Fremantle.</i>
Andrew Murray	13	24	<i>Andrew is the present AROCA WA president. The owner/past owner of very many important Alfas and other classic cars. He is the club's walking encyclopaedia on all matters Alfa Romeo – and especially if these matters might concern any 105s.</i>
Michael Barrenger	15	8	<i>Michael Barrenger writes about his "Alfettish" and how he has acquired his much sought-for cars which are now in renovation or at various levels of modification.</i>
Leon Cottle	18	21	<i>The AGOG founder (Alfa GT Owners Group), AROCA Vic Goldfields group convener and a serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>
Greg Smith	19	13	<i>Greg recalls his Alfa 75 QV ("Milano") in the snowy winters of New Jersey and its sad demise on the NJ Turnpike (on his birthday, but now 25 years ago!)</i>
Ivan Olsen	19	15	<i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa after he arrived in Perth in 2009.</i>
Ugo Sivocci	25	13	<i>This Alfa racing driver of the early '20s was an originator of the Quadrifoglio Verde badge. The absence of that lucky charm coincided with his death while driving.</i>
Keith Martin	28	8	<i>The founder of "Sports Car Market" magazine, long time multiple Alfa owner, famous US car concours judge and appraiser, talks about suffering a recent stroke.</i>
John Reed	33	7	<i>Former Royal Navy engineer, John has built a 105 GTA replica and has also fully renovated his favourite Giulia Sprint GT – not just once, but twice!</i>
Paul Blank	34	10	<i>Paul is a confessed lover of all types of classic cars, the owner of many, and an Alfa owner too. He is WA's classic motoring events organizer extraordinaire.</i>
Keith Martin (update)	35	24	<i>Keith describes how he really needs to replace his long preferred manual Alfas with automatic classic cars due to the limitations caused by his stroke.</i>
Rachelle Domansky	36	10	<i>Rachelle says: "At last, a female is profiled among all those male Alfa car addicts!" She owns a white Duetto named "Audrey". Her interview appears in issue 36.</i>
Piero Pagano	37	13	<i>Piero is a new WA AROCA member, but his love of cars started very early. His career has always been in automotive electrics.</i>
Scott McKivett	38	10	<i>Scott is also new to AROCA WA. He is an auto mechanic with a life-long love of cars and is currently restoring his 1973 105 GTV.</i>
Anita Percudani	40	10	<i>Anita joined AROCA WA in 2018. She has owned her 1969 Alfa 105 GT Junior since she first qualified for her WA driver's license.</i>
Kyle Atwood	42	14	<i>Kyle is a new AROCA WA member who drives a 2003 Alfa spider. His hobby is automotive photography. He has made numerous, impressive car photoshoots.</i>
Peter Mathews	44	22	<i>Peter became the national coordinator of AROCA in early 2020. He has been the owner of some very well-prepared Alfa Romeos over a long period.</i>
Someone you know ?	When ?		<i>We are keen to interview other Club members for this series of member profiles.</i>