

ALFA OCCIDENTALE

Issue 54, October 2021



1962 Alfa Romeo Giulietta



1957 Alfa Romeo SVZ-1400

This is the **54th edition of ALFA OCCIDENTALE**, the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). It includes current information regarding the WA Alfa Club's upcoming activities.



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AROCA WA PROGRAM FOR 4Q 2021

- The latest version of the 2021 calendar for the Club is provided in this edition.
- On Sunday 3rd October 2021, about 18 AROCA members attended the Como Rotary's annual Classic Car Show, held at Wesley College in South Perth. Most of the attendees also enjoyed a great brunch at the nearby Secret Garden café. Fourteen Alfas were displayed during the day. A photographic record of this event appears below in this issue of the magazine.
- Below, a number of upcoming events and meetings is listed that you should note in your calendar. Details of these meetings are also outlined later in this edition of the magazine in various brochures and announcements. Note the following in particular:
 - On Sunday 17th October 2021, our club run will travel down to the Annual "fly-in" at Serpentine Airfield. WA Alfa club members should meet at the main car park of Kings Park at 09:00, leaving promptly by 09:30 on a club run to the Sport Aircraft Builders Club's annual event at Serpentine. Either bring your own picnic lunch, or buy your lunch at the airfield (but note that food options there may be limited).
 - On Tuesday 4th November 2021, a brief Italian Car Display at Trinity College will be held. This display of Alfas, Fiats, etc., runs from 12:45 until 13:30. It is held each year in support of Italian language classes at the school. If interested, contact Greg Smith.
 - The Northbridge Rotary Club's annual Italian Car Day, "Bella Italia" is being held again at Mulberry Estate in the Swan Valley on Sunday 14th November 2021. Bring your Alfa(s) along to this wonderful event for a great turnout of AROCA WA members' cars. See details below in this magazine edition.
 - The annual "Celebration of the Motorcar" classic car show is set for Sunday 28th November at the Cottesloe Civic Centre. This great event runs from 10:30 until 15:30.
 - The Annual "National Pasta Run Rally" has been scheduled on Sunday 5th December with the lunch to be held in the Swan Valley. The WA Ferrari club is this year's organizer. Look for details to be announced soon.
 - Given the revised December date of the Pasta Run for 2021, AROCA WA is postponing its usual December Sunday club run and Christmas lunch out into the new year.
 - The 50th anniversary dinner of AROCA WA will be held in mid-February 2012 at a new location for the club. This gala Jubilee event is a unique occasion, occurring only once in 50 years and should not be missed by anyone in the WA Alfa club.
 - Alfesta 2022 will be held at Port Macquarie in NSW over Easter. An article on the 2022 event and the post-Alfesta tour is included later in this edition of the magazine.





COMO CLASSIC CAR SHOW

Sunday 3rd October, Wesley College, South Perth



When the morning dawned on Sunday 3rd October, it had been very cloudy and wet overnight. As cars arrived at 08:30, it did look like more rain was heading east from the coast. But the weather gradually fined up to become a sunny, though not too warm, day. However, the threat of a damp day had its effect, with car numbers reduced at this year's event when compared with the 2020 show. However, fourteen Alfa Romeos arrived and were displayed in one long single line – offering the most cars of any one marque at the show. In fact, this WA Alfa Club commitment was recognised during a Como Rotary Club public announcement made as the 2021 Como classic car day display was nearing its end.

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Photos taken at the Como Classic Car Show courtesy of Greg Smith.

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GOODWOOD REVIVAL 2021

Includes edited content from the www.ClassicDriver.com issue of 20th September 2021.
All photos were provided by AROCAWA's own man-on-the-UK-scene, Andrew Stevens.

The triumphant return of the Goodwood Revival occurred on the weekend of 18-19 Sept. 2021; for many, the most exciting automotive event in the UK calendar. This year didn't disappoint.....



After missing out on attending last year's Goodwood Revival for obvious reasons, many attendees were over the moon to be back at the Goodwood Motor Circuit in mid-September 2021, soaking up the sights and sounds - plus the smell of race fuel!



In a side note from Andrew Stevens, he noted that the starting price for one of the two Spitfires shown at Goodwood (seen in damp conditions in the above photos) was £3 Million. Of the two shown above,

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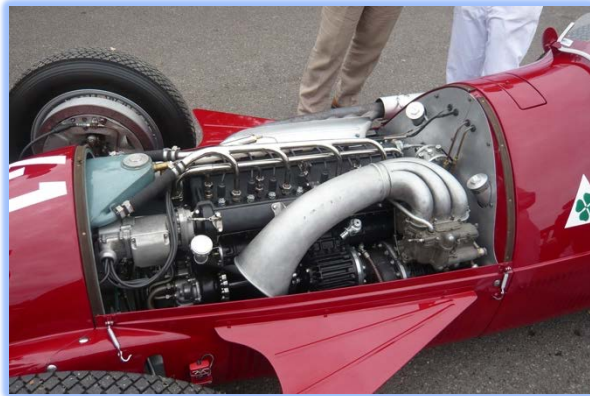
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one Spitfire actually had seen World War 2 service (i.e., not just post WW2.) That one was valued at £4 million (plus), which Andrew assumed might also include a full rebuild back to airworthy condition.



Another highlight that the article in ClassicDriver.com pointed to was seeing the return of British Racing Motors, which celebrated the 70th anniversary of its first Grand Prix appearance with not one, but two brand new BRM V16s, both of which looked as though they had been plucked straight from the 1950s.



While seeing the two V16s side by side in pristine condition was very special, it paled when compared to the aural overload of hearing all 32 cylinders screaming past at full chat as the cars charged up the start/finish straight.

BRM wasn't the only automotive legend to make a comeback this weekend, however, as the largest assembly ever of Sterling Moss's competition cars was paraded around circuit, including the jaw-dropping Mercedes-Benz 300 SLR, in which he won the 1955 Mille Miglia, at an averaged 98 mph.

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There was certainly plenty of car racing to enjoy too. The ClassicDriver.com writer's personal highlights included the John Whitmore Trophy, in which he saw an angry swarm of 30 Mini's attacking the tarmac.

Another great event was the Royal Automobile Club's TT Celebration, featuring driving legends including former F1 world champ, Jenson Button, and Le Mans vet, André Lotterer. These two drivers duked it out in one of the most enjoyable races of the weekend.

Nonetheless, it was GT driver, Oliver Bryant, who finally took home 1st place in the race, afterwards driving off with an emphatic burnout in his Cobra to celebrate.

While the automotive action was undeniably memorable, the amazing turnout of people and cars was what made the weekend truly special. Everyone, including celebrities, who joined in on the fun of dressing in period attire, helped to make the event feel like a trip back in time.



After so many hours of petrol-induced endorphins, some wished they could start the weekend all over again. But, as the 2021 Goodwood Revival was ending, all were reminded that they could still look forward to the Goodwood Members' Meeting in only a couple of weeks! ♦



WA FIAT LANCIA CLUB'S 40TH ANNIVERSARY DISPLAY AT UWA

AROCA WA club member and keen auto photographer, Kyle Attwood, attended Classic Cars & Coffee at UWA in August to photograph the WA Fiat/Lancia Club's 40th Anniversary celebration display.

The WA Alfa Club congratulates the WA FLC on reaching this milestone anniversary.



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Kyle's 932 series Alfa spider was also seen at the August CC&C at UWA. ♦

Alfa Occidentale is the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division)



AN ALFA LAUNCHED "ROAD & TRACK" MAGAZINE

The "Alfetta" spawned a racing dynasty and Road & Track magazine itself.

Edited from an article by Chris Perkins appearing in www.roadandtrack.com on 10th September 2021. Photos were taken at Alfa's Museo Storico by Davide de Martis.



The Alfas, Maseratis, Delahayes, and Talbot-Lagos that were seen racing along a Belgian-block street course in France's Paris suburb of Saint-Cloud must have seemed intoxicatingly exotic to the small-but-growing number of Americans who had fallen for European sports cars and grand prix racing. The US auto magazine, "Road & Track", was launched in the USA to cater exactly to that group.

It turns out that there is a one-in-six chance that the gorgeous Alfa Romeo you can see above (a car found in the Museo Storico Alfa Romeo) is the exact same vehicle which appeared on the first cover of *Road & Track*, when the magazine's first edition appeared in 1947.

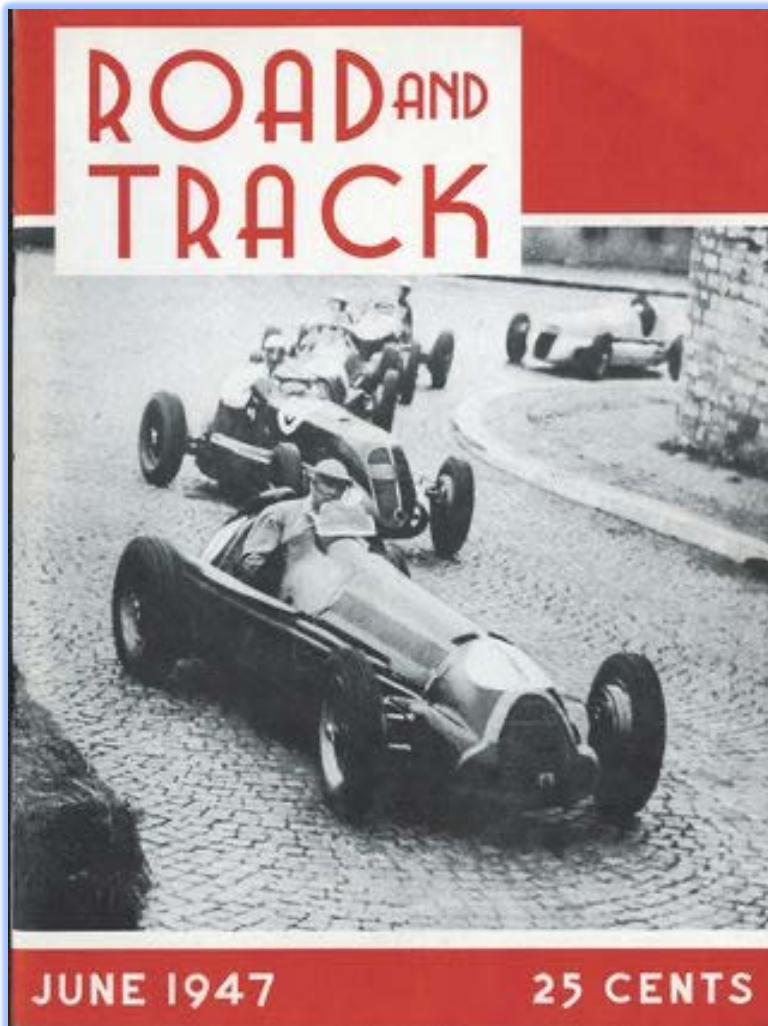
In its first issue, the cover of *Road & Track* featured a photo from the 1946 René le Bègue Cup, a grand prix race of the time that was held in Saint-Cloud, just outside Paris (see overpage). This photo shows the unsung French racing hero, Jean-Pierre Wimille, leading the pack in a works Alfa Romeo 158. At the time, this car was nicknamed "Alfetta" because of its small-displacement engine.

However, it is impossible to know which of the six Alfettas that had been built by Alfa in the 1930s actually had appeared on the magazine's first cover. Alfa had the frequent habit of switching chassis numbers between its cars. This was not an uncommon practice at the time, particularly as old race cars weren't national treasures back then, just outdated sporting equipment.

Alfa had built the first Alfettas in the late 1930s and, reportedly, it later decided to hide them, boarded up in a vault in a cheese factory throughout World War II.

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Once racing resumed in Europe after the war ended, Alfa Romeo dug out its 158s out of the cheese factory. They again became the cars others needed to beat in grand prix races.

In total, the Alfettas, with their supercharged 1.5-liter straight-eight engines, won 47 out of the 54 races into which they were entered - a truly stunning win rate of 87%.

The 158/159 Alfas later also dominated the first two years of Formula 1, when F1 commenced in 1950. The Alfettas delivered World Championship titles for Giuseppe Farina in 1950 and for Juan Manuel Fangio in 1951.

It should be noted that the driver in the adjacent photo, Wimille, eventually had to drop out of the 1946 Saint-Cloud race with a failed clutch. This was in the only race that Alfa lost in that year.

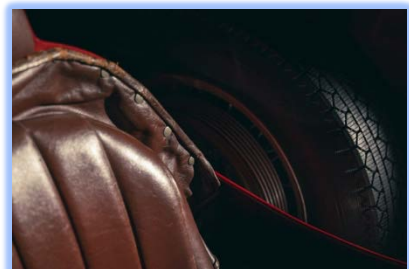
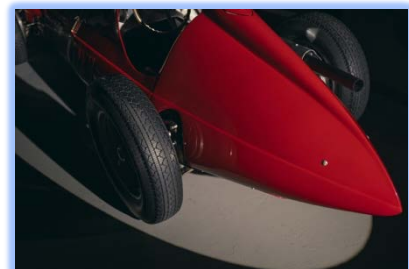
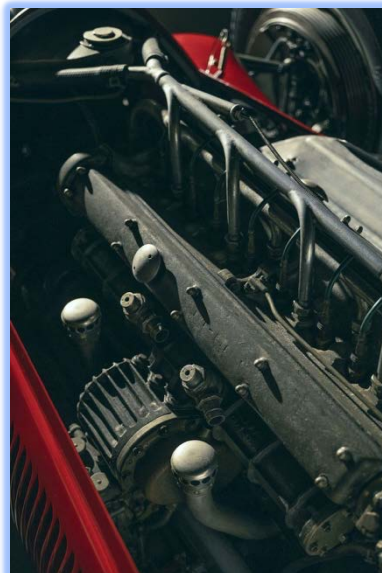


Photo notes: The young Enzo Ferrari, who ran Alfa Romeo's racing team before WW2, conceived the 158. To avoid competition against well-funded German teams, Ferrari embraced a second-tier 'voiturette' class of small-displacement racers. Enzo Ferrari also insisted that, unlike the innovative mid-engine Auto Union racers, the Alfetta should be front-engined.



Before his name became synonymous with Ferrari V-12s, Gioacchino Colombo had designed the Alfa 158's supercharged 1.5-litre inline-eight. It was constructed mostly from a magnesium alloy called 'Elektron'. This engine produced 195hp when the Alfetta first began racing in 1938. However, by 1951, in its final year, the engine achieved about 420hp on a supercharger boost of over 40 psi.

The Alfetta's body, including its gracefully tapered tail, was hand-formed from aluminium. This tail also contained the car's methanol fuel tank. The later, higher-powered Alfettas became very thirsty (managing just over 1 mpg), to the point that Alfa Romeo had to extend the tail in order to fit a larger fuel tank.

As one of the most successful grand prix racing cars of all time, the Alfetta is a star of Alfa Romeo's Museo Storico, even when it is surrounded by all the other legends of Alfa Romeo's historic collection.

There is patina, and then there is the worn and cracked leather of this Alfetta's cockpit. The Alfetta's rearward seat position was so extreme that, in his peripheral vision, the driver could see his car's rear tires.

Road & Track still believes that there was no better car to have on the cover of its first issue. The reproduced cover photo, shown on the previous page, certainly celebrates the joy and beauty of those early days of analogue automotive enthusiasm.

Very obviously though, the cover also reveals that there have been other notable changes since 1947. In fact, buying a copy of "Road & Track" for 25 US cents hasn't been possible for a very long time! ♦

DRIVEN TO EXTINCTION: THE ALFA ROMEO GIULIETTA

Stylish, fine-driving Italian hatchback endured while its FCA stablemates stumbled

Edited from an article appearing in Wheels on 28 June 2021, written by Nathan Ponchard.



After reading the above articles, people might think that the substance of Alfa Romeo's 111-year heritage has been centred around its sporting coupes, the iconic engines and historic race cars. That view ignores a huge part of Alfa's success – which has been in 'bread-and-butter' small cars.

Alfa kicked this off with the super-pretty Giulietta Berlina, back in 1955. Therefore, it is fitting that Alfa's small-car lineage seems to have ended (*temporarily?*) with the death of the [latter-day Giulietta \(2010-21\)](#), although this is not just because both those cars share a name. While it never quite attained the critical highs of the Alfasud, or expanded on the sales fortunes of its immediate predecessors, the 147 and 145/146, the most recent [Giulietta](#) hatch version was a very good car.

This Giulietta series was internally dubbed 'Tipo 940'. The Giulietta was based on the C-Evo platform; a development of the architecture that had underpinned Fiat's lacklustre Stilo (2001-07) and the Bravo/Ritmo (2007-14). Of course, that is an inauspicious beginning for what Alfa had hoped would be a proper premium rival for the [Audi A3](#), [BMW 1 Series](#), Mercedes-Benz A-Class and Volvo V40, although the modern Giulietta benefitted greatly from some substantial improvements, including proper multi-link independent rear suspension.



That additional investment in the Giulietta's suspension dynamics produced a lithe, involving hatchback that truly handled (in some variants better than others), but always with the proper Italian brio.



Some variants also rode and steered better than did others, with those two characteristics usually inversely proportional to each other. The same applied to the choice of engines.

The 88kW 1.4 turbo was a torque-y, effortless delight. While the 125kW version was a keener and fruitier alternative, it also seemed to lag a little down low. With the 173-177kW direct-injection 1.7 turbo from the QV and the later Veloce, the Giulietta acquired a more serious performance level, though perhaps still with not quite enough induction fizz.



There was also the matter of transmissions. Alfa's six-speed manual proved spirited and slick, whereas the six-speed dual-clutch – the only gearbox offered in Australia during the Giulietta's final years - was less satisfying.

What mattered most though, both at the launch of the Giulietta and then well into this Alfa's future, was how the Giulietta looked.



It was designed by Lorenzo Ramaciotti while he was the head of design at Centro Stile in Turin. He gave the Giulietta a timeless shape that remained unsurpassed by any competitor. Even early in 2021, at 11 years of age, the Giulietta still appeared stylish and seductive, just as it was in 2010 on day one.

In spite of all that beauty and a decent level of talent though, it turned out that the Giulietta wasn't the panacea for Alfa's declining market share. In its last full year

of production, the Giulietta achieved a paltry 10,718 sales in Europe; although, that proved to be 30% of Alfa Romeo's total European volume.

Without a suitable replacement player in Europe's lucrative C-segment, Alfa Romeo began to invest much of its energy into the [mid-sized Tonale SUV](#). In the opinion of Wheels magazine this is a shame, because it believes that the beautiful Giulietta did deserve better than that.

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The Giulietta's lunge towards an early extinction began in 2019 when the car's European volume fell below 20,000 for the year. (Its best year sales record had been 78,911, but that was way back in 2011).

To the Giulietta's credit, however, it had certainly outlived most of its Fiat-Chrysler platform relatives.

Australian sales of the Alfa Romeo Giulietta (from 2010 to 2021)

Year	No. sold	Year	No. Sold	Year	No. Sold
2011	526	2015	1,272	2019	169
2012	610	2016	639	2020	120
2013	1,949	2017	389	1Q21*	35
2014	2,258	2018	297	*Jan-Mar 21 only	



T W E L V E S T O R I E D A L F A R O M E O S

Edited from an article in www.robreport.com, written by Robert Ross. All photos are from FCA.

In mid-2020 ago, in honour of the Italian marque's 110th anniversary, the "Robb Report" selected its preferred dozen Alfa Romeo models. Would you choose the same 12 as your most outstanding post-1910 Alfes?





For those who regard style, finesse and balanced performance as the true measure of a car and for whom history and pedigree are also important considerations, there are few automotive marques quite like Alfa Romeo. The Milanese automaker celebrated its 110th birthday in May 2020. Alfa Romeo is older than most other car companies, after surviving two World Wars, some dire financial and fuel crises, not to mention a spate of owners, to most recently become one of fourteen brands held under Stellantis's new corporate umbrella. Despite this chequered past, most Alfa lovers do remain optimistic about the marque's future in a corporation that includes names like Maserati, Fiat, Jeep, Opel, and Peugeot among its 13 other auto brands.

This article, edited from the Robb Report, looks over the past of Alfa Romeo, seemingly from a viewpoint normally associated with a serious connoisseur collector, perhaps as much as that of a classic car collector.

More any other marque in Stellantis's new stable, the Robb Report contends that Alfa Romeo's design legacy has had the greatest influence, independent of its broad accomplishments in engineering or motorsports. While Fiat 500s and Pandas have impacted the European landscape in much greater numbers and Maserati's original Ghibli remains as a high watermark of automotive beauty; from its very beginnings, Alfa Romeo has been a style leader. This is, in part, because, prior to the 1950s, Alfa Romeo was a luxury carmaker. Its chassis were always dressed by the finest coachbuilders in Italy. The sheer variety of pre-war Alfas was staggering. Many of them are staggeringly beautiful too.

When the new era of series production began in the mid-1950s it ushered in the Giulietta (Tipo 101 and 750) which arrived in coupe, spider and sedan forms, as well as numerous special models. Throughout its history, Alfa Romeo has shown how great design can be expressed eloquently, even in a modest city car as much as it can in a masterpiece concept car.

There is no shortage of seductive Alfa Romeos. The company's affiliation with Italian *carrozzerie* goes back to Alfa's beginning and comprises a who's who of Italian coachbuilders and individual designers whose indelible achievements resonate as loudly today as they originally did when their creations were new. These individuals include Franco Scaglione at Bertone, Pinin Farina, Ercole Spada at Zagato and Carrozzeria Touring's Carlo Felice Bianchi Anderloni. Many 'A+' Alfa designs have been created through the decades and that does make it a difficult task to single out just a handful or so.

In a recent virtual presentation, Alessandro Maccolini, the head of design for [Alfa Romeo](#), discussed the origins of the marque's identity; how that starts with its unique front face and the "tri-lobo" grille that flanks a triangular centre with horizontal spears on either side. The shape of an Alfa Romeo has been characterized by certain ideal proportions and so that timeless style is most likely to engage onlookers long into the future. According to Maccolini, there are two principal reasons why customers buy new Alfa Romeos: these are for the exterior styling and for the engine performance. Customers "want 'something else'," he explains.

When asked which was his personal favourite, Maccolini acknowledged the choice was "not easy." Ultimately, it came down to the 33 Stradale, "which represents the perfect proportions of the human body," then the Duetto Spider, and finally, a 21st century tribute to Centro Stile, the Alfa Romeo 8C. Below, the Robb Report has selected its preferred 12; all of which, it believes, well prove that an Alfa Romeo can never be mistaken for any other car.



1 The Aerodinamica

As early as 1914, the 'Aerodinamica' prototype was a radical concept with its novel design based on an Alfa 40-60 HP. This road and race car was produced between 1913 and 1922, made by the company that would eventually become Alfa Romeo. In an age when most cars more resembled rectangular buildings with wagon wheels attached at the corners, *Aerodinamica* featured a teardrop form that attempted to cheat the wind. It was designed by Marco Ricotti of Carrozzeria Castagna, the



Italian coachbuilder that created a number of car bodies for Alfa Romeo up to World War II. This particular egg-shaped oddity could reach a top speed of 86 mph and its inline-four engine developed a then healthy 70 hp.



2 8C 2900 B Lungo

Of all the pre-WW2 Alfa Romeos, for good reason the 8C 2900 remains the most sought-after one by wealthy collectors. Its straight-eight engine was a marvel, designed by Vittorio Jano for racingand winning. Built between 1931 and 1939, the 8C was made in 2.3, 2.6 and 2.9-litre versions. The engine saw duty in monoposto racers, sports racers, road cars and even as a bi-motore racer with two engines placed both the front and rear. This 1938 8C 2900 B Lungo, is now owned by the Alfa Romeo Museum. It features twin superchargers and was bodied by Carrozzeria Touring of Milan, whose examples are considered to be among the most elegant and perfect Alfa Romeos ever made. A 1937 8C 2900 B, with its body by Carrozzeria Touring, took Best of Show at Pebble Beach in 2018.

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3 1900 C52 Disco Volante

If Carrozzeria Touring already seems to be commanding centre stage, the reason is simply due to the designs it produced for Alfa Romeo being unparalleled. The 1900 C52 Disco Volante (or "flying saucer") from 1952 was perfection. Originally designed to compete in sports racing, it was constructed around a tubular space frame and developed in the wind tunnel to achieve a low drag coefficient in crosswinds. Power came from Alfa's 1.9-litre inline-four engine. The car remained largely an experiment, with only three made, one of which was converted into a coupe. Two more examples of the spider were eventually built, each powered by a six-cylinder 3.5-litre engine. The original 2.0-litre spider and coupe are in the Alfa Romeo Museo Storico.

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4 Giulietta Spider

Alfa Romeo entered the age of series production in 1954, building a range of convertibles, coupes and sedans on its production line. One of these is the attractive Giulietta Spider and it is probably the most loved of all. Designed by Pinin Farina, it has a sensational aesthetic that, in comparison, made German and British competition of the day appear antique. The Giulietta Sprint was the companion of the 2+2 coupe designed by Franco Scaglione of Bertone. While the coupe is one of this brilliant artist's more understated designs, it has endured the test of time and is seen as a true connoisseur's Alfa Romeo. Gradually, its engines grew in displacement from 1.3 to 1.6 litres, with minor restyling changes keeping things fresh through to 1965.

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5 Giulia 1600 Sprint Speciale

The Alfa Romeo Giulia 1600 Sprint Speciale was presented at the Turin Motor Show of 1957. Thereafter, its production began in 1959. This jewel-like sports car was another of Franco Scaglione's exceptional inventions during his time with Bertone. It is easy to see reflections of the Disco Volante in this design and perhaps also, with some imagination, the unequalled B.A.T.s 5, 7 and 9; all



earlier designs by Scaglione. If this isn't the most delectable Alfa Romeo of its era, then it certainly comes very close. The first 101 examples were in a "low nose" specification, satisfying the 100 car requirement needed to homologate the model for FIA motorsport regulations. A total of 1,366 Giulietta Sprint Speciales and 1,400 Giulia Sprint Speciales were produced through to 1963.



6 Giulia TZ2

While the 1960 Giulietta SZ Coda Tronca (or "cut-off trunk") wore a Zagato body and was a little terror on the track, its larger sized successor, the Giulia TZ2 of 1963, was a full-fledged aerodynamic exercise by Zagato's Ercole Spada. The TZ2 was as strikingly beautiful as it was aerodynamic. TZ, or "Tubulare Zagato", was a design advance over the Coda Tronca concept, incorporating a Kamm-tail rear end, named after the German auto aerodynamicist, Wunibald Kamm. Other cars like Ferrari's

250 GTO and Porsche's 904 employed similar solutions, but none matched the aesthetics of the TZ2.



7 Giulia Sprint GTA

The brilliantly designed 1963 Giulia GT was the creation of a young Giorgetto Giugiaro for Bertone. The first step-nosed designs evolved into a design that soldiered on until 1976, ending with the 2000 GTV. Remarkably, while this successor to the Giulietta Sprint preserved the proportions and refinement of Scaglione's design, Giugiaro modernized it in every way. In contrast to the preferred boxy sport coupes of its era, such as the BMW 2002 and Datsun 510, the GTV was another elegant Italian masterpiece. The

Giulia Sprint GTA (shown here) was derived from the road-going model to become a capable and highly collectible race car in its class.



8 'Duetto' Spider 1600

Who doesn't love the 1966 Duetto Spider 1600? In the film *The Graduate*, Dustin Hoffman often chases his future bride in a red one, forever cementing this cigar-shaped spider in the public's consciousness (not that this was the Duetto's only featured movie role ever). Throughout the 105 series of the Spider, it appeared in various guises. Built between 1966 and 1994, this tiny convertible carried the Alfa flag. At times the banner perhaps wasn't bold enough to triumph during an era when power and gristle

sometimes trumped elegance and class. The last of the 105 series of Spiders was a beauty. It is well worth considering as a hidden gem among more modern collector classics, even though none of these 105 Spiders was quite as pure and elemental as the original Duetto design, which remains a quintessential expression of Italy's most carefree automotive epoch. Is the Duetto Spider 1600 one for the ages? Absolutely.



9 Tipo 33 Stradale

The Alfa Romeo Tipo 33 Stradale (Italian for "road-going") was constructed entirely by hand. Powered by an Alfa 2.0-litre V-8 engine, it was tuned for competition and its motor was mounted midship. Hypothetical arguments often occur amongst dedicated Alfisti, positing which is the greatest and most beautiful Alfa Romeo ever made. The most frequent outcome of such discussions is agreement that the 33 Stradale, designed by Franco Scaglione, is that car. Whether it is the most beautiful car



made during the second half of C20th (and beyond) can always be debated, although the Tipo 33 Stradale will definitely end up high on the short list every time. In itself, the Stradale was short and light. Standing only 39 inches tall, it was a tortuous one inch lower than the Ford GT40. Nonetheless, this diminutive vehicle still commands incredible attention levels today; certainly a testament to its designer. Between 1967 and 1969, only 12 examples were ever built. It is important to remember that the Stradale was built to perform and it was one of the first true supercars with its top speed of 162 mph.



10 Carabo

The Alfa Romeo Carabo concept car was built on a Stradale 33 chassis. It was designed by Marcello Gandini and unveiled at the 1968 Paris Motor Show. His designs for Bertone clients during this fertile period amounted to some of the most creative output in automotive history, including landmark production cars such as the Lamborghini Miura and Countach, and some even more far-afield concepts, including a gullwing-doored Lamborghini Marzal and the Lancia Stratus Zero.

Gandini's Alfa Romeo project afforded him ample opportunity to further explore his 'wicked wedge'. The name Carabo is derived from the Carabidae family of ground beetles; some of which are a brilliant metallic green in colour, with a few exotic species also having striking orange edges on their hind-wing covers.



11 Iguana

'Iguana' is an amusing name for a beautiful concept car. It was designed in 1969 by Giorgetto Giugiaro, then working in his recently founded firm, Italdesign. This car was one of the great designer's first independent creations, following his wild, three-seat Bizzarrini Manta of 1968. Like the Alfa Romeo 33 Stradale, the Iguana was powered by a 2.0-litre V-8 engine, again mounted midship. Its bodywork was finished in a symphony of silver and raw metal. References to this designer's past creations, such as the De Tomaso

Mangusta, also seem evident in the Iguana. Few car designers ever pushed the limits as far as did Giugiaro though; testament to a creative fission that boiled over at times, inspiring him to create one great car after another for well over a decade. This silvery reptile is another current resident of the Alfa Romeo Museo Storico.



12 8C Competitions

It took some time for Alfa Romeo to create yet another masterpiece. Eventually, when it arrived, the 8C Competizione was exactly that. First unveiled as a concept car in 2003, it was produced between 2007 and 2009. The seductive 8C was only built as a limited-production car, designed by Wolfgang Egger at Alfa's Centro Stile. It centrally featured in a brief new age of performance and style for Alfa Romeo. Power for this 8C model came from a 4.7-litre Ferrari-Maserati V-8 engine, with

the body an engineering study in carbon fibre composite. Only 500 examples were ever made. Another 500 units of a later Spider version of the 8C followed on through into 2010. However, in the eyes of the purists, the 8C Spider was not nearly as beautiful as its slightly older cousin, the coupe.

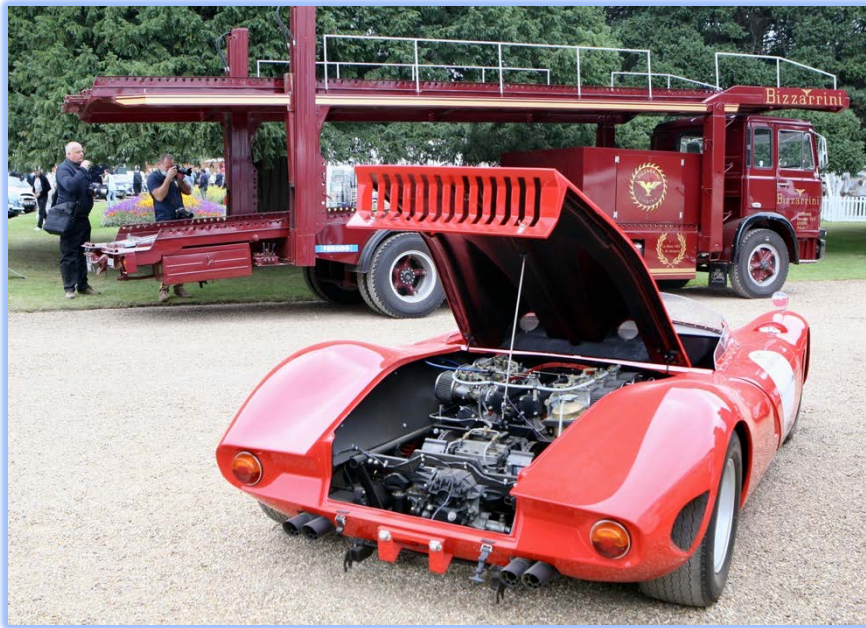
Of course, you may have preferred to see certain other Alfa Romeos enhancing the Robb Report's list of 12. Do you think that your selection criteria might differ from those of Robert Ross? During some previous reading of a few issues of the Robb Report, I have wondered if Ross may have a preference for the type of coveted collector's acquisitions where the ownership itself could seem to be more important than is the ability to use and experience the items owned. Perhaps that suggests a question that club members could write about in this magazine: What are the most critical elements for you with your Alfa collection (whether it is large or small)? -Ed. ♦



AT HAMPTON COURT CONCOURS OF ELEGANCE, SEPT. 2021

Original story and photos by Jonathan Sharp

Edited from an article appearing in VeloceToday.com, dated 27th September 2021. Thanks to Peter Vack of VeloceToday for permission to republish this revised article here.



Adjacent: A Bizzarrini is seen arriving at Hampton Court Palace.

Jonathan Sharp writes that the journey to Hampton Court for the Concours of Elegance (September 2-4, 2021) had been going so well for him; particularly as the M25 was running freely. He was on course to actually arrive early. Then a bang was heard followed by a very loud flapping sound! Once onto the hard shoulder

of the M25, Sharp soon discovered that the expensive Italian-brand tyre on his right rear wheel had shred part of its tread; luckily without deflating.

The M25 shoulder is not a great place to have to change a tyre. Therefore, Jonathan Sharp called for professional help: "I raise my hat to the breakdown service chap who changed the tyre for me as cars and lorries thundered by at 70 mph". Finally, Sharp arrived at Hampton Court Palace.

He then enthuses: "What an event this Concours of Elegance at Hampton Court really is. Even in its ninth running, the organizers still managed to attract a first-class entry card with many cars not seen previously".

Given that the Queen celebrated her 95th birthday in 2021, the organizers had arranged for a display of 95 British cars, one from each year of her life.

The area in front of the Palace also contained an impressive display of Gulf and Martini liveried race cars. Another feature of the display was the "30 under 30" class, open to owners under 30 years of age who owned a car that had been manufactured between 1900 and 1999. There was also a Junior Concours class for pedal and electric cars that returned to the Palace for 2021. The E Type Jaguar was also celebrated at the event. Concours entrants enjoyed a sumptuous tea party in the Palace Grounds.

However, for Jonathan Sharp the main Concours was the key focus of his interest. Below are some of the photographs he took that show several of the French and Italian marques which had been entered in the concours. The "Best in Show" award went to the Mullin family's extraordinary 1934 Avions Voisin Type C27 Aerosport, also shown below.

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Simon Kidston's 1966 Alfa Romeo TZ2 chassis AR750113 is considered the most successful example of the TZ2.

When this car was run by Autodelta, it took class victories in that year's Nurburgring 1000km, Trento Bondone, Circuito Del Mugello, Corsa Della Mendola, and the Coppa del Chianti.

However, its greatest success came in the Targa Florio where, driven by Enrico Pinto and Nino Todaro, it took first in class and fourth overall.



Jonathan and Wendy Segal's 1950 Alfa Romeo 6C 2500 wears a one-off body by Ghia. This car had appeared at the Quail show in USA in August, before it was quickly shipped to the U.K. for an appearance at Hampton Court.



It is such a nice example of Italian coachbuilding, and is so rarely seen, that multiple appearances may still be too few.

Its motor is number SS924866 indicating that it is a Super Sport specification. It is believed to be the only example completed to that

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specification with three Weber 36DO3 carburettors. While the car's early history is not known, it first came to the UK in 1959.

In 2019, at Pebble Beach it took first place in class and won the JB Nethercutt 'Most Elegant Closed Car' title.

Jennie Taylor's 1932 Alfa Romeo P3 chassis 50007 was also seen at the Hampton Court show.



However, the winner of best in show was Merle and Peter Mullin's 1934 Avions Voisin Type C27 Aerosport. Its origins lie with the Aerodyne first shown at the 1934 Paris Motor Show. After that show, two roadsters were constructed on shortened Aerodyne chassis, powered by 105 bhp 3.0 Litre straight six engines.



Its fabulous coachwork came from a collaboration between Gabriel Voisin and Andre Noel-Noel Telmont. After other displays at the Geneva and Madrid Motor Shows in 1935, Telmont kept the car for the next 10 years. Shortly after WW2, he sold the car to Jean Kisling, a wartime pilot and son of the painter Moise Kisling. The rally driver and founder of Renault Sport Jacques Terramorsi next owned the car. Later, when

Phillip Moch acquired an ailing Voisin, he removed what turned out to be a second body fitted to discover the distinctive underslung chassis beneath – i.e., the remains of the C27 Aerosport. The task of rebuilding the car began in 2004 and took three years. It was not aided by the fact that only three pictures then existed of the Aerosport in period. More Voisin and Alfa P3 photos on the next page. ♦

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*Alfa Occidentale is the electronic magazine of the
Alfa Romeo Owners Club of Australia (Western Australian Division)*



CLARKSON TESTS THE NEW GTAM

This report was prepared following articles that appeared in Sept. 2021 in the London Sunday Times and the Weekend Australian Magazine

You have probably read elsewhere how Jeremy Clarkson has semi-retired to a life of contemplating renewable energy, plus a newly found love of recycling, not to mention the harvesting of crops grown on his English country estate. However, he still likes the idea of the occasional test drive of a newly available auto on behalf of the various global news agencies which continue to syndicate his columns.

He claims that, just a couple of weeks ago, he was up early getting his tractor out of the barn to begin bringing in the harvest, when a man from Alfa turned up unexpectedly at the farm with a car that Clarkson had been looking forward to test driving.



The visitor from Alfa allowed him only 24 hours with a new limited-edition Alfa Romeo Giulia GTAM, despite Clarkson's complaints about having to get the harvest in urgently. Soon after, as it is England, typically the weather changed and rain started.

While that meant that the urgent harvesting excuse had suddenly disappeared, the fact that the GTAM was fitted with Michelin tyres more

suited to a hot, dry racetrack, made JC a little dubious about low grip – both on the part of the car and of the local country roads he would need to travel on. In more youthful times, Clarkson was known for his sense of enjoyment while slithering about on wet roads, but, now in his early 60s, he says that his fear has grown. "Of course, I could have driven it around slowly, but that is not the point of this car."

Clarkson observes that the GTA and GTAM are both limited edition Alfa Giulias, named after Alfa race cars of the 1960s and that they are both fantastic looking cars. Partly, this is due to the wider track with the car bodywork looking like it has been stretched to fit over the wheels. On the GTAM, the wheels have a single nut, just like on a Formula One car, while the brakes are carbon ceramic. With various aerodynamic tweaks, the GTAM is said to have achieved 3x the downforce of the current model Giulia Quadrifoglio on which it is based. Beneath the hood, the 2.9 litre V6 engine has been further tweaked to offer 397 kW. This is another 30HP beyond the power offered in the Giulia Quadrifoglio.

Alfa's Giulia Quadrifoglio had been one of Clarkson's favourite cars, he writes, but what is worrying him is that all the settings on the Giulia GTAM have been turned up even further. This car looks like a hunkered-down, track-focussed monster. Perhaps it is not the ideal car for an admitted sexagenarian to be driving around the countryside on a rainy day?



It turns out that looks are deceptive. The GTAM proved not to be so hard and unforgiving as Clarkson feared. The car rode the bumps and crests beautifully. Soon Clarkson found renewed confidence and began to increase his use of the throttle. Eventually, he relaxed enough to drive the car toward its full potential where he found that this GTAM still wasn't 'that scary'.

While the tyres didn't have as much grip as would have been preferred and on a couple of corners there was some aged-sphincter-testing road-slip, for the most part, the GTAM did feel a lot like the 'basic' Quadrifoglio. There is the same quick steering, the same V6 howl, and a similar sense of controllability in the two

Giulias. In a straight line, Clarkson contends that the GTAM actually isn't much faster than the Quad version.



It wouldn't be a review by Jeremy Clarkson though if it lacked a few complaints. JC thinks that the sat-nav is too small and too fiddly. And, as for those buttons on the steering wheel, you can't see them at night!

Many interior similarities to the Quadrifoglio exist, despite the GTAm's full racing harness option for the driver and the race scaffolding behind the driver's seat; rather than the full rear seat found the Quad. Perhaps the biggest changes from the Quadrifoglio though are the big rear wing over the trunk and the car's breath-taking price. He notes that a 'basic' Giulia Quadrifoglio costs only about half as much as the GTAm. In fact, Clarkson exclaims, "the GTAm is nearly as expensive as a Porsche GT3" (in the UK)! The Australian Weekend Magazine quotes AU\$288,000 – but when will any copies of this particular Giulia version appear in this country?



Jeremy Clarkson concludes his review by stating that "the GTAm is a wondrous car and Alfa should be applauded for making such a thing."

He muses about what his rainy-day test drive in that GTAm really did for him. Mostly, he says, it was to remind him just how good the 'basic' Quadrifoglio really is and how he really ought to have one of those!

◆
Greg Smith

RECENT OVERSEAS SALES

Noted in the November 2021 on-line edition of Sports Car Market (SCM)

GOODING & COMPANY PEBBLE BEACH, CA



#160-1949 ALFA ROMEO 6C 2500 SS Villa d'Este coupe. S/N 915888. Engine. # 928171. Dark green metallic/light green leather. RHD. Odometer: 7,624 km. 2.4-L I6, 4-speed. One of approximately 32 Villa d'Este examples built. First delivered to prominent family in Egypt. Next recorded in San Diego in the 1970s (when it was traded in for a new Buick!). Painted to show-standards; light orange peel in spots. Magnificent chrome hood spear with fine, highly detailed pattern. Likely an etched or debossed one-off, as it is too detailed to be serially stamped. Beautiful Pea Green leather on seats, doors, kick panels and rear side trim is nicely broken in; passenger's seat bottom strangely bloated. Matching-numbers

engine per chassis plate. Cond: 1-

SOLD AT US\$912,500. How does a car like this end up in a used-car lot near a border town? And traded for a Buick at the very lowest point of American auto manufacture during the past 70 or more years? There must be one hell of a backstory. An absolutely stunning car and restoration, but perhaps a little understated in its conservative green-on-green livery. Even so, a directionally correct sale that might have gone a little higher with a more-vibrant livery.



#10-1992 FERRARI F40 coupe. S/N ZFFMN34A7N0093518. Rosso Ferrari/red cloth. Odometer: 2,326 miles. 2.9-L turbocharged V8, 5-speed. One-owner car sold new by Hollywood Sports Cars; delivered in Italy. One of 213 USA-spec F40s; one of 22 built in the final production year. Minor polishing swirls; paint otherwise quite good, commensurate with mileage. Plexi backlight is clear, bright. Wheels unmarked. Red Vicuna cloth on seats is baggy; tear in



driver's bolster. Fit, finish otherwise better than race-car standard. Comes with fitted luggage, all docs, service records, Massini Report, window sticker. From the Donald L. Weber Collection. Cond: 2.

SOLD AT US\$2,892,500. A thinly veiled race car, the F40 is unadorned with creature comforts and is a perfect manifestation of the old maxim of putting the most power in the lightest package. This sale was \$700k over the high estimate, and almost \$1.3m beyond the highest non-LM-spec'ed F40 sale in the SCM Platinum Auction Database. While there are likely to be other F40s that have been pickled from new, I suspect they don't appear for sale too often. So, when they do, someone pays up. Both well sold and well bought.

RM SOTHEBY'S MONTEREY, CA



#265-1929 ALFA ROMEO 6C 1750 Super Sport roadster. S/N 0312901. Black/ Cognac leather. Odometer: 54,832 km. 1,752-cc supercharged I6, 4-speed. One of just 121 Super Sports built in 1929. First sold to England and exported to South Africa in 1936 with current bodywork of unknown provenance. Restored in USA in 2012. Black paint exceptional, with minor blemishes, and all other parts to equal standard. Recent mechanical restoration with rebuild of supercharger. Had one owner for 60 years, but then well-travelled. Cond: 2+.

SOLD AT US\$692,500. Our frequent flyer of the month, as this Alfa Romeo has crossed the block with regularity. Last seen at Barrett-Jackson's 2015 Scottsdale sale, where it went unsold at \$1,210,000 (SCM# 6772542)! Prior to that, it sold at Gooding's 2014 Pebble Beach sale for \$836,000 (SCM# 6710265). Before then, it sold at Artcurial Paris in February 2014 for \$1,220,000 (SCM# 6688337). Two more sales prior to that. Sold here for about half of earlier sales. I think there is a backstory here.

BONHAMS CHICHESTER, U.K.



#211-1928 MASERATI TIPO 26B single-seater. S/N 35. Red/red leather. RHD. 2.0-L supercharged I8, 4-speed. Older restoration, originally blue and white, soon changed to red, then Argentine racing colours of yellow and blue. May have once run with fenders and lights. Now in tidy, as-raced condition, with at least the original engine and chassis side rails, plus later body styled on 26M. Engine was originally 2,109 cc, now stated as 1,980 cc. Cond: 3+.

NOT SOLD AT \$1,175,319. Raced in Argentina by local Juan (John) Malcolm until 1938. Came to Italy at some time around early 2000s, HTP papers from 2006, when it ran at the Monaco Historics. Bit of a Washington's axe, but some of it is original. Bid to the same as a 'bitsa' Ferrari Dino in the same auction, first appeared sold at £850k bid online (which would make an all-in price of £968,500/\$1,339,172), but that was later dropped from the results. Believed sold to an underbidder for something like the £900k lower estimate. ♦



OUR TRADE ACCOUNT AT BURSONS

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

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.



PREFERRED PARTNERING FOR AROCA WA



Preferred Partner Program

Welcome to the Alfa Romeo® Preferred Partner Program




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Just head to 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
Kalbarri & Shark Bay Run – extended week-end away.	29 th April until 3 rd May, 2021	Eddie Bernardi EVENT NOT HELD	POSTPONED DUE TO CYCLONE SEROJA
May Pub Club Night	Tuesday 5 th May	John Reed, Greg Smith	Mount Henry Tavern Como – start time is 7PM.
British car day raid to GinGin	Sunday 16 th May 2021	John Reed, Ivan Olsen	Meet at Stirling Square Guildford at 09:00.
New Members BBQ & Motor Museum Tour	Sunday 30 th May 2021	Ivan Olsen	BBQ/tour to Wightman Park Motor Museum including new members' Alfa display. Meet at Kings Park at 10:00.
Albany motor sport long weekend	5 th & 6 th June 2021	Andrew Murray	Sunday night dinner in Albany for event attendees.
Club mtg / Zoom Presentation	Saturday 25 th July at 4PM	Andrew Murray, Greg Smith	Includes a members meeting with drinks and snacks at Papagallo restaurant in Leederville.
Andrew Stevens talks about Alfas.			
Alfa Romeo's 111 th birthday dinner.	Friday 30 th July.	Andrew Murray, Greg Smith	Now rescheduled. If you booked, see you on Friday 30 th July.
Papagallo Leederville August Club night	Tuesday 3 rd August 7PM	Greg Smith	Informal dinner and pub social gathering
Captain Stirling Hotel,			
Run & pizza Red Shed, Bullsbrook	Sunday 8 th August	Eddie Bernardi	
AROCA WA AGM	Tuesday 7 th Sept. 2021	Andrew Murray	AGM at WA Light car club, Bayswater – food & refreshments provided.
Celebration Of Motor Sport	Sunday 19 th Sept 2021	TARGA WEST	At Langley Park from 10:00 until 15:00.
COMO CLASSIC CAR SHOW Wesley College, South Perth	Sunday 3 rd October 2021	Greg Smith	Register to display your Alfa at comorotary.org.
Club run to Annual 'fly-in'	Sunday 17th October 2021	Greg Smith	Meet at Perth location and drive to Serpentine for annual fly-in of the Sport Aircraft Builders Club.
Serpentine Airfield Trinity College Italian Car Display	Tuesday 4th November 2021	Greg Smith / Rob Rowbottam	Lunch time display of Alfs from 12:45 until 13:20 at Trinity in support of Italian language classes at the school.
Rotary Italian Car Day, Mulberry Estate	Sunday 14th Nov. 2021	Andrew Murray	Date is scheduled, other details to come next month.
"Celebration of the Motorcar" Cottesloe Civic Centre	Sunday 28th November	Paul Blank	Curated classic car show of invited classic autos. Enjoy a great brunch beside the beach plus great cars!
Annual Pasta Run	Sunday 5th December	TBD	Lunch at Pasta in the Valley. Ferrari club is this year's Pasta Run organizer.
Annual Christmas lunch	Date TBD	TBD	Date and details to come

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50th AROCA WA Anniversary Dinner	Mid-Feb. 2022	Andrew Murray / Greg Smith	Venue TBD
TO BE ANNOUNCED			
1st Tuesday events each month in 2021	TBD, after October 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^RD SUNDAY INFORMAL RUNS CONTINUE IN FY21/22.

DATE: Every third Sunday of the month

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



Photo by Remi Dargegnan

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

Every 3rd 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.

The WA government will not put its proposed changes to Code 404 into effect in the foreseeable future. Therefore, this informal monthly event continues as per normal during 2021.



CLASSIC CARS & COFFEE

Next CC&C event is **Sunday 17th October, 2021** from 08:30 until 10:30

It's about classic cars and the people who love them

Classic, Exotic and Prestige Cars Welcome

classiccarsandcoffee.com

CLASSIC CARS & COFFEE

NEXT TIME & DATE
8.30 - 10.30AM

OCTOBER 17

University of Western Australia, Carpark 3, Hackett Drive, Crawley

Prostate Cancer Foundation of Australia

\$10 Entry per car

supporting The Prostate Cancer Foundation of Australia

f i

CELEBRATION OF THE MOTORCAR

Celebration of the Motorcar

Western Australia's premier exhibition of classic, exotic and prestige cars

www.celebration.org.au

“Celebration of the Motorcar” is on Sunday 28th November from 10:30 until 15:30. This curated car show presents many wonderful classic cars, exhibited by invitation. Nearby brunch in the cafés beside Cottesloe beach is another potential highlight during this great annual event.

Check out the www.celebration.org.au website for details.



ANNUAL FLY-IN At Serpentine Airfield

SUNDAY 17TH OCTOBER 2021



AROCA WA members will meet in the main car park at Kings Park at 09:00, departing by 09:30 on a club run down to the Serpentine Airfield to view the annual fly-in of the WA Sport Aircraft Builders Club.

A huge range of interesting and unusual (often home-built) aircraft is expected to arrive, plus exhibits of historical aviation items, classic cars, etc.

While a food stall is available, perhaps you might prefer to bring a picnic. Although no formal flying display is

scheduled, in the past years many pilots have sought to impress attendees with impromptu flying displays.

The fly-in and display at Serpentine Airfield will begin around 10:00 and run until 16:00. Attendees at last year's event reported that it was a great day full of amateur aviation bravado and excitement.





ITALIAN CAR DAY 2021

The poster features a vibrant illustration of an Italian landscape. In the foreground, a red sports car is parked on a green lawn. To its right is a bottle of wine and a glass of red wine. In the background, there are the Colosseum, a hot air balloon, fireworks, and the Leaning Tower of Pisa. The sky is light blue with white clouds.

MJEA INVESTIGATIONS
presents

Bella ITALIA

Sunday 14th November 2021

Mulberry Estate

*Celebrating Italian Culture including Classic Cars,
Bikes and Italian Food & beverages*

14 November 2021 at **MULBERRY ESTATE, CAVERSHAM**
9.30am - 3pm **ENTRY \$20 - ONLINE TICKETS \$15 - KIDS FREE**

WWW.ITALIANCARDAY.COM.AU



BELLA ITALIA SUNDAY 14TH NOVEMBER 2020 AT MULBERRY ESTATE



Note that you need to book your Italian car(s) and/or motorbike(s) in for the Bella Italia display on Sunday, 14th November 2021. Please sign up using the TryBooking ticketing link below.

Trybooking registration of your vehicle(s) enables you to print out free car display ticketing before your arrival at Bella Italia, and also to avoid any queue on arrival.

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

Booking to display your car is free. The car's driver and passenger are entitled to free entry on the day when they arrive in a registered 'Italian Display Car'. Arrive by 08:30 at Mulberry on Swan to park your car in the Alfa (or others) displays on Sunday 14th November.

The 2021 Italian Car Day, "Bella Italia", is organized by Northbridge Rotary



ALFESTA

2022

port macquarie

NEW SOUTH WALES



14 - 18 April 2022

We can't wait to see you next year in Port Macquarie on the mid north coast of New South Wales. Famous for pristine beaches, stunning rainforests, one of the best year-round climates and of course koalas, you're sure to enjoy this popular holiday destination with your fellow Alfisti.



Create an account on the Alfesta 2022 website and register your interest



Select and pay for your accommodation directly with the hotel



Select your Alfesta activity package via the website and pay directly to the club

Visit the Alfesta 2022 website at www.alfesta2022.net
Email any questions to us at admin@alfesta2022.net



2022 PLANS FOR ALFESTA AT PORT MACQUARIE NSW

Alfesta 2022 will be held from the 14th to 18th April 2022 at Port Macquarie, NSW

Alfesta is AROCA's national meeting, which after more than forty years has developed into a fun-filled four night, three day social event format, which allows you to meet like-minded Alfisti from across the country and to explore various attractions and roads near the Alfesta location that you may not know so well.

The last time AROCA NSW hosted Alfesta was when the Canberra Chapter invited everyone to the Nation's Capital in 2013, with Alfesta in Orange in 2009 being the time before that. It seems that a return to NSW is now well overdue.

Therefore, for 2022, we are inviting you to Port Macquarie, a town of about 50,000 on the NSW Mid-North Coast, and the Hastings River area. Alfesta will be based at the Waters Edge Boutique Hotel,



right on the Hastings River and less than 1 km from the Port Macquarie town centre. The hotel has 61 rooms and we currently have all the rooms reserved for Alfesta bookings until 30 November. After that date, room bookings will be open to the general public, but if any remain available you still will be able to book at the Alfesta hotel.

Currently, 32 of the 61 rooms have been booked and 69 people are already registered to attend the event. To book your place, take a visit the [Alfesta website](#). All Alfa Romeos are welcome;

whether you have a 101 Spider, or a 147 diesel; Alfesta is still a great event. Over the years, some people have come even when they have been unable to bring their Alfa.

In addition to the 32 rooms that have been booked, approximately another twenty people have registered an account or have joined the Alfesta Facebook group without either booking a place or making a hotel room reservation. So, if you are thinking about it, please book soon, as it will help the organising committee, and it may mean you avoid the disappointment of missing out on a great event.

The event will kick off on Thursday 14th April, with registration, a gift pack for each attendee, and then meeting up with new and old friends. The Good Friday activities are still being finalised. Saturday starts with the usual Show'n'Shine in the Town Green, where you can have your car cleaning skills tested, wander around the shops, before exploring the Port Macquarie area during a period of free time in the afternoon.

On Sunday morning will be the Ray Sharp Observation Run, involving a scenic drive to the west and south of Port Macquarie. Along the way, there are some optional questions to answer, as you follow the route. After our lunch at the Long Point Winery, there will again be free time in the afternoon before the Alfesta gala dinner.

For those not taking part on the post Alfesta Tour, Easter Monday will be when we say our goodbyes.



Post Alfesta Tour

If you are coming all the way to Alfesta in Port Macquarie, then there is a good chance quite a bit of it (at least if you are driving up from Sydney) will be on the dual carriageway M1. To counterbalance that, how about taking a few days to tour some of the best driving roads in the country with the Post-Alfesta Tour for 2022?

This tour will feature three days criss-crossing the Great Dividing Range and you can drive these roads at your own pace. You don't have to be an Alfesta participant to join the group on the full tour and you can drive as much of the tour route as you like.

Our current plan is to spend the first night at Bellingen, and the second night at Tenterfield.

As Bellingen is only 90 minutes from Port Macquarie on the direct route, there is the option of spending your Easter Monday as a tourist day and then joining us for dinner, which is booked in for the Federal Hotel in Bellingen, with your own choice from the menu.

The nature of this tour is that you can pick your own accommodation to suit your tastes, and order what appeals to you off the a la carte menu.

The tour route will take the Oxley Highway up to Armidale for lunch, and then the Waterfall Way back to Bellingen on the first day for a drive of around 400 km.

The Oxley Highway was cut by landslides that were caused by heavy rain in March 2021, but this road is now open for through traffic, although work still continues, which may slow our trip a little.

The eastern half of the Oxley Highway is one of the more famous driving roads in the country. Peter Thoeming, in his Australian Motorcycle Atlas, says that this is his favourite road in the world. After lunch we will head east to Bellingen on the Waterfall Way, which is also a great tourist route that heads through several national parks with lots of Waterfalls to look at. It really is a fun drive.



On Day 2, we head back up Waterfall Way to Dorrigo and then take the Tyringham and Armidale Roads to Grafton, before following the Gwydir Highway across the Gibraltar Range to get to Tenterfield for our overnight stop, which includes dinner at the Rosenhof, after a driving distance of 350 km.

The final day of the tour takes us east across the Great Dividing Range once more, this time via the Bruxner Highway towards Lismore. While in the north of NSW, Queenslanders might decide to depart for home around Woodenbong. For those later heading south, you can continue to Coffs Harbour, (which, by the way, was one of the initial location ideas for Alfesta 2022 before AROCA NSW settled on Port Macquarie).

Martin Leaver
Alfesta 2022 Convenor





A R O C A W A T R E A S U R E R ' S R E P O R T 1 5 ^t h S E P T E M B E R 2 0 2 1



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

Treasurer's Report as at 15th September 2021

Opening Balance b/f 26/08/2021

\$9,164.64

INCOME

Memberships

30/08/2021		T.Harris		\$80.00	
		M.Perason		\$80.00	
		P.Reed		\$80.00	
		L.Scanlan		\$80.00	
31/08/2021		M.Martino		\$80.00	
		L.Benedetto		\$80.00	
6/09/2021		R.D'Raine		\$80.00	
		R.Rossi		\$80.00	
		R.Howard-Smith		\$80.00	
7/09/2021		C.Alexander		\$80.00	
		S.Hogan		\$80.00	
		C.Marzo		\$80.00	
		J.Ricciardo		\$80.00	
13/09/2021		A.Nociforo		\$80.00	
		D.Stirling		\$80.00	\$1,200.00
Total Income					\$1,200.00

PAYMENTS

9/09/2021		A.Murray	Bunnings- Archive Storage	\$95.97	
		S.Calabro	AGM Expenses	\$274.34	
		A.Murray	AGM Expenses	\$185.00	
13/09/2021		D.Hamlyn	Office Works- Badgies Exp	\$397.67	
TOTAL PAYMENTS					\$952.98

Net Movement

\$247.02

Closing Cash Book Balance	\$9,411.66
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Closing Balance Westpac 15/09/2021	\$9,411.66
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Reconciliation Variance	\$0.00
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INVESTMENT ACCOUNT

Opening Balance b/f 26/08/2021	\$14,180.70
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Interest Received 31/08/2021	\$0.12
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Closing Balance c/f 15/09/2021	\$14,180.82
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TOTAL FUNDS AVAILABLE

\$23,592.48

EDDIE BERNARDI

TREASURER

15th September 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 30th June each year.**

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

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



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

(Do note that, if 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 (1st July 2021 – 30th June 2022)

Associate Mbr Fee: \$80 (1st July 2021 – 30th June 2022)

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

Andrew Murray.
President, AROCA WA.

ALFA OCCIDENTALE

Issue 54, October 2021



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

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

If you are a concessional registration plate holder, note that data on your concession registration has to be provided annually by the club to fulfill Western Australian state regulatory requirements. The due date for this information provision falls immediately after 30th June.

Therefore, be sure to renew your membership before the end of each financial year in order that your concessional vehicle registration remains current. Otherwise, as a non-financial member who owns a Code 404 concessional registered vehicle, you will be deemed by the WA Department of Transport to be unlicensed.



OWNER DECLARATION – CODE 404 CONCESSIONAL VEHICLE LICENCE

I declare that the vehicle, as listed below, is in factory standard specification. I acknowledge that, if the vehicle is modified, 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



DRIVING YOUR CONCESSIONALLY LICENSED ALFA

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

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

MEMBER'S FIRST NAME(S): _____

MEMBER'S SURNAME: _____

MOBILE PHONE: _____

AROCA WA MEMBER NUMBER: _____

VEHICLE TO BE DRIVEN:

VEHICLE

BUILD YEAR

REGISTRATION PLATE

CONCESSIONAL REGO.
@ AROCA WA

TRIP DETAILS:

TRIP DATE: _____
(DD / MM / YYYY)

DESCRIPTION: _____
Purpose of trip in a few words only.

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

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

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



AROCA WA MEMBER PROFILES PUBLISHED IN PAST ISSUES

Below is a directory of profiles published to date in Alfa Occidentale. Most profiles have come from interviews with individual Club members, both long-term and new, while others are from elsewhere.

All profiles can be found on the club's website in the filed back copies of Alfa Occidentale. See....<https://www.alfaclubwa.com.au/newsletters/>

The issue and page number of each profile is shown below.

Profile	Issue	Page	Comment
Glen Phillips	5	22	<i>Glen is AROCA WA life member #2. A club hero of the WA Alfa & 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 which he bought brand new while in the UK.</i>
Norm Craven-Kelly	7	15	<i>Bruce Thomas recalls the late “Il Presidente”, a key founder at both the Vic. & WA AROCA divisions and a larger-than-life character.</i>
John Schoen	9	17	<i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>
John Court	12	21	<i>Renovator of Alfas, classic British cars and military vehicles owner, many of which are in his lock-up factory, south of Fremantle.</i>
Andrew Murray	13	24	<i>Present AROCA WA president, Andrew has owned many important Alfas and other classic cars. He is a walking encyclopaedia on all matters Alfa – especially if these matters concern any 105s.</i>
Michael Barrenger	15	8	<i>Michael Barrenger writes about his “Alfettish” and the acquisition of sought-for cars he now has in renovation or modification.</i>
Leon Cottle	18	21	<i>AGOG founder, AROCA Vic Goldfields group convenor and serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>
Greg Smith	19	13	<i>Greg recalls his Alfa 75 QV in snowy New Jersey and its sad demise on the NJ Turnpike (on his birthday, but now 26 years ago!)</i>
Ivan Olsen	19	15	<i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa in Perth in 2009.</i>
Ugo Sivocci	25	13	<i>Early 1920s Alfa racing driver originated the Quadrifoglio Verde badge – absence of which coincided with his death while driving.</i>
Keith Martin	28	8	<i>The founder of “Sports Car Market” magazine, multiple Alfa owner, US car concours judge and appraiser, talks about his recent stroke.</i>
John Reed	33	7	<i>Ex-Royal Navy engineer, John has built a 105 GTA replica and fully renovated his favourite Giulia Sprint GT – not just once, but twice!</i>
Paul Blank	34	10	<i>WA's classic motoring events organizer extraordinaire, Paul loves all types of classic cars, has owned many, and owns an Alfa too.</i>
Keith Martin (update)	35	24	<i>Keith describes replacing 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”.</i>
Piero Pagano	37	13	<i>New WA AROCA member, Piero's love of cars started very early. His career has always been in automotive electrics.</i>



Profile	Issue	Page	Comment
Scott McKivett	38	10	<i>Scott is also new to AROCA WA. An auto mechanic with a life-long love of cars, he 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>New AROCA WA member, Kyle, drives a 2003 Alfa spider. An auto photographer, he has made many impressive car photoshoots.</i>
Peter Mathews	44	22	<i>In 2020, Peter became national coordinator of AROCA. He has owned some very well-prepared Alfa Romeos over a long period.</i>
Aidan Daly	47	12	<i>IT security guru and AROCA WA member, Aidan Daly, talks about the new Stelvio QV he recently drove out of the showroom.</i>
Sam Calabro	48	18	<i>Long-term AROCA WA member, Sam can't count how many 105 series Alfas he has owned (plus the Porsches, Alpines, Ferraris, etc.)</i>
Enzo Simeone	49	16	<i>Enzo loves driving his new Giulia QV, but worries about his beloved 105 GTV, which still waits for him, idle under its dust cover.</i>
Andrew Stevens	50	13	<i>Former club secretary, Andrew has lived in the UK since 2006. He drives his 1750 GTV to car events everywhere across Europe.</i>
Steve Sudgen	51	10	<i>Club committee member and Alfa representative to the CMC, Steve Sugden loves his long-owned Alfetta GTV 6</i>
David Hamlyn	52	9	<i>Membership Secretary, David Hamlyn has many non-work interests including MotoGuzzis, Alfas, Electric Bikes, Kite Boarding, etc.</i>
Someone you know ?			<i>Alfa Occidentale is very keen to interview more WA Alfa Club members to continue this series of profiles.</i>

