



AROCA Vic member and Goldfields chapter convenor, Leon Cottle, is also the president of the "Alpine Alfisti Association of Australia." He lives in Ballarat, central Victoria, where he is the extremely proud owner of a brand new Giulia Quadrifoglio. His granddaughter, Hannah, lives in Bendigo; a very nice rural warm-up run from Ballarat for Leon's Giulia. Hannah wasn't to be outdone by her Grandpa when he visited her recently and she proudly positioned her own self-propelled mini-Alfa directly in front of his treasured Quad. (Photo provided courtesy Leon Cottle.)

ALFA OCCIDENTALE

Issue 56, December 2021



This is the 56th 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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PROGRAM FOR NEXT FEW MONTHS

The club's upcoming events and meetings program is listed in this issue. Please include these events in your calendar. These activities are also outlined in more detail later in this edition of the magazine, including various brochures and announcements, plus any needed booking links.

Don't forget to use these Trybooking links to book for the Pasta Run, the Fish & Chips Picnic beside the Swan and the very special 50th Anniversary Lunch at Perugino Restaurant.

The Annual Pasta Run is scheduled for Sunday December 5th 2021.

- This year the pasta lunch will be held at the "Pasta in the Valley" restaurant, attendees will pay on arrival up front for lunch from the menu.
- Before the run, we will meet in the usual Pasta Run meeting place which is at the Centrepont Shopping Centre carpark at Midland at 10:00 for a 10:30 departure.
- This year, our route has been set by the WA Ferrari Club.
- The Trybooking link provided below was set up by the Ferrari club. It is designed to determine how many members will be attending from each of the various clubs.
- Note that, for future years, the club committee of AROCA WA has agreed to set a fixed date for the pasta run each year around the middle of October.
- Tentatively, Sunday 9th October 2022 will be set for next year's date when AROCA will again be the organizer.

AROCA WA's Club Christmas Picnic at Hyde Park is on Sunday 12th December 2021

- Hyde Park will be the venue. There is nice tree cover and shade, with toilet facilities, although parking may be an issue.
- The plan is that attendees should BYO everything and arrive at about 12:30.

Fish & Chip Evening Picnic on the Swan Foreshore in South Perth on Tuesday 11th January

- This event starts at 6PM. Its location is as advertised in the Trybooking link.
- This year, there should be plenty of parking, given that it will be held on a Tuesday not Thursday, so no food trucks should be around to attract so many people this year.
- Book your gold band schnapper and chips at a charge of \$20 per head via the Trybooking link that appears in the pages below.

Our 1st Tuesday club meeting for February '22 is an evening meal at the Kalamunda hotel.

- John Reed has organized Kalamunda hotel for dinner on Tuesday 1st February 2022.
- Details will be provided soon.

President's 50th Anniversary AROCA WA Club Morning Run on Saturday 19th February

- This Special club run is planned for the Saturday morning on the day before the 50th Anniversary Lunch.
- Don't miss presenting your Alfa - along with those of many other AROCA WA club members - on a convoy tour to celebrate the exact date of our 50th Anniversary.
- Details regarding this celebratory run will be announced early in the new year.



50th anniversary of AROCA WA Special Lunch at Perugino Restaurant on 20-February 2022.

- Perugino Restaurant in Outram Street, West Perth is the chosen location for our 50th anniversary lunch to be held on Sunday 20th February 2022.
- Perugino is offering our 50th Anniversary lunch attendees a 5-course lunch. It will also provide options for those with dietary requirements. (After you book, please do advise Greg Smith of any dietary limitations you may have).
- All food (plus some drinks) will be provided within an overall \$80 per head budget.
- There is a 60-person attendance minimum for this event.
- A Trybooking link exists for this very special lunch.
- Note that the Trybooking link has an initial maximum of 20 non-member attendees.
- **Early bird pricing has been set at \$60 for members and their partners, but at \$80 for non-members (or currently unfinancial members). After the deadline of 1st January 2022, all latecomer bookings (both member and non-member) will be \$80 per head, with no club discount available after New Year's Day.**
- The restaurant seats 60 people in its main room with another 20 in the adjacent room. The option of an additional 10 in a private dining room is possible, if needed.
- For an additional limited selection of drinks, an EFTPOS bar is available for attendees.

In April 2022, a club run is being organized out to the Aviation Museum in Bull Creek.

- Details available in the new year.

Alfesta 2022 will be held at Port Macquarie, NSW over Easter 2022.

- An article on the 2022 event and the associated post-Alfesta driving tour is included later in this edition of the magazine.



While at the Goodwood Members Meeting in UK last month, Andrew Stevens wandered around viewing the pit preparations of many veteran racers (i.e., both the cars and their drivers).

Look for more of Andrew's photos from this great event in next month's issue of *Alfa Occidentale*.



BELLA ITALIA 2021

The Italian Car Day was held at Mulberry Estate in the Swan Valle on Sunday 14th November



The 2021 edition of Bella Italia was held on the riverside meadow at Mulberry Estate in the Swan Valley. While there had been some heavy rain a few weeks earlier, which had inundated the intended riverside location of the event, the level of concern among organizers gradually abated last week as the Bella Italia surroundings became well-grassed, quite dry and wet patch free.

The weather on Sunday 14th November was hot and sunny. In fact, perhaps it became too hot for many by 2PM, when it seemed that only few visitors remained outside inspecting the assembled cars.

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The WA Fiat Lancia club continued to celebrate its 40th anniversary with a great array of Fiats, Lancias and Abarths on display. Many Alfas also were exhibited and attracted a lot of attention. Up at the top of the hill, about 20 Ferraris were arrayed close to the estate's entrance where they drew in many excited young and emerging auto fanatics.

One very impressive exhibit was the many Ducati motor bikes displayed together as a group.

In some ways, the Italian Car Day was not just a Bella Italia display of Italian automobilia this year, but a series of neighbouring displays of different Italian car marques, with each auto/motorbike club's vehicle grouping having its own ambiance and even a feeling that related to the individual marque.

The organizers, the Northbridge Rotary Club, are congratulated for another highly successful event that raised about \$20,000 for charity. Several food stalls and trucks dotted the Mulberry Estate meadow with most of them very busy. The Gelato truck had run out of supplies long before Greg Smith and FLC President Rob Rowbottam finally walked up to request cooling afternoon ices from the owner of an empty fridge.



The river seemed very busy too. Many rowing Fours and Eights passed by, as did various pleasure and tourist boats.

One or two well-known Alfisti present occasionally left their keen car watching roles to photograph interesting birds that were seen watching over the event from riverside tree perches.



Elsewhere in this edition of the magazine, you will note that Alfa Romeo's CEO, Jean-Philippe Imparato, is working very hard these days as he seeks to re-establish Alfa in the minds of car fans around the world, even as it gradually moves towards being a



totally electrically-driven car company.

But, I wondered, has Imparato ever considered that there may be a few well-known Alfisti out there already changing their life-long interests from Italian autos and becoming avid twitchers?

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The photos above of the 2021 Bella Italia event were provided courtesy of John Reed, Paul Blank, Justin Walker, Greg Smith, Richard Peirce & Steve Sugden. ♦



GIULIA TO LIVE ON AS AN EV

But Alfa CEO Jean-Philippe Iparato tells us “I don’t want to sell an iPad with a car around it!”

Edited from articles in www.autoexpress.co.uk & www.topgear.com appearing in November, 2021

The Alfa Romeo Giulia will live on as an all-electric saloon car, according to Alfa’s CEO, Jean-Philippe Iparato. While the company will focus on electric SUVs too, Alfa’s first full EV saloon will arrive in 2024. Iparato told Auto Express that “Alfa Romeo will have a future for Giulia” “that shape of the Giulia is fantastic, I don’t want to lose this”.



“The car is absolutely gorgeous, so there is a future for this type of car, but it will be a future that will be electrified. It probably means a 100 % battery electric vehicle for Alfa Romeo.”

According to Iparato, a move towards full electrification for its core saloon is a must-do deliverable as the brand turns its portfolio of models to being fully electrically-driven by 2027.

Alfa boss, Jean-Philippe Iparato, arrived at the marque in January 2021. When TopGear interviewer, Paul Horrell, mentioned all the past failed Alfa revival plans to Iparato, he just took it on the chin. “Yes. But you know me. You’ll just have to trust me.”

Previously, Iparato had led a turn-around at Peugeot. He had improved quality, launched SUVs that the market was leaning towards and improved their residual values. Most of all, he made better cars. In other words, Iparato did what he had promised, whereas others before him had failed to achieve this goal. “This Alfa plan is now locked-in and funded by Stellantis,” Jean-Philippe told TopGear.

Stellantis has been designing three electric car platforms, of which Alfa is to be a lead user of the biggest and most sophisticated. Alfa is having a lot of influence over the engineering involved. As Iparato says, “Our guy in that team is the one who did the GTA version of the Giulia.” The platform also will be used by DS, Jeep and Dodge. It is anticipated to have a range up to 500 miles, from battery sizes up to 118kWh, with charging rates at 800V (i.e., 20 miles range added per minute of charge).

“Going electric is an existential choice to be made..... And we made it..... You can’t be half-pregnant..... You can’t spread yourself across five technologies..... We are at the tipping point.”

The first of those electric cars will be a Giulia-like sports saloon that arrives in 2024. Iparato insists that it will be beautiful. Just as he gave free reign to Gilles Vidal when he was at Peugeot, Jean-Philippe Iparato says that he is supporting new Alfa design boss, Alejandro Mesonero-Romanos, whose CV includes the development of the Cupra Formentor and Tavascan concept cars.

According to Iparato, these new Alfas will be lightweight compared with other EVs. Inside, there will be traditional controls, and the drive will have character. Iparato’s “quote of the month” is a beauty: **“I don’t want to sell an iPad with a car around it.”** (And most of us have seen more than one of those by now.)



Imparato also says that he is sceptical about the future of autonomous driving in an Alfa. “It will be enhanced driving, but human driven – an augmented experience.”

“I have to make some big choices. If I want to have more than an average level of performance, I must be bold,” he said. “If I say I “go electric”, then I go electric. I’m not half pregnant, if you see what I mean? It is a risk, but that

is normal. We are here to take some risks, but, for me, we now have passed the tipping point.”

Despite the upcoming move to all-electric powertrains, Alfa’s boss is clear that the brand will continue to prioritise the trademark driver-centric, sporty approach that its cars have been known for over its 111-year-long history.

“I would love to have this ‘light is right’ tagline for Alfa Romeo,” Imparato told reporters. “Even if I have one tonne of battery behind me, I want to convey an idea of lightness, even if I am electrified. It is a fundamental of Alfa Romeo and we are building this new range based on that. But it will not be enough – we are working on the vibe you will feel when you drive an Alfa Romeo in 2025.”

“The vibe” won’t just be an artificial sound either, according to Imparato. He outlined how he doesn’t want to bring fake features to the Alfa Romeo. “This would not be in keeping with the marque’s values”, he noted.

Elsewhere, another recent press release from Stellantis announced that the Alfa Romeo Giulia had taken three top spots in a contest that readers of the German magazine SPORT AUTO voted on:



- The Giulia GTAm Limited Edition won the “Production cars sedans/station wagons over €100,000” category for imported cars.

- For the fifth time in a row, Sport Auto’s readers crowned the Giulia Quadrifoglio “best imported car” in the “Production cars sedans/station wagons under €100,000” category.

- In addition, the Alfa Romeo Giulia

Veloce topped the rankings for imported cars in the “Production cars sedans/station wagons under €75,000” category. ♦



DRIVING AN ALFA 8C2300

Edited from an article in www.velocetoday.com appearing on 25th October, 2021 by Peter Vack. Colour photos by Harry Hurst. The article actually comes from the VeloceToday archives and is republished here in Alfa Occidentale with the permission of VeloceToday.



Charles Addams is seen in his 8C 2300 at Bridgehampton. Photo courtesy of the Simeone Foundation.

Back in April 2012, as part of a series of Demonstration Days at the Simeone Foundation, VeloceToday was offered the opportunity to drive a very special Alfa Romeo; the 8C 2300. Special thanks go to Fred Simeone, Harry Hurst and curator Kevin Kelly.

Serial number 2211072, the Alfa Romeo 8C2300 MM Spyder that is on display at the Simeone Foundation in Philadelphia, is the only 8C 2300 Spider to be bodied by Castagna. According to Simon Moore, it likely started life as a factory racecar, before being sold to privateers.

This 8C 2300 was raced in the 1935 Mille Miglia by Catullo Lami and Pasquale Ermini, (who would later build his own racecars) but it was forced to retire. Later, it was exported to the UK, where it led a happy and active life for many years with a number of enthusiastic owners.



While this car has had a few famous owners, Veloce Today's favourite is Charles Addams, who is also a favourite cartoonist. Furthermore, aside from an engine rebuild in the UK, this 8C 2300 is apparently original and unrestored. This is a very, very special Alfa 8C 2300.

Never was being short such a blessing. While sliding behind the large four-spoke Bakelite brown steering wheel, everything was within perfect reach, including the necessary proximity to the wheel for leverage. For those who are less challenged vertically, there is no way to adjust anything, aside from subtracting material from the seat cushions.



Looking over the long cowl and hood is positively snooty, but the cowl almost positively hides the dashboard, and it is difficult to see the instruments. This resulted in the UK installation of an eight-inch rev counter that was attached to the steering column, but it was removed a few owners ago and a smaller gauge replaced it but, it remains hard to see. The key is inserted and pushed in and the light on the starter button comes on.

The round knob next to the tach adjusts the shock absorbers from the cockpit and is made by Siata. The centre throttle pedal is seen below the tach.

The engine barks, the noises coming from the straight eight and the exhaust dominate everything.



The editor listens as Curator Kevin Kelly explains the best way to remember that the throttle is in the centre between the brake and the clutch pedal.

Like other Alfa 8C's this writer has experienced, it is a machine that generates power by the brutal and audible forces of metal on metal, separated only by a light film of oil.

It seems rough, but it has high lift Mille Miglia cams, and doesn't particularly care for revs under 2,500 rpm. When new, the rev limit was right around 5,750 rpm. There is no need to take it anywhere close

to that as there is plenty of torque, aided by a drag strip final drive ratio of 4.5 to 1. The central accelerator pedal has a somewhat long and loose feel, and the flywheel does not allow for instant revs. But the throttle is sensitive enough and it is easy to use, although it is placed too close to the steering column for my taste.

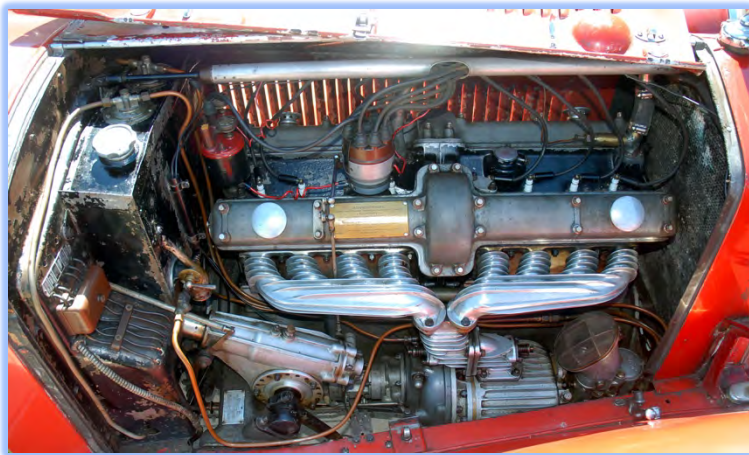
The clutch has a very short throw, somewhat of a concern at first but when it is used to engage the mechanism, it is very smooth, despite the short path to engagement. The multi-disc clutch is very effective, although Simeone Foundation Curator Kevin Kelly warns us "... if you overheat the clutch, the discs will warp," – no doubt having visions of a disassembled Alfa gearbox on his bench after the



guests have left. The gearshift is a willowy thing, with the chrome gate much like Ferrari of many years later. It is an H shift pattern with a reverse lockout.

Great. We are about to pilot a right-hand drive car with a left hand gear lever, a central throttle pedal and mechanical brakes. No problem – we can do this! I tell Kevin how Stirling Moss hated the central throttle pedal arrangement still found on 1950 era Maseratis and so he had them all changed.

So what is this going to be like? “All systems are go” and we let out that clutch, carefully without too many revs. Thankfully it doesn’t stall and the rest is almost a piece of cake. The steering, which felt a little loose when parked, comes up fine and feels tight now, and very direct and sensitive. The big wheel helps, and though it lightens up at speed, it never becomes that light; it is always a tough steer. There’s a lot of weight on the front end, and with less than three turns from lock to lock, the work is in the steering.



This particular 8C 2300 has high lift cams, better carburetion and the supercharger was modified; all of which help the car to achieve a 0-60 time of 6.5 seconds.

Surprisingly the brakes are firm, requiring less pedal pressure than one might imagine, and they stop the car smoothly without pulling.

They must be in pretty good shape, and Kevin has not had to adjust them, yet. It is a bit tricky to remember that the brakes are

where the throttle pedal should be. Coming into a corner to slow down, it’s easy to naturally go for the centre pedal. And on Fred’s nice but short track, that would be very uncool. Shifting is slow. In order not to grind the gears, those rpms have come down and the lever felt into the next gear. Downshifting is almost easier and quicker. It helps that every molecule of the car is vibrating and transmitting information to the driver, who can easily feel what needs to be done to make the car keep on working hard. Usually, anyway.

Well, this wasn’t so bad now was it....but the engine was still barking and it felt rough. After a bit, I dared to look down to find the tacho and then realized that we were still doddering around under 2500 rpm while in second and third, but with corners coming up far too quickly. Hmm. Wonder what 4000 rpm in fourth might be like? It might be fun with the heavy steering and rod operated brakes. All of this took some getting used to, and as I circulated, the brakes got warmer and better, and everything seemed to come together but I was still hesitant to use more revs. It was getting more like fun with every go around. You know the feeling, after a bit you just don’t want to come in. ♦



ALFA ROMEO 156 GTA

Derived from an article in www.pistonheads.com by John Howell appearing on 25th October 2021.



This 156 GTA has the looks, the engine, the sound and the right badge. What more do you need?

To be honest, the real reason that I was drawn to this article about the Alfa Romeo 156 GTA, recently appearing in www.pistonheads.com, is because I own one. (Ed).

According to the original writer of this article, John Howell, among his reasons for writing on this topic was not just because of this Alfa's 3.2-litre Busso V6. Nor was it due to the noise that a Busso V-6 engine makes – that would be too obvious. Neither is it because when you pop open the hood, immediately you might be transfixed by the shiny V6 nestled between the suspension turrets.

The reason isn't to do with the car's rarity either. These 156 GTAs have always been quite rare – and are much more so these days – especially should you be able to find one that is in great condition, like this one. The advertising for this particular car's upcoming sale suggested that it had suffered 'no modification' since it drove off the line at Pomigliano d'Arco. (But what about that large, unnecessary (?) after-market wing sitting above the boot? Or perhaps those different wheels too? – Ed.) Alfa produced a few less than 2,000 of these GTAs as saloons, while for the European market only, it also built another 1,600-odd estate versions. All these 156 GTAs were assembled by hand on a separate production line.

The price tag suggested for this nicely matured, 2002-vintage, UK-based 156 GTA is £20,950. Of course, a hand-built Alfa Romeo doesn't usually come this cheap.

However, author John Howell suggests that the reason that this GTA came to the attention of Pistonheads was definitely not to do with honesty either. Despite the car's GTA name, which stands



for 'Gran Turismo Alleggerita', or lightened Gran Turismo, this car isn't quite the lightweight wonder embodied by the original 105 GTA. Actually, an Alfa 156 GTA is 55kg heavier than a regular 156 V6 – but that has something to do with its larger 3.2 litre engine.



There are lots of other reasons why the 156 GTA deserves a mention, Howell argues. He says that an M3, Evo or Impreza might disappear ahead of your GTA as you cruise along a damp country road and, in fact, may end up kms ahead while you are creating your own plume of tyre smoke while deploying 250hp through the front wheels. (Really? – Ed.) The fact is that when a 156 (or a 147) GTA is up and running, you will forget any faster competition and be able to savour the crispness of the GTA's revised springs and

dampers, tauter anti-roll bars and very quick steering. Should you need to rein your GTA back in, the reassurance of its bigger Brembo brakes, front and rear, will look after you.

Based on experiences that owners have acquired over the 20-years since this car's inception, there are a few things to bear in mind. As supplied new, the standard differential of the 156 GTA, at times could fail under high stress. To overcome this issue, a Quaife ATB Helical LSD exists, as does a much-improved Alfa Q2 differential. Both offer direct replacement and either is a worthwhile refit.

It is also important to check that the cambelt is regularly replaced. Should there be no evidence of a timely replacement in any GTA you may decide to acquire, mark it down as 'urgent' on your to-do list.

In the UK, with its salt-covered winter roads, you might need to check your Alfa for rusting along the sills, the rear suspension mountings and wheel arches. If you follow through on the required maintenance schedule though, and you treat your GTA right, you will be the owner of a very different and characterful vehicle that you can enjoy fully while it steadily increases in value over the years. (I should add that I have experienced very few problems at all with my very enjoyable 156 GTA during my now 19 years of since-new ownership – Ed.)

In closing, apparently the real reason that John Howell highlighted the sale of this particular 156 was because, back when the 156 GTA was first launched in the UK during the early 2000s, the press pack had stated that the car could: 'unleash speed spurts' which were 'extremely satisfying.'

Meanwhile, back in the same day, but in Australia, the auto press that gathered for this car's release was unequivocal. Alfa had organized press coverage and testing of the new 156 GTA on roads in the Northern Territory, where speed limits 20 years ago were not so limiting. All the test drivers from the press recorded how they were overwhelmed by their first 156 GTA driving experience in the early 2000s. (And so I bought one for myself! – Ed.)

ALFA ROMEO 156 GTA:

Engine: 3179cc, V6, naturally aspirated.

Power (hp): 250. **Torque (lb ft):** 221.

Year first registered: 2002.

Transmission: 6-speed manual, FWD.

0-60mph: 6.3 sec.

Price new: N/A.

Top speed: 155mph.

Yours for: £20,950.



MISSING THE MARQUE: ALFA 166

Edited from an article in www.driventowrite.com on 29th Oct. 2021 by Daniel O'Callaghan

The unveiling of the Alfa Romeo 156 at the Frankfurt motor show in September 1997 caused some celebration among *Alfisti* and, generally, among all lovers of the automobile as an art form and expression of style.

Following two decades of increasingly divisive and unhappy rectilinear designs, Alfa Romeo had finally produced a car of rare beauty. Its curvaceous, sculpted form soon received a hugely positive welcome, and sales of the Alfa 156 range began briskly.



1998 Alfa Romeo 166. Image: carandclassic.co.uk

Alfa Romeo's next task was to replace its large executive saloon, the handsome but increasingly dated 164, which was then a decade old. Work on replacement commenced in 1990 – actually, it had predated the start of development work on the 156.

The initial plan for the 164's replacement was a complete reskinning of the platform, together with a mechanical package from the existing car. This plan had been assigned Project code

934. Pininfarina, had designed the 164. His company was also asked to submit a proposal for the redesign, in competition with Centro Stile Alfa Romeo, headed by Walter de Silva. While the in-house proposal was preferred, as the schedule was slipping, it became apparent that the planned reskin option was running out of time, to the point that the underpinnings of the 164 would simply be outdated by the time the replacement car finally arrived in the market.

Paolo Cantarella, then head of Fiat Group's car division, asked the designers to instead base the replacement on the group's new E platform, shared with the 1994 Lancia Kappa. A new project code, 936, was assigned and work recommenced. This new Alfa Romeo would share no external bodywork with the Kappa, although it was designed in tandem with the 156, but in a new style. That style was first revealed to the public in a concept car, the Nuvola, a two-door sports coupé designed by Wolfgang Egger,⁽¹⁾ when it was unveiled at the Paris motor show in October 1996.

By Spring 1993, the new in-house design was complete and, in May 1993, it was pitched against external design proposals from both Bertone and Italdesign. The in-house design duly won, and advanced design work continued until frozen a year later. Further progress on the new model halted as priority was given to its smaller sibling. Finally, the 166 was launched in 1998, a year after the 156.

In appearance, the 166 was something of a disappointment. It had nothing of the pert and pretty charm of the 156. Moreover, it had a decidedly odd front end, with undersized headlamps at the outer corners of the slim grille, which gave it a somewhat morose countenance, thought by some to be reminiscent of the 1995 fourth-generation Ford Fiesta.

Scaling up the smooth unadorned style of the 156 to the significantly larger car wasn't entirely successful. Even adding a concave indentation along the length of the bodysides did not help alleviate this (and perhaps it even exaggerated the car's slightly flaccid, *oversized but under-inflated* stance.)



While fielding questions from journalists about the new model's rather frumpy styling, allegedly Walter de Silva became defensive, particularly when he explained: "The target is a very different one after all and a car that was excessively sporty or over-designed at the front would have been quite inappropriate. This 166 is aimed at a slightly older average audience than was the 156." In making



this statement De Silva effectively told journalists and, indirectly, potential customers, that the 166 was designed for an even "slightly older" demographic. Those attending didn't think that sounded like a winning sales pitch.

1998 Alfa Romeo 166. Image: favcars.com

While the styling was a bit disappointing, the engineering was more impressive, with double-wishbone front and multilink rear suspension; the latter redesigned by Alfa Romeo engineers over what was originally fitted in the Kappa, in order to improve the 166's ride and handling.

The range of engines was largely carried over from the 164 and 156. It started with a 1,970cc 153bhp (114kW) *twin-spark* inline-four and included V6 petrol engines in turbocharged 1,996cc⁽²⁾ 202bhp (151kW) and normally aspirated 2,492cc 188bhp (140kW) and 2,959cc 223bhp (166kW) capacities and power outputs. A 2,387cc inline five-cylinder 134bhp (100kW) turbodiesel⁽³⁾ also was offered.

The transmission was via either a four-speed ZF automatic or a five-speed manual gearbox. All models were FWD, with no 4WD option available. The 166 was a large car with a 2,700mm wheelbase and overall length, width and height of 4,720mm, 1,815mm and 1,416mm respectively.

The 166's interior was executed in traditional Alfa Romeo style, with a driver-focused dashboard containing closely packed instruments under the Alfa trade-mark hooded cowl. The textile or leather seat upholstery was attractively pleated, with this pattern repeated on the door trims. Although the large sedan was capable of carrying five, accommodation in the rear was confined with the rear seat configured to preferably carry only two passengers.

Unfortunately, sales of the 166 began slowly, but then continued in the same vein. The 166 might have expected to enjoy reflected glory following the successful 156, but that didn't eventuate. Alfisti held onto their 156s, while others stuck with German premium saloons rather than risk a 166.

The lack of a diesel version in RHD markets effectively killed any possibility of significant company car sales, while high levels of depreciation⁽⁴⁾ made deals for private buyers seem extortionately expensive.

In September 2003, the 166 received a facelift and was substantially revised. Unveiling of this updated model occurred at the Frankfurt motor show. It featured a deeper *shield* front grille, now embedded into the front valance rather than the leading edge of the bonnet, together with much larger headlamps. Together, these changes made the 166 appear more assertive and confident at the front end. An enlarged 3,179cc (177kW) V6 petrol engine topped the engine range, as did six-speed manual and five-speed automatic transmissions. The existing range of engines was also revised.

In May 2004, *Autocar* magazine tested the revised 166. The reviewer praised the facelift as "one of the best nose-jobs we can remember" but he also bemoaned the unavailability of a turbodiesel engine. The 2.0-litre Twin Spark petrol engine "needs every rev to give the 166 any brio" but, in mitigation, he noted that: "a super-quick throttle response, sweet induction growl and extra surge at



the top of the rev range serve as a reminder of Alfa's sporting heritage." Moreover, the reviewer also pointed out that the six-speed manual gearbox was "delightful" to use.



2003 Alfa Romeo 166 Facelift. Image: auto-abc.eu

The Ti pack, a £2k option in the UK, was fitted to the £24.4k *Lusso* trim test car. This brought with it a 15mm drop in ride height and 18" alloy wheels with low-profile tyres. Unfortunately, these changes caused an increase in road noise, although the ride was "surprisingly unfazed". The *Autocar* reviewer mentioned that "around town, the independent suspension can hop and skip", betraying the age of the chassis, but the

ride becomes "less fidgety with speed."

With a 2.2 turn lock-to-lock, the steering was "direct and ultra-quick" with "negligible torque steer" – all of which belied the fact that the 166 was a relatively powerful FWD car. It had a claimed 0 to 60mph (97km/h) time of 9.3 seconds; a very credible figure for the 2.0-litre version of the 166.

The interior was praised for its "superb, multi-adjustable seats, allowing a comfortable driving position, and the circular air vents, cramped instrument cluster and ribbed leather facings, which all provide an appropriately Italianate ambience."



1998 Alfa Romeo 166 Interior

A substantial lift in sales was anticipated from this highly competent facelift, but that didn't materialise. Not long after, in October 2005, the 166 was withdrawn from RHD markets, while the production of LHD cars ceased in June 2007. Total European sales of the 166 were 90,224 units⁽⁵⁾, with small numbers also sold in Australasia.

Fiat decided to sell the 166/Kappa platform's tooling to China's Guangzhou Automobile (GAC), where it formed the basis of the Trumpchi GA5

Saloon that GAC produced between 2010 and 2018.

Although the 166 was flawed, it was arguably Alfa Romeo's best large saloon⁽⁶⁾ in years. It drove well, was comfortable, reliable, and also good looking, certainly after the facelift. The 166 became a bargain when bought second-hand. One longevity issue found was an odd tendency for the floor-pan (but not the bodywork) to suffer from corrosion. The 166 really deserved to be better remembered. ♦

(1) Described by Walter de Silva as "The most Italian German I know."

(2) The smallest V6 was for the Italian market only, to avoid punitive taxation on engines above 2.0-litres capacity.

(3) The turbodiesel engine was never made available in RHD markets, severely curtailing its potential sales to company car buyers.

(4) This expectation proved to be well founded: in August 2009, *Autocar* magazine named the 166 as Britain's worst depreciating used car, calculating that it held just 14.4% of its original used value after three years.

(5) Sales data from <http://www.carsalesbase.com>.

(6) It is moot which was the better car, the 164 or 166. Some argue that the former was better looking, but the latter was more accomplished dynamically.



SPECIAL "GT JUNIOR" EDITIONS OF THE GIULIA & STELVIO

Edited from an article appearing in www.autoblog.com on 19th October, 2021 by Ben Hsu.



Alfa Romeo has announced new special editions to commemorate the 1966 GT 1300 Junior. The Giulia and Stelvio 'GT Junior' series are only available in Europe. They were inspired by the beloved predecessor to the legendary GTV.

The Alfa Romeo GT 1300 Junior was part of a larger series of coupes from the 105 and 115 family, but built on the shortened Giulia chassis of that era.



While the GT Junior had the same style as Giugiaro's top-specification versions, it came with a less powerful engine and more affordable pricing. The GT 1300 Junior became the best seller of the entire range and a bona fide hit that led Alfa Romeo to move more than 90,000 units between 1966 and 1976.

The GT 1300 Junior had a 1.3 litre engine, developing 89 horsepower and delivered through its five-speed manual gearing to the rear wheels. It weighed about 1,000 kgs and had excellent handling; all of which helped make it an iconic model for Alfa Romeo.



To evoke the GT 1300 Junior, current models of the Giulia and Stelvio have been dipped in the exclusive gold colour called 'Lipari Ochre' which is a modern take on one of the GT Junior's most memorable hues. Both modern Alfas come with five-hole alloy wheels, on the Giulia 19in. and 21in. on the Stelvio.

No performance modifications were made to either vehicle. Giulia and Stelvio 'GT Juniors' come with either a 2.2-litre, 210 HP turbodiesel, or a 2.0-litre turbo four-cylinder petrol version that generates 280 HP. Both have 8-speed automatic gearing, powering the rear wheels via a carbon-fibre driveshaft. The Giulia can be optioned with either rear-wheel-drive or all-wheel-drive, while the Stelvio is only AWD.



Alfa describes these GT Junior editions as the 3rd group in its trilogy of special editions. This trilogy commenced with the May debut of the 500-unit [Giulia GTAm](#) which sold out almost immediately. The trilogy's 2nd part was a '6C Villa d'Este' edition of the Giulia and Stelvio, chosen to pay homage to the famous 1949 Alfa Romeo 6C [2500 SS](#).

While, to date, Alfa hasn't advised exactly how many units of these 'GT Junior' versions will be produced and sold, it seems that they will only be made available in Europe. ♦



L A T E A U T U M N G O L D I N T H E U K

*Yet more Autumnal Alfa Gold is seen in recent photos sent to us
by AROCA WA life member, Andrew Stevens.*





TWIN - ENGINE D 4 × 4 ALFASUD TI 'BIMOTORE'

Derived from an article in www.silodrome.com on 21st January 2021 written by Ben Branch

The Wainer 1974 Alfa Romeo Alfasud Ti Bimotore 4x4 was developed as a potential desert racer. But was it really designed for brutal off-road events like the African Safari Rally or?



As you might guess, with the word “Bimotore” in the name, this vehicle had two motors. One in the usual position, in front to power the front wheels, but there is also another motor in the rear, powering the rear wheels.

The idea of having two engines with two transmissions wasn't a new concept, of course. Recall Alfa's famous bi-motored race car of the 1930s. The same idea was also tried for desert racing, most famously in a Citroen 2CV Sahara.

Although this dual-drive train concept does add complexity, it results in a vehicle that can survive an engine or transmission failure, while continuing to drive on, via its engine and transmission backups.

The failsafe aspect of this design made the layout potentially ideal for motorsport use, especially in races already famous for killing vehicles, including rally events like the Paris-Dakkar or African Safari.



The black twin side air intakes are one of the few external clues to there being a second engine in the rear.

The Alfa Romeo Alfasud Ti Bimotore 4x4 Wainer was developed by Gianfranco Mantovani (whose nickname was “Wainer”). His engineering workshop often specialized in the modification and preparation of Alfa Romeo competition cars. In

this capacity, Mantovani had worked extensively with Alfa's racing department Autodelta and for its founder, Carlo Chiti.

The Alfasud Ti Bimotore 4x4 was completed in 1977. It used a 1974 Alfasud Ti 1200 as the starting point, i.e., the higher performance version of the model.

ALFA OCCIDENTALE

Issue 56, December 2021



The model name “Ti” may have been inspired by a similarly named BMW 2002, but, in the case of Alfa, “Ti” stood for “Turismo Internazionale”; (in English) “Touring International”.

The AlfaSud Ti came with a 5-speed transmission and a more powerful 1.2 litre four-cylinder boxer engine. With its Weber twin-choke carburettor, it produced 67 hp.

Mantovani and his team brought in another matching engine and transmission and fitted it in the former location of the Sud’s rear seats. Although not simple, that task was made easier by the Alfasud’s flat-four boxer engine having the gearbox mounted to its rear to power the front wheels. In



essence, this basic set up could be retained for the second engine and used in the rear of the vehicle.

The gauges to the right of the driver display separately show the vital statistics from each of the engines.

The car was designed to operate normally, either with both engines operating, or with only the front or rear engine driving the vehicle. The two engines used separate starter buttons and separate ignition systems. Each engine’s instruments were displayed on the dashboard so

that the driver could monitor both simultaneously.

The gearboxes were both linked to the same central gear lever with both clutches operated by the same pedal. The goal was to make driving the car as simple as possible, regardless of whether the driver was using both engines or only one of them.



The car was further modified with two side air intakes. A pair of radiators with electric fans were used to cool the engines, and an oil cooler was added. Both cooling and engine access were taken seriously, given that the car was meant for desert racing. To reduce cabin noise, Mantovani also fabricated a two-piece removable soundproof cover over the rear engine which could be removed for access.

With both engines operating, the car achieved 0 to 100 kph in 8.2 seconds with a top speed of 215 kph

Sadly, the AlfaSud Bimotore was never raced, neither on or off the road. However, historic file photographs do show that the car was tested in heavy snow. (See above). Maybe this indicated the kind of motorsport and conditions the team had really hoped to be racing in; very different from the desert!



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.



RECENT ALFA SALES OVERSEAS

Alfas, as noted in January 2022 on-line edition of Sports Car Market (SCM)

SARATOGA MOTOR AUCTIONS SARATOGA, NY.



#397-1964 ALFA ROMEO GIULIA Sprint Speciale coupe. S/N AR380758. Red/light grey cloth & black vinyl. Odometer: 47,271 km. 1.6-L I4, 2x2-bbl, 5-speed. Full restoration in Italy around 2013 by Carrozzeria Viscardi while under ownership of consignor, then displayed at Essen. Top-tier bodywork and paint, with carefully restored chrome bumpers and trim. Matching interior quality, except for instruments that remain in decent original condition. Rebuilt engine sounded perfect and restored to

original appearance. Wheels, tires, undercarriage were all done to a high level. Exceptional condition overall. Cond: 1-

SOLD AT US\$143,000.

Alfa 'Sprint Speciales' are often seen at high-end auctions, so it was rewarding for Saratoga Motorcar Auctions to be able to offer this superb example. Many seem to have flaws or compromised restorations. This one was in stunning condition and it was displayed with the 'Carrozzeria Viscardi Essen' show sign alongside the car. Rather than dismiss the unrestored instruments, the owner was refreshingly frank about it keeping the car from attaining top concours status. In my view, it was a minor issue. Buyers agreed and when it hammered at the winning bid of \$130k (\$143k with commission), the crowd erupted in cheers. A strong price for a 'Sprint Speciale', but very appropriate to its condition, and the top sale in the auction.



Bonhams, Newport, RI



#18-2008 ALFA ROMEO 8C competizione coupe. S/N ZARJA181480040149. Pearl Yellow/black leather. Odometer: 4,202 miles. 4.7-L fuel-injected V8, auto. One of a planned 1,000 8Cs built over four model years and one of 500 coupes. Abundant carbon fibre, quilted colour-stitched cockpit leather, a leather headliner, a Bose stereo and painted brake calipers. Exterior and interior showed minimal wear, and records were available and abundant. Cond: 1-

SOLD AT US\$346,000.

Powered by a version of the Ferrari-Maserati engine and shaped a bit more like a sport coupe than a supercar, the original could be had for around \$300,000. All were automatics. Few were produced in Pearl Yellow. The 8C Competizione Coupe represents this millennium's high-water mark for Alfa Romeo. It served as a halo car for the line and stirred interest in the subsequent 4C, which never reached five figures in sales during its eight-year production cycle. A combination of a rare colour and the present market froth propelled this one to a near record sale for a 4,000-plus-mile car. Very well sold and perhaps there are enough starved fans to support the price. At least until Alfa offers something better, which is unlikely to happen anytime soon.

HEMMINGS



1993 ALFA ROMEO SPIDER Series 4 Veloce convertible. S/N ZARBB32NXP7006327. Red/black canvas/black leather/suede. Odometer: 25,606 miles. 2.0-L fuel-injected I4, 5-speed. Standard colour combo for an Alfa in red over black. Low miles for the year and looks to be an all-original car. Paint is said to be original and is holding up well. Small rub mark on the nose from the garage wall. Interior looks to be in great shape, with the only detraction being the wavy upholstery piping on the driver's seat and a warped glovebox door. Jack and tool roll are

in the trunk. Replacement Sony stereo looks to be close to period-correct. Airbag light is blinking. Canvas top is in good order. Last of the imports into USA and about as cute as they come. Cond: 2-

SOLD AT US\$20,108.

Hemmings, 10/14/21. The Spider is an iconic shape that lasted for decades. By 1993, it could be argued that Alfa had gotten it right, even though many still considered the marque unreliable. This example is the one to have, as the Series IV was loaded with equipment including leather, 15 inch wheels and an airbag. For \$20k, this is a fun car that could have an upside in years to come, but then again, not many Americans lusted after these cars at the time. Other than a few Alfisti, few noticed when Alfa pulled out of the North American car market a year later. Well bought, but not a huge demand right now from younger buyers. ♦



ALFA ROMEO PREFERRED PARTNERING



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 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>Trinity College Italian Car Display</i>	<i>Thursday 4th November 2021</i>	<i>Greg Smith / Rob Rowbottam</i>	<i>Lunch time display of Alfas from 12:45 until 13:20 at Trinity supports Italian language classes at the school.</i>
<i>Rotary Italian Car Day, Mulberry Estate</i>	<i>Sunday 14th Nov. 2021</i>	<i>Andrew Murray</i>	<i>Date scheduled at Mulberry on Swan. All other details, inc. booking, are provided below.</i>
"Celebration of the Motorcar" Cottesloe Civic Centre	Sunday 28th November	Paul Blank	Curated car show of invited classic autos. Enjoy a great brunch beside the beach plus the great cars!
Annual Pasta Run	Sunday 5th December, 2021	Ferrari club is the organizer	Lunch at "Pasta in the Valley". Meet at Midland carpark at 10:00 for 10:30 departure. SEE TRYBOOKING LINK BELOW!
Christmas Picnic <i>Meet in Hyde Park</i>	Sunday 12th December 2021	TBD	Details to be provided. LOOK OUT FOR AN EMAIL ABOUT THIS PICNIC TO ARRIVE SOON.
Fish & Chips night beside Swan River <i>South Perth foreshore</i>	Tuesday 11th January '22	Sam Calabro	Meet beside the Swan in South Perth for fish&chips while watching sunset. SEE TRYBOOKING LINK PROVIDED BELOW!
Sunset run to dinner <i>at Kalamunda hotel</i>	Tuesday 1st February '22	John Reed	February club night at sunset is at the Kalamunda hotel. Look for details in email and future magazine issues.
50th Anniversary of AROCA - President's Run	Saturday 19th February '22	Andrew Murray / Greg Smith	Details are coming soon for this celebratory convoy run that will include plenty of WA's Alfa Romeos.
AROCA WA 50th Anniversary Lunch	Sunday 20th February '22	John Reed / Andrew Murray / Greg Smith	Gala Sunday lunch at Perugino Restaurant in West Perth. See details below with Trybooking link provided. Book early for the club discount.
!! A VERY SPECIAL 50th YEAR ANNIVERSARY EVENT !!			USE THE TRYBOOKING LINK TO GET EARLY BIRD PRICING BEFORE 1ST JAN. Details will be announced in the new year.
CLUB RUN TO AVIATION MUSEUM IN BULL CREEK	APRIL (Date TBD)	TBD	
ALFESTA 2022	Easter 2022	Martin Leaver	See announcement below for details
Port Macquarie NSW TO BE ANNOUNCED			
1st Tuesday events each month in '21/22	TBD, after February 2022	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 3RD 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.

Check This Video Link:

A 1933 Alfa Romeo 8C 2300 Monza ex Scuderia Ferrari: Straight-8 Supercharged Engine Sound! [#AlfaRomeo8CMonza](#) [#AlfaRomeo8C2300](#) [#8C2300Monza](#)



Andrew Murray's recently restored Giulia Super is seen at the 2021 Italian car day, "Bella Italia" at Mulberry Estate.



CLASSIC CARS & COFFEE

Next CC&C event is **Sunday 27th December, 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

DEC 27

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



\$10 Entry per car

supporting The Prostate Cancer Foundation of Australia



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.



NATIONAL PASTA RUN RALLY & PASTA LUNCH

SUNDAY 5TH DECEMBER 2021

Dear Members of WA Italian Car Clubs,

The National Pasta Run Rally will start from the at Centrepont Shopping Centre carpark in Midland. Please arrive at the carpark by **10:00am for a 10:30am departure**

Participants in the Pasta Run will be driving on a route through the Swan Valley to an Italian lunch at "Pasta in the Valley" restaurant, in Caversham.

Book your tickets online using the Trybooking link below to attend the event, don't forget to fill in your "car club" name.

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

There is a large room at the restaurant that has been reserved for all Pasta Run attendees.

Once you arrive at "Pasta in the Valley", go straight up to the restaurant counter to order and pay for your choice of meal & drinks. These items will be delivered to your table, so find a seat and enjoy some good food and company.

Note that "Pasta in the Valley" restaurant is at 2931 W Swan Rd, Caversham WA 6055

Regards,

Frank Ferrari.
President, WA Ferrari Club.





AROCWA FISH & CHIPS PICNIC TUESDAY 11th JANUARY 2022



DATE & TIME: Tuesday 11th January 2022, starting at 6:00 PM.

WHERE: Meet at the Swan River foreshore in South Perth. From Mill Point Road, head down Coode Street towards the river. There is a large car park on the left in the Sir James Mitchell Park, before you get to the Boatshed restaurant. Park in this carpark on the left where you will find that the AROCA WA picnic area is set up nearby.

FOOD: Use the Trybooking link below to order your quality West Australian sourced fish, either batter or grilled, which comes with a serving of chips. The club subsidized price is \$20 per person. Orders will be delivered as we picnic near the river. Note that this Trybooking link will be closed at COB on Friday 7th January.

LOW-KEY CASUAL: On the Tuesday evening, the club will collect the food from the fish shop and provide it to club members and partners while they are sitting on the lawns near the riverside.

WHAT TO BRING: Members should bring their own nibbles and drinks, plus glasses, etc. You may also decide to bring your picnic table and chairs.

CAR PARKING: Plenty is available close by.

CHECK THE GOOGLE MAP REF:

<https://goo.gl/maps/BFmBbNjoWhSvYyXe8>

BOOK NOW VIA TRYBOOKING:

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





CELEBRATE AROCA WA'S 50TH ANNIVERSARY AT PERUGINO

Sunday 20th February 2022; starting at midday.

Perugino Restaurant, 55 Outram Street, West Perth, 6005.



Perugino is one of Perth's premier restaurants. The WA Alfa Romeo Club has chosen it to be the location of its celebration of our club's 50th Anniversary.

This great lunchtime event will be held on Sunday 20th February 2022; starting at midday.

On the 19th February back in 1972, a first advertisement appeared in the West Australian requesting expressions of interest in joining AROCA in WA. It led to the club's founding that year by a small group of keen WA Alfisti. Interestingly, two years earlier, some of these same people played key roles in establishing the first ever AROCA Division in Victoria.

To celebrate our 50th Anniversary, AROCA WA has organized a special lunch that should not be missed by anyone involved in the Western Australian Alfa Romeo Owners Club. Our club's committee is looking forward to joining you and your partner for this very special, once-in-50-years, occasion.

Perugino Restaurant is preparing a 5-course Italian lunch for us, including some of the drinks; all at the special price of \$80 per person. Note, for those who book early, up until 1st January 2022, that the club is subsidizing the lunch price for members and their partners with a \$20 a head discount. However, after that date, tickets are only available at the undiscounted per head price of \$80. So, do book ASAP to obtain your early-bird discount. There is also a limited number of tickets available for non-members at \$80 per head. An EFTPOS bar will be in

operation throughout the lunch for additional drink order.

The Pagliaricci family first opened Perugino in West Perth in 1986 where they continue to present traditional Italian cuisine in elegant surroundings. Perugino is situated at 77 Outram Street, West Perth, near to the intersection with Murray Street.

Unfortunately, dining space at Perugino is limited to only 80-attendees for our very special, semi-formal, celebration lunch. Book very soon – don't miss out!

Use this Trybooking link to book early:

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



PERUGINO

AROCA WA's 50th Anniversary Lunch on Sunday 20th February 2020

at Perugino Restaurant, 55 Outram Street, West Perth, 6005.



Use this QR code to book for the AROCA WA 50th Anniversary lunch

OR, make your booking for the AROCA WA 50th Anniversary Lunch via Trybooking via this Internet link:

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

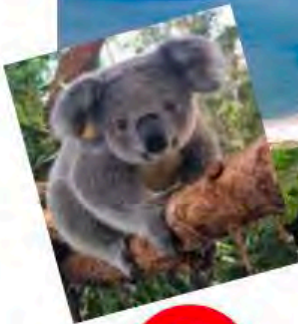


ALFESTA
2022
port
macquarie
NEW SOUTH WALES



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 ALFESTA (& POST-TOUR) PLANS AT PORT MACQUARIE NSW

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

“Alfesta”, AROCA’s annual national meeting, is held over the Easter long weekend. After forty years, it has become a well-developed gathering of Alfa owners, enjoying a fun-filled four night, three day social event format. Alfesta allows them to meet like-minded Alfisti from across the country and to explore various attractions and by-roads near the Alfesta location.

AROCA NSW last hosted an Alfesta when the Canberra Chapter invited everyone to the Nation’s Capital in 2013. Before that, it was at Alfesta in Orange in 2009. A NSW return must be well overdue!

For 2022, you are invited to Port Macquarie, a town of about 50,000 on the NSW Mid-North Coast, and the Hastings River area. Alfesta will be held at the Waters Edge Boutique Hotel, right on the Hastings River, less than 1 km from the town centre. The hotel has 61 rooms. Currently, we have all the rooms reserved for Alfesta bookings until 30 November. After that, room bookings will be open to the general public, but if any remain available, you still will be able to book into the Alfesta hotel.

A month ago, 32 of the 61 rooms had been booked with 69 people 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 attended even when they have been unable to bring their own Alfa.

In addition to the 32 rooms already booked, approximately another twenty people have registered without yet booking a place or making a hotel room reservation. So, if you are thinking of attending over Easter 2022, 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 kicks off on Thursday 14th April, with registration, a gift pack, and meeting with new and old friends. Good Friday activities are still being finalised. Saturday starts with the usual Show’n’Shine in the Town Green, where your car cleaning skills will be tested, plus a wander around the shops, before exploring the Port Macquarie area during free time in the afternoon.

The Ray Sharp Observation Run is scheduled for Sunday morning including a scenic drive to the west and south of Port Macquarie. Along the way, there are optional questions to answer, while following the route. After lunch at Long Point Winery, there is more free time in the afternoon before the Alfesta gala dinner.

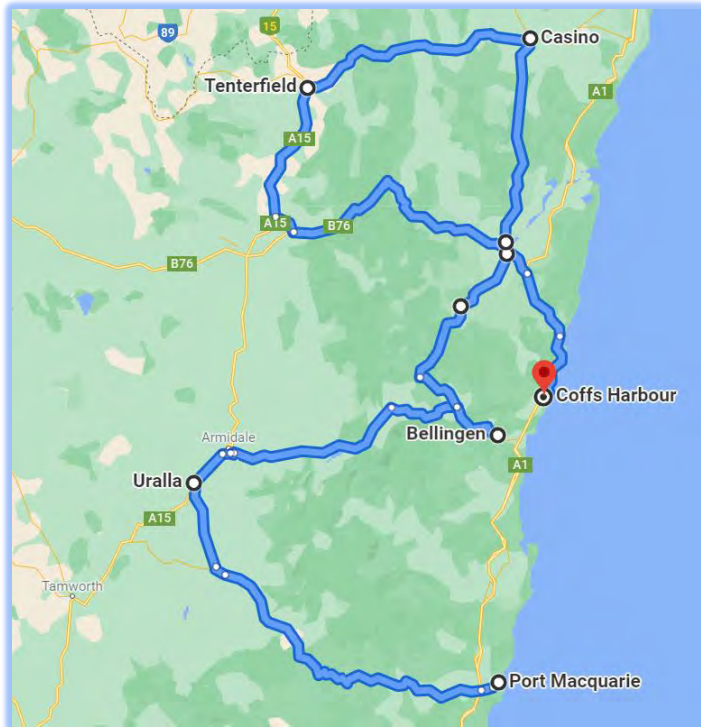
We farewell those not taking part on the post Alfesta Tour on Easter Monday morning.

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 should you be driving up from Sydney) will be on M1 dual carriageway. To counterbalance that, the Post-Alfesta Tour for 2022 has scheduled a few days driving on some of the best roads in the country.



The three day tour criss-crosses the Great Dividing Range, as you can see from the map below. You can drive these roads at your own pace. You don't even have to be an Alfesta participant to join the tour group on the full tour. Furthermore, you can drive as much of the tour route as you prefer.



The plan is for us to spend the first night at Bellingen and the second night at Tenterfield. As, via the direct route, Bellingen is only 90 minutes from Port Macquarie, there always is the option of spending your Easter Monday as a tourist day and then joining the tour group for dinner at the Federal Hotel in Bellingen, with a la carte menu choices.

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

The tour route takes 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 the road is now open again to through traffic, although work is still continuing and it may slow our progress 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 travels east across the Great Dividing Range once more, this time via the Bruxner Highway towards

Lismore. While driving in the north of NSW, Queenslanders might decide to depart for home around Woodenbong. For those who are later heading south, you can continue to Coffs Harbour, (which was one of the initial locations proposed for Alfesta 2022 before AROCA NSW decided 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 8 ^{T H} N O V E M B E R 2 0 2 1



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

Treasurer's Report as at 18th November 2021

Opening Balance b/f 22/10/2021 \$9,803.66

INCOME

Memberships

0/11/21	B.Moran		\$80.00	
15/11/2021	P.Hesketh		\$80.00	\$160.00
Total Income				\$160.00

PAYMENTS

10/11/2021	S.Calabro	Reim Pizza/Nib Gen Meeting		\$212.89
10/11/2021	A.Murray	Reim Wine/Beer Gen Meeting		\$197.00
10/11/2021	D.Hamlyn	Reim Postage for Mem cards		\$22.00
10/11/2021	E.Bernardi	Reim Office Wks Alfa Business		\$36.98
		Card forms		
TOTAL PAYMENTS				\$468.87

Net Movement

-\$308.87

Closing Cash Book Balance		\$9,494.79
Closing Balance Westpac 18/11/2021		\$9,494.79
Reconciliation Variance		\$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 22/10/2021		\$14,180.93
Interest Received 31/10/2021		\$0.11
Closing Balance c/f 18/11/2021		\$14,181.04

TOTAL FUNDS AVAILABLE \$23,675.83

EDDIE BERNARDI
TREASURER
18th November 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 56, December 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 # (if applicable)
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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 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
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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>
Eddie Bernardi	55	18	<i>AROCA WA Club Treasurer, Eddie Bernardi, talks about his love for the black, 2.4 litre diesel Alfa 159 that he has owned since new.</i>
Someone you know ?			<i>Alfa Occidentale is very keen to interview more WA Alfa Club members to continue this series of profiles.</i>



Richard Peirce's Alfa Romeo Series 2 Spider is seen gleaming in the sun at "Bella Italia", Mulberry Estate, Swan Valley.