

ALFA OCCIDENTALE

Issue 75, August 2023



This is the **75th edition of ALFA OCCIDENTALE**, the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division).

This issue includes current information regarding the WA Alfa Club's upcoming activities.



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CURRENT AROCA WA COMMITTEE

Aidan Daly	President.	president@alfaclubwa.com.au
Andrew Murray	Past-President.	Andrew.Murray@alfaclubwa.com.au
Greg Smith	Secretary/VP.	secretary@alfaclubwa.com.au
Aidan Daly	Webmaster.	digital@alfaclubwa.com.au
Eddie Bernardi	Treasurer.	treasurer@alfaclubwa.com.au
David Hamlyn	Membership Sec.	membership@alfaclubwa.com.au
Steve Sugden	Concessions Sec./CMC	concessions@alfaclubwa.com.au
Ivan Olsen	Competition Sec.	competition@alfaclub.com.au
Sam Calabro	Gen. Cttee.	sam.calabro@alfaclubwa.com.au
John Reed	Gen. Cttee.	john.reed@alfaclubwa.com.au
Enzo Simeone	Gen. Cttee.	enzo.simeone@alfaclubwa.com.au
Sam Tornatore	Gen. Cttee.	sam.tornatore@alfaclubwa.com.au

All AROCA WA Committee Members: committee@alfaclubwa.com.au

David Wright National Coordinator. national.coordinator@alfaclub.org.au



R E C E N T & U P C O M I N G P R O G R A M

The club's annual Alfa Romeo Birthday Dinner was held at the 'Ristorante 1934' at the Italian Club in Northbridge on Saturday 24th June 2023. Eighty-two club members, partners and non-members were in attendance. A report on this great club event appears below in this magazine issue.

AROCA WA's July Club night was held at the Barbagallo Alfa Romeo showroom in Osborne Park on Wednesday 5th July to introduce the new Alfa Tonale models. A report on this event also appears below.

Expressions of interest in a **winter weekend at the RAC Karri Valley Resort** for **28th – 30th July** resulted in a limited number of attendees, but the number includes 4 from the Fiat Lancia club. It still may be possible to attend. See the notice below in this magazine, then email secretary@alfaclubwa.com.au.

Thursday 17th August is the date of the **club's 2023 New Members Night**. WE will meet at the **Italian Club in Northbridge at 7PM** for a pizza night designed for club members to get to know our newer members.

Do note that our regular monthly events continue into 2023:

- **AROCA WA's committee meets every 3rd Thursday of the month at 18:00**, in the **Northbridge Italian club**. All Alfa club Members are welcome to join the committee at **the regular informal pizza dinner at 7PM**, following these 3rd Thursday committee meetings.
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- **The WA Alfa Club's monthly club meeting is normally scheduled for the first Tuesday in the month**. Look for details including topics, locations, etc. in mailed-out updates. ♦

C L U B M E M B E R S H I P R E N E W A L

It is now the start of the first quarter of the new financial year. Therefore, it is also past the time for you to renew your club membership subscription.

If you haven't already done so, it is critically important to do so immediately, especially if you own a concessionally registered vehicle. Your club membership must remain continuous, year-on-year, for you to avoid the possibility of your concessional vehicle's registration lapsing.

As of July 15th, only 1 concessional member had not renewed! Do note that the WA DOT takes a tough stand on this matter!

If your details remain unchanged, you can simply renew your club member subscription by EFT. The subscription fee is still \$80 per annum. Make payment to the account of 'AROCA WA' at Westpac, BSB: 736-054, Account No.: 070313 - but please don't forget to add your name and member number in the EFT payment details fields.

However, if any of your personal details, or if any of the cars that you own (or their details), changed during the last financial year, FY22/23, please urgently complete documents already emailed to you by the club's concessions registrar, Steve Sugden, then email the completed forms back to him at concessions@alfaclubwa.com.au.

All club members should note that your annual subscription renewal was due on **30th June 2023**.



ALFA ROMEO BIRTHDAY DINNER

At '1934 Ristorante', Northbridge Italian Club on Saturday 24th June
(to celebrate the 113th Birthday of Alfa Romeo.)



The 113th birthday of the Alfa Romeo marque was celebrated at the Italian club in its '1934 Ristorante' on Saturday evening, 24th June 2023. That date is the actual day of our wonderful marque's birth in 1910.

An impressive 82 AROCA WA club members, their partners, and some non-members, arrived at '1934 Ristorante' for the event, held annually by the WA Alfa Club. The large dining room of the Italian Club's '1934 Ristorante' had a capacity crowd.



The WA Alfa Club's annual awards for 2023 were announced during the dinner. As usual, awardees were presented trophies for the 'AROCA WA 2023 club champion', the 'AROCA WA 2023 Spirit of the Club' award (first initiated by the late Norm Craven-Kelly, when he was club president) and the Club's 'Competition Award' for 2023.

For 2023, AROCA WA's award winners are:
Aidan Daly Club Champion.
Dr. Leo Marzo 'Spirit of the Club.'
John Reed Competition Award.

While Aidan is the current club president, his attendance at all Alfa club events, his organization of many, while this year, undertaking the leadership of the club too, made him the unanimous choice of the AROCA WA committee. Past President, Andrew Murray, noted these achievements while awarding the Club Championship trophy to Aidan.

Dr. Leo Marzo has been a club member for many years. For a long time, he was a frequent Alfesta attendee. Now, at age 90, he still is a continuing frequent event attendee. Dinner guests very enthusiastically applauded when a surprised Dr. Leo delightedly accepted the 'Sprint of the Club' award from President, Aidan Daly.

Last year's competition award winner, John Reed, was the worthy winner of the competition award.

At the dinner, all club members were very pleased to see Sarah Pagano and her brother in attendance. Earlier this year, Sarah's husband and active club member, Piero Pagano, passed away after a long fight with cancer. His sad loss certainly remains in the thoughts of everyone in the club.

Greg Smith was delighted when President Aidan Daly announced that the club committee had decided that he should be made a Life Member of the club, in recognition of his continuing role as club secretary and editor of the club's electronic magazine, 'Alfa Occidentale'.

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The Alfa Romeo Birthday Dinner was a very appropriate time to launch a new book, 'Alfisti Dell'Ovest', which presents profiles of 23 of the club's members. Throughout the evening, first sales of this A-4 sized book, with its many colour photos, continued steadily.¹

¹ More details on how to acquire your copy of this new book appear below in the magazine.

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Richard Peirce and Glen Phillips are thanked for the photographs presented in this article.





JOHN SCHOEN WRITES TO AIDAN DALY

Dear Aidan,

I believe that the grant of a Life Membership to Greg Smith warrants a bit of a follow up in an upcoming issue of Alfa Occidentale, so here goes:

As most club members already know, the Alfa Romeo Birthday Dinner, held on Saturday the 24th June this year occurred on the exact day that Alfa Romeo was founded as a company in 1910. The food at the Birthday Dinner was excellent, the company was great and it was held at a good venue too.

At the dinner, I noted that your announcement of the WA Alfa Club Committee's unanimous decision to grant a Life Membership to Greg Smith was heartily applauded.

Below is a brief summary of what the award of this life membership was based on:

- Greg's role as the Club's Secretary since 2016;
- His work as the Editor of Alfa Occidentale, having produced 74 issues to date after he had introduced the new magazine in digital format in late 2016;
- In tandem with his role as Secretary and Editor, acting as Vice President and providing his support for President Aidan Daly;
- Not to mention the arrival of a book titled "Alfisti Dell'Ovest", first seen at the Birthday Dinner on 24th June, in which the profiles of 23 WA Alfisti were featured.
- All of that is underscored by Greg's continuous Alfa ownership since 1986 and his attendance at no less than 7 Alfestas; 2 of them while representing the WA Division.

This was thoroughly well-deserved award.

With regards,

John Schoen



Left to right: Greg with wife Penelope out on Lake Kununurra, President Aidan Daly and Life Member, John Schoen. ◆



AROCA WA JULY CLUB MEETING

Viewing of the new Alfa Romeo Tonale at Barbagallo's Alfa Showrooms

Wednesday 5th July 2023



The July club night of AROCA WA was held at the Barbagallo Alfa Romeo showroom at 350 Scarborough Beach Road, Osborne Park on Wednesday 5th July. Club members were introduced to the newly launched Alfa Tonale models.

Thirty people attended the night, mostly AROCA WA members - the total included a few partners who came with club members.

The new manager of Fiat and Alfa sales at Barbagallo Motors, Liam Price, made us welcome and generously provided soft drinks and pizza for all.



Liam chose not to make any formal presentation at the meeting as he said that he preferred to talk with the attendees in small groups while they looked over the Alfa Tonale on show and also carefully checked out a few Giulias (a Veloce and a QV) in the showroom. A very nice Stelvio Quadrifoglio also caught people's attention. In addition, a couple of Fiat 500s were displayed in the showroom. A not-yet-released-in-Australia PHEV version of the Alfa Tonale sat outside overlooking the traffic in Scarborough Beach Road. It had arrived in WA

from Stellantis before full approval for sale of this Tonale model had been achieved. A few of us were able to sit in it out in the yard.



After the club's visit to the Alfa Romeo showroom, a smaller group of the club's members decamped to the Paddington Ale House in Mount Hawthorn. There some enjoyed additional food, most ordered suitable drinks, but everyone was fully involved in further conversation. The topic was as much about the plans of many in the group to attend Alfesta in 2024 as it was about the recent viewing of the Tonale. ♦

Photos in this article of the Alfa Tonale on display at Barbagallos are courtesy of Glen Phillips.



LANCIA FULVIA SPORT VERSUS ALFA ROMEO JUNIOR ZAGATO

Edited from an article in www.Classic&SportsCar.com written by Ross Alkureishi on 2nd December 2022 (but, first published in the same magazine in November 2014). Images are by James Mann.



When they were first introduced, the Alfa Romeo Junior Zagato (left) and Lancia Fulvia Sport (right) were very stylish alternatives to the two car makers standard model range.

In Colchester, Essex, the town's bespoke centre for contemporary art certainly is a mesmerising, yet controversial, combination of arcs, sweeping curves and angles. In fact, it is the perfect foil for the comparison of two cars, the Lancia Fulvia Sport and the Alfa Romeo Junior Z; the distinctive stylings of which polarised opinion when these cars first were introduced. This diversity of view even continues today.

Neither sports car would look entirely misplaced if displayed inside the Colchester art centre as a modern art installation. However, when seen outside during a busy Saturday afternoon, the locals were perplexed. As they stepped closer to the cars to view badges and scripts, not much more clarity seemed to be brought to proceedings: "Never seen that one before," was heard. It seemed that the appreciation ratings of those good Essex folk were hovering somewhere around the 50% mark.

Then the magazine's photographer, James Mann, arrived, but even he wasn't immune: "Beautifully ugly," he called the cars. Ah, the wonders of a coach-built body, when it all comes from that most eccentric of Italian styling houses, Zagato!

Never one to follow fashion for its own sake, *Carrozzeria Zagato* was founded in 1919 by Ugo Zagato. He set out to bring the aeronautical principles of lightness and strength into the automotive world. Since then, Zagato always has been at the forefront of design, but mostly still heading in its own inimitable direction. Nonetheless, at some point, most of the world's prestige automobile manufacturers have come calling on Zagato, though, perhaps, some more than others.



The Zagato-styled Lancia Fulvia Sport was launched two years after the Fulvia coupé was released

First up, Lancia. The coupé version of the Lancia Appia replacement, the Fulvia, first appeared in 1965; two years after the stubby four-door saloon. It was designed in-house at Lancia. The car was both purposeful and dynamic in appearance, with its quad headlights and a compact, box-like silhouette.

Its older sibling's wheelbase had been chopped by 17cm, but the underlying mechanical basis remained the same, with a gem of a chain-driven, slant-mounted V4 engine that was mated to a four-speed all-synchromesh gearbox.



The distinctive opening rear hatch, the cossetting interior and stylish design touches on the Lancia Fulvia Sport. Its V4 powerplant has twin carburetors.

The engine was mounted on a separate sub-frame and it drove the front wheels. Transverse-leaf independent front suspension and disc brakes all round completed a skilfully engineered package. However, around that time, large engines were drawing punitive taxes in Italy, thus a thriving market was developing for unorthodox, coach-built versions of smaller-engined cars. With this in mind, Lancia took up the alternative of a Zagato-proposed body style and launched the Fulvia Sport in 1967.

If wealthy Italians were prepared to pay a premium to 'stand out' on the road, then Ercole Spada's bespoke aluminium bodywork certainly did that – and then some.

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The Lancia looked like nothing else of its time. It is slightly wider and longer than the coupé, and it commanded a hefty price premium when it was positioned as Lancia's prestige model at the top of the range.

After Fiat's takeover of Lancia in 1969, the modified Series 2 Sports had appeared with an all-pressed steel body, an increased power output of 90 bhp, and a five-speed gearbox. However, generally, Lancia fans considered this drive system inferior to the four-speed unit. Engine changes followed those of the coupé before the final iteration, which meant that the 1300 Sport bodyshell received the higher performing 115 bhp 1600cc engine that came from the rally-tuned HF. This upgrade gave the Fulvia Sport serious capabilities, but in the UK, only 80 copies of the right-hand drive version ever reached British shores.

Meanwhile, at Alfa Romeo, then CEO, Giovanni Luraghi, had identified some room for a new model, an original, compact and sporting GT, but it was to be added to a vehicle range that already included the Giulia Super, Spider and GT Junior. While at the 1967 Turin motor show, Luraghi met Gianni and Elio Zagato, and, between them, the underlying principles of this new vehicle were agreed.



To improve both performance and handling, this new GT was to have a compact streamlined design and a lightweight construction, but one combined with a stiff body. In addition, its styling had to be sufficiently original to properly differentiate it from both an existing Pininfarina-designed Spider and the Bertone-designed GT Junior.

This work fell to Ercole Spada whose resulting design was provocative in the extreme. The Junior Z had an alluring outline, but it was truncated at the rear. The car was tapered forward into an aggressive wedge at the front, which gave it real visual drama. Unfortunately, upon its release in 1969, the end result of this idiosyncratic Zagato design was also fiercely expensive, mostly due to a painfully complex production process.



From a technical viewpoint, under the skin there was nothing that new. The Junior Zagato sat on a Spider chassis with tried-and-tested Giulia underpinnings driving the rear wheels. A trusty Alfa Romeo twin-cam 1,290cc four-cylinder engine achieved 103 bhp. Twin Weber 40 carburetors came as standard, plus a five-speed gearbox and four-wheel disc brakes. In 1972, a 1600cc version of the Junior Z arrived, with the larger engine providing a further increase in power to 114 bhp.

Due to sleeker aerodynamics, both the 1,300cc and 1,600cc models offered a slight performance boost compared to the same workings in the donor cars. However, in reality, the Zagato designed machines were ones that buyers were purchasing with their eyes alone.

Today, with the Lancia and Alfa arranged side by side, it seems clear to an extent that the earlier Fulvia Sport must have provided some of the inspiration for the Junior Z. Both cars share the same sweeping profile in the roofline, but, while the Lancia has a somewhat bulbous front end and a more delicate rear, the reverse situation applies for the Alfa with its sharp rear and a fine slope of the nose.

There is a subtle flaring applied to the Sport's front wheel arches, and the lack of any on the rear. This gives the bodywork a clean, narrow feel, while the raised bonnet and muscular arches of the Junior Z create the appearance of a more sporting-oriented intent.



Both models do have imposing front ends. On closer examination though, it is the fine details of the Junior Z that delight the knowledgeable car buff, starting from the Plexiglas snout with the Alfa grille-shaped aperture and ventilation slats on one side, to an 'origami effect' on the top of the bonnet as the metal folds around the windscreen wipers.

It is not a surprise to anyone, that the custodians of these two featured cars mention aesthetics in their list of primary reasons for their purchase.

Tim Heath, the owner of a Lancia 1600 for 8 years, notes that his wife at some point, had said she "liked the styling." He adds, "Also it complements my 1600 HF, and having the same mechanicals, it was something that I was already familiar with."

Heath commissioned a bare-metal restoration of his 1600 Sport in 2007. At the same time, he strengthened the car by having the inner and outer wheel arches seam-welded and added Daytona-style Plexiglas covers to the rectangular headlights. "It's smooth, fast and quiet," he says, "and fairly economical for long-distance trips to Europe."

In the Alfa Romeo camp, owner, Charles Cook, bought his Junior Z only four years ago, but, he says, his purchase was based on similar reasons to the ones used by those who had bought Junior Zs new at the time of their initial introduction.

"It's a very pretty, coach-built limited-production model from a manufacturer whose cars don't cost a fortune to run," Cook states. His Junior Z originally had a 1600cc engine, but, in Italy, a previous owner installed a 1750 powerplant. Cook continues: "It's an inherently stronger engine than the 1600 was - and with a bit more power - so the difference over my SS1600 is noticeable." Cook, who is a tallish man, does cite the driving position for those approaching 2 metres tall as the car's only downside.



Upon initial inspection, both cars appear similarly appointed inside. After spending a little more time with each car, however, it becomes clearer that the Lancia is finished to a higher specification. Small things stand out, e.g., the smooth action of the interior door pull, the wooden fascia and the Veglia instruments, although it is the way the Sport's seats cosset you that creates a confidence that, even after a long journey, you will still step out of the car feeling fresh.

On the dashboard there is a button for the electrically operated rear hatch, which lifts for extra ventilation. This rear ventilation feature also serves to confuse fellow road users, who often are seen helpfully miming actions to tell you that your rear window is ajar.

This similarity continues in the Junior Z which shares that same signature mechanism and has the same doorhandles. But, while the junior Z does have a smart interior, it is a little more basic. There are no electric windows and, while the oval dashboard mimics the grille, the fascia looks a little like a DiY job.

In the Junior Z, the sitting position is much lower with legs and arms outstretched, and the gear lever juts out almost horizontally towards the driver. If you are going to be spending long periods of time in either car, then the Sport should have it on points.

On the road, the Lancia's V4 ticks over like a finely engineered watch, and once on the move it is exquisite. It thrives on revs, to the point that you soon find you are shifting through the precise dogleg gearbox with haste to ensure that it stays within its optimal 4,000-5,000 rpm zone.

Sound deadening in the Lancia's cabin is first class, but it filters through enough intake noise to keep a smile on your face. Ditto lifting that rear hatch, to better appreciate the slant-engined rasp of the exhaust.



The designs of both cars are similar in profile, with the Lancia defined by its smoother edges.

The simple suspension set-up, including a dead axle and leaf springs at the rear, is damped for comfort rather than sport. It is less frenetic and, to a certain extent, more dynamic than its HF sibling. There is little roll and the roadholding is superb. The brakes, Girling

four-pot calipers front and two-pot rear, are excellent and complete a highly specified package.

Despite its GT pretensions, the Junior Z really is more of an old-school sports car. At low speeds, it feels a bit uninspiring, but when you floor the pedal, that venerable twin-cam comes to life. Compared to the Sport, the powerband is more toward the mid-range and with this example having a 1750cc engine, the torque is upped even further.

The Junior Z experience benefits from the cabin's relative lack of sound deadening, plus the low seating position and the perfect weight of the steering. It is a more exciting and aurally visceral experience than is the Sport, which, while it seems the more accurate machine, achieves that at the expense of feel.

Only the Junior Z's damping lets it down a little, certainly in comparison with the more dignified ride quality of its rival, which is a surprise given the Sport's relatively old-fashioned design.



Fundamentally, even though the methods of delivery of these two cars are different, both offer similar driving experiences. The Alfa may be the blunter sporting instrument, while the Lancia retains a degree of civility, while still being a great driver's car. However, it is in the aesthetic department that they have always been judged - and they still are. For decades, both cars have suffered somewhat in the shadows of their more conventionally attractive siblings.

Today, their eccentric looks are at the heart of their unique appeal and, if anything, in this regard the Junior Z does manage to 'out-quirk' the Lancia. Even so, there is something special about the shape of the Fulvia Sport – at least in the eyes of author, Ross Alkureishi. He says, "In conclusion, if it is true that both cars looked like nothing else on the road when first introduced; today you can multiply that by 100X."

Competition Endnote: Zagato-bodied Alfa Romeos have enjoyed an exceptional history of racing success that stretches all the way back to the Mille Miglia-winning cars of the 1920s. More recently, the exquisite Giulietta SZ, the Giulia-based TZ1 and the TZ2 road-racers have also found success. While coming from the same breed, the Junior Z's Grand Tourer nature, not to forget the success of Autodelta GTAs, effectively has ensured that it hasn't tasted major competitive action, other than with some privateers.

Meanwhile, in Turin, Lancia hasn't raced under its own banner since the company was sold in 1955, an event which had led to the transfer of the Lancia racing team's materials to Ferrari. While Zagato derivatives of the Appia and Flaminia did race in private hands, the situation changed with the Fulvia. Between 1967 and '69, Zagato modified 27 Sport models for the HF Squadra Corse factory race team. It did so by lightening and strengthening the bodies and fitting the cars with HF 1300cc engines. Those Competizione variants achieved outstanding class wins at the 1969 24 Hours of Daytona and the 12 Hours of Sebring, in the latter driven by Claudio Maglioli and 'Lele' Pinto using an HF 1600 engine.

Technical Comparison:

Detail:	Lancia Fulvia Sport	Alfa Junior Zagato
Years produced, No. built & sold	1965-'73 / 7102 (inc. 800 1600s)	1969-'75 / 1510 (inc. 402 1600s)
Construction	All-steel monocoque (Al panels on early cars)	Steel monocoque
Engine	Iron-block, alloy-head, twin-overhead cam shaft 1298cc/1584cc V4, twin Solex carbs	All-alloy, twin-overhead-camshaft 1290cc/1570cc 'four', twin Weber carbs
Max Power		103bhp @ 6000rpm / 114bhp @ 5000rpm
Max Torque	84-112lb ft @ 4500rpm	101lb ft @ 3200rpm / 115lb ft @ 2800rpm
Transmission	Five-speed manual, FWD	Five-speed manual, RWD
Front Suspension	Independent by wishbones, transverse leaf springs	Independent, by wishbones
Rear Suspension	Dead axle, semi-elliptic leaf springs, telescopic dampers, anti-roll bar f/r	Live axle, radius arms, coil springs, anti-roll bar f/r
Steering	Worm and roller	Worm and roller
Brakes	Disks all round with servo	Discs all round
Length	4,013 mm	4,000 - 4,100 mm
Width	1,575 mm	1,549 mm
Height	1,270 mm	1,280 mm
Weight	914-962 kg	948 kg
0-60 mph	12.7 - 9.5 secs	13.1 - 10 secs
Top speed	100 - 118 mph	105 - 118 mph
Fuel Economy	22 - 28 mpg	26 - 28 mpg
Price when new	£1,850 (for the 1600 in 1973, UK)	2.3 million lire in Italy



ALFAS OF THE 1970s & 1980s

Part Four of a Four Part Series. Pt. 4: Alfa 90s, 75s & 164s.

By David Wright, Patron, AROCA VIC & AROCA National Coordinator

By the mid-1980's the rumours were correct: Alfa Romeo was for sale! Its budgets were extremely tight, but the model range still had to be refreshed, so what would give? In the wash-up, spiders, coupés and right-hand drive models were rationalised, while new sedans were produced using the 116 series platform.



The Pomigliano d'Arco factory was shored-up with the Alfa 33 models. Meanwhile, the Alfetta and Giulietta had reached their end of life. Replacements for the 116 series models were urgently needed, as an empty factory would be very difficult to sell. This urgent need was filled by the Alfa 90 and Alfa 75 models.

Industry rumours and media speculation regarding a Ford buy-out were constant distractions. They also created considerable unease among Alfisti. What direction would Alfa take in the future? In 1986, when this was finally resolved, the takeover by Fiat was initially seen as a relief. Alfa Romeo would remain in Italy, so allowing the Italian style, engineering flair and motoring passion to continue.

The Alfa 90 and Alfa 75 were the last Arese models to be produced under the financial constraints of Alfa's Finmeccanica ownership. Thereafter, with Fiat investment, the Alfa 164 range of prestige sedans was introduced. Meanwhile, in Australia, Alfa Romeo coupés and spiders had been consigned to dream time.

ALFA 90



The combination of Busso's magnificent V6 and the 116 series platform was not new. This wonderful marriage first appeared with the GTV6 and later, in the Alfa 6 sedan (but not in those models destined for Australia). But packaging the V6 engine within the 116 platform of the Alfetta's 4-door dimensions was a different challenge.

This required a considerable amount of re-engineering as 'sporty' performance had to be tempered with high levels of comfort and refinement. Therefore, the suspension did need to be softer. In addition, the Alfa 90 was to carry an unprecedented amount of standard equipment. After more than 12 years of Alfetta production, its replacement required a fresh body shape. This new styling was entrusted to Bertone.

In Europe, the Alfa 90 was available with 4- and 6-cylinder engines, but in Australia it received only the 2.5 litre V6.



In keeping with its new image, plush velour materials were used for the interior trim and power steering. Air conditioning, electric windows, electric front seat controls, a small briefcase, check control and trip computer were standard equipment items. The electronic dashboard was extremely exotic and gained the tag 'Star Wars'.

External equipment included alloy wheels, electric mirrors and a novel front spoiler that self-adjusted at vehicle speeds above 80km/h.

The Alfa 90 was very well received when it arrived in February 1985. Its combination of comfort, good road performance and high levels of standard equipment attracted many first time Alfa buyers.

Alfa 90 - General Specifications

Engine: SOHC 2.5 V6, 88x68, 2492cc, fuel inj. 156bhp@ 5,600rpm.

Transmission: Rear drive, 5- speed gearbox and clutch in transaxle.

Suspension: Front-double wishbones with torsion bars, anti-roll bar, telescopic shockers

Steering: Variable ratio power assisted rack and pinion

Brakes: 4-wheel discs, power assisted, front ventilated, rear inboard

ALFA 90 SUPER



A number of mechanical changes were required when Australia switched to unleaded petrol in 1986. The unleaded version of the 90 was known as the new '90 Super'.

Despite introduction of a catalytic converter and additional emission equipment, just 4 bhp was lost. Along with these engine changes, the 90 Super gained a single plate clutch and revised gear ratios. New analogue instruments replaced the 'Star Wars' dashboard, and the

front grille was changed.

Alfa 90 Specifications

Model	I.D.	Import Years	Engine
Alfa 90	162.19	1985-86	2.5 V6 (leaded) 156bhp @ 5,600rpm
Alfa 90 Super	162.91	1987-87	2.5 V6 (unleaded) 152bhp @ 5,600rpm

ALFA 75

In 1985, in-house styling for the Alfa 75 commenced. The model name, 75, was chosen to honour Alfa Romeo's then proud 75-year long history.

Using the 116 series Alfetta 4 door platform, the Alfa 75 had the same constraints as the Alfa 90, although its design brief was different. The 75 was to be a true sports sedan, without concessions to luxury.





After the Alfa 75 first arrived in late 1986, only 18 months after the Alfa 90, some confusion was created due to their close pricing and mechanical specifications, although it was the body styling that really set them apart. There was a pronounced wedge shaping to the Alfa 75 body, which can be regarded as a follow-on from the Giulietta. This design feature clearly stated that it was a Sports Sedan.

Alfa 75 – General Specifications

Engine:	2.5 V6, 2492cc, Bosch L- Jetronic fuel injection, 156bhp @ 5,600 rpm 2.0 Twin Spark: 4 cyl. 1962cc, Bosch Motronic fuel injection, 148 bhp @ 5,800 rpm 3.0 V6: 3.0 V6, 2959cc, Bosch L-Jetronic fuel injection, 188 bhp @ 5,800 rpm
Transmission:	5-speed gearbox and clutch in rear transaxle 2.5 V6 Automatic: ZF 3-speed gearbox in transaxle
Suspension:	Front: double wishbones with torsion bars, anti-roll bar, telescopic shockers Rear: de Dion tube, Watts linkage, coil springs, anti-roll bar, telescopic shockers
Steering:	Variable ratio, power assisted rack & pinion
Brakes:	4-wheel discs, front ventilated, rear inboard

The 2.5 V6 manual was the first Alfa 75 model received in Australia and it was the only Series 1 Alfa 75 ever marketed in Australia.

Then the Alfa 75 range was expanded to three models with the 1987 face-lifted Series 2 models; the 4-cylinder Twin Spark, the 2.5 V6 Automatic and the 3.0 V6. In Italy, these cars were identified as 'Alfa 75 Supers'. The Series 2 or Super models can be identified by their wheel arch extensions, different shaped bumpers, the wind deflectors on the front doors and the extended side belts on the rear quarter panels which form a small spoiler on the boot.

Alfa 75 2.0 Twin Spark



also contributed to its impressive drivability.

The Alfa 75 Twin Spark brought Alfa's 2 litre four-cylinder engine back into play. With a completely re-designed twin spark plug cylinder head and an ingenious valve phasing control unit, this remarkable engine gave added sparking performance and excellent fuel economy. Bosch L-Jetronic fuel injection

Alfa 75 2.5 V6 Automatic.

This was the only 75 automatic model. Its three speed ZF gearbox was mounted in the rear transaxle. Most of the design and engineering was carried over from the Alfetta 2.0L automatic, including the rear suspension self-levelling device. The 2.5 V6 engine was a very good choice for the 75 Automatic as its even power and strong mid-range torque was perfectly suited to the ZF automatic gearbox.

Alfa 75 3.0 V6.



The Busso 2.5 V6 was renowned for its brilliant performance, but the 3.0 version brought this to a new level. Its enlarged capacity of 2,959cc was achieved by increasing the bore and stroke which lifted peak power from 156 to 188 bhp, without a hint of harshness. Engine torque was also improved. The increased power resulted in sub-16 seconds for the standing 400m and zero to 100km/h in 8



seconds. Traction was assisted by a limited-slip differential, while the maximum speed was helped up to 220km/h due to a higher final drive ratio.

Alfa 75, Series 3.

The Series 3 Alfa 75 models were identified by the factory as 'Ed.88'. The range was unchanged with the 2.0 Twin Spark, 2.5 V6 Automatic and 3.0 V6, and the updates, first introduced for Europe in 1988, were mostly cosmetic. There were external differences due to a new grille, tail-light lenses and boot reflectors. The only interior change was the introduction of white on black instruments.

Model	I.D.	Import Years
75 2.5 V6 (series 1)	161.19	1986-87
75 2.5 V6 Automatic	161.63	1987-89
75 2.0 Twin Spark	161.31	1987-88
75 3.0 V6	161.33	1987-88
75 2.0 Twin Spark Ed 88	161.31.2	1989-90
75 3.0 V6 Ed 88	161.33.2	1989-90

Note: A revised version of the 75 3.0 V6 was released in late 1990. Badged as the 3.0 V6 Potenzziata QV, the power of the 3.0 V6, with a new Bosch Motronic ML 4.1 fuel injection system, power was increased to 192bhp. Acceleration was improved and the maximum speed was now 222km/h. This was the ultimate version of the Alfa 75.

ALFA 164



“The solid feel of a German car with the soul of an Italian thoroughbred” -that was the verdict of Australian motoring journalist, Mike Kable, at the conclusion of his extensive road test. Not only was this a wonderful accolade for the Alfa 164, it captured perfectly the design intent of Alfa Romeo’s flagship of the 1980s.

‘Alberto’, as the Alfa 164 project was originally known, commenced in 1980 when Alfa Romeo agreed to join Fiat, Lancia and Saab in the development of a shared platform for

medium-large front wheel drive sedans. This platform was known as the Type 4. Curiously, the first code selected by Alfa for its Type 4 model was 156, but then it was decided to save this number for a smaller car, and ‘Alberto’ then became the 164.

This platform sharing concept was extremely bold, particularly as the four doors were included for common use, and, clearly, there would be very strong sales competition amongst the four participants. But Alfa Romeo did find a way to break the mould. At the beginning of the project, Alfa’s in-house team was pitched against Pininfarina and two bodies were styled independently. The contest was won by Pininfarina and, to avoid design constraints, it was decided to abandon the common doors.

In addition, Pininfarina’s front and rear body shapes did not suit the Type 4 floor pan. As a result, in the end, only the centre part was used. In consequence, the Alfa 164 bore no resemblance to the Fiat Croma, Lancia Thema or Saab 9000 cars that shared the Type 4 platform.

Apart from the attractive styling, the venerable four-cylinder Twin Spark and the Busso V6 engines were the real strengths of the Alfa 164. However, high standards of roadholding and passenger-comfort



were extremely important as this car would have stiff competition from the established German prestige marques.

Six years after the project's beginnings, the Alfa 164 was finally ready for production. However, this was then delayed for a further 10 months, at Fiat's insistence, while the Arese factory was completely re-fitted.

Fortunately, this delay was well-rewarded and the build standard of the 164 was the best ever achieved at Arese. Italian deliveries commenced in September 1987 with export model production spread over the next 12 months. The reports from motoring journalists were exceptional.

After an extensive review, the Alfa 164 for Australia was narrowed down to a single model, the 3.0 V6 Automatic with the first shipment reaching Australia in January 1989. Viable production volumes played a large part in the selection of this model, but, as it's AU\$64,330 price pushed this 3.0 V6 Automatic well into the luxury car market, a new challenge was presented to Alfa Romeo Australia and its dealer network.

Alfa 164 Specifications

Body: Pininfarina 4 doors, c.d. 0305
Engine: SOHC V6, 2959cc, Bosch Motronic fuel injection, 180bhp @ 5,800rpm
Transmission: Front wheel drive, ZF four speed automatic
Suspension: Front – Independent McPherson struts, lower trailing arms, anti-roll bar
Rear – Independent McPherson struts, adjustable lower arms
Steering: Speed sensitive, power assisted, rack & pinion
Brakes: Self ventilating discs front & rear with ABS
Performance: Maximum speed 230km/h

Standard Equipment:

Climatic air conditioning, Electric windows, Central locking, Alloy wheels, Six speaker stereo.
Options: Metallic paint, Electric sunroof, Leather upholstery

The 164 received a very enthusiastic response from Australian Alfisti, some of whom were returning to the marque after a long gap from their ownership of earlier models. The 164 also converted some welded-on owners of other brands, which was most important. It showed that Alfa Romeo was respected in the prestige market and that it was now expanding its reach.

ALFA 164Q



While the ZF automatic transmission in the Alfa 164 was extremely efficient and allowed excellent driving control, most enthusiastic drivers will always say that there is nothing like the driving experience with a manual gearbox - after all, this always had been the heart and soul of an Alfa.

Model changes and updates were frequent occurrences with the Alfa 33 as this was a period of intense competition amongst 'hot hatches' and Alfa Romeo was not going to be left behind. The introduction of unleaded fuel and stricter emissions in 1986 became an



additional challenge and, unlike some other makers, Alfa was determined engine output was not sacrificed.

The Alfa 164Q fully satisfied the 'gear changers' while offering increased power and adjustable suspension for good measure. The ratios of the 164 Q's 5-speed gearbox were just right and, with 200bhp, the maximum speed that was now achievable reached 237km/h.

Unfortunately, very few 164 Q's reached Australia before the fateful decision was taken by Alfa Romeo to cease production for Australia.

Alfa 164 Model	I.D.	Import years
164 3.0 V6 Automatic	164.43	1989-92
164 Q 3.0 V6 Manual	164.4x	1990-91

Concluding Remarks:

Commencing with 105 series sedans, coupes and spiders and ending with the 33, 75 and 164 sedans, sixty-eight different Alfa models were made available in Australia between the years, 1970 and 1990. This vast and complex range of models resulted in a total of 27,614 sales, at an average of 1,380 per year, although there were extreme peaks and troughs, as Appendix 1 shows below.

Some models were sold in very small numbers during an extended period when spiders and coupés were not available. These gaps in availability were beyond the control of Alfa Romeo Australia, but this model inconsistency did confuse Industry observers - and it also frustrated many Alfisti. It is a tribute to the marque that the models from this period were received so enthusiastically and that they continue to be cherished by their owners today.

There is a large number of Alfas from the 1970's and 1980's remaining in Australia and they are today's "affordable" classics. How fortunate we are!

APPENDIX 1. Yearly Australian Alfa Romeo Sales between 1970 and 1990

Year	Sales	Year	Sales	Year	Sales
1970	551	1977	1,266	1984	1,541
1971	559	1978	1,994	1985	2,274
1972	569	1979	1,900	1986	1,738
1973	678	1980	1,647	1987	1,286
1974	1,554	1981	1,775	1988	980
1975	2,039	1982	1,665	1989	841
1976	1,331	1983	1,446	1990	514

APPENDIX 2. Alfa Romeo Engine Types between 1970 and 1990

Model	Engine Prefix	Model	Engine Prefix
1300 TI	00539	Alfetta 2000	01623
1300GT	00530	Alfetta 2.0 GTV	01655
Giulia Super	00526	Giulietta 1.8	01608
1750 Berlina	00548	Giulietta 2.0	01623
1750 GTV	00548	GTV 2.5 V6	01646
1750 Spider	00548	Alfa 90	01646
2000 Berlina	00512	Alfa 90 unleaded	01911
2000 GTV	00512	Alfa 75 2.5 V6	01646
2000 Spider	00512	Alfa 75 Tw. Spark.	06166
1.6 GT	00536	Alfa 75 3.0 V6	06124
1300 Super	00530	Alfa 164 3.0 Auto	06412
Montreal V8	00564	Alfa 164 Q Man	64301

ALFA OCCIDENTALE

Issue 75, August 2023



Alfetta 1.8 01608
Alfetta 1.8 GT 01608

Alfasud and 33 Models

Model	Engine Prefix	Model	Engine Prefix
Alfasud 1.2	AS 30100	Alfa 33 1.5 SL	AR 30514
Alfasud 1.2 L	AS 30102	Alfa 33 1.5 GCL	AR 30520
Alfasud 1.2 TI	AS 30110	Alfa 33 TI	AR 30182
Alfasud 1.5 T1	AS 30126	Alfa 33 Super	AR 30526
Alfasud Sprint 1.5	AS 30126	Alfa 33 TI 1.7	AR 30550
Alfasud 1.5 2 carb	AS 30182	Alfa 33 1.7 IE	AR 30558
Alfasud unleaded	AS 30526	Alfa 33 1.7 16V	AR 30747. ♦

A C L A S S I C A L F A R O M E O 7 5

Edited from an article in the Classic and Sports Car issue of 11th May 2022



The Alfa Romeo 75 is seen above attending a club meeting in 2005.

I was first introduced to the Alfa Romeo marque in 1982. I was then at school and had found a Saturday job as a car cleaner at the local garage, which was also an Alfa dealer. After passing my driving test, the garage allowed me to drive its Alfas. Compared to my Morris Marina, the Alfas were a revelation and soon I was hooked. I knew that someday I would own one.

I bought my first Alfa, an [Alfasud](#) TiX, in 1990. I have always owned at least one Alfa since then, either as classics and/or as daily drivers.



In October 2004, after selling my Alfasud Ti, Quadrifoglio Verde, it became obvious that an Alfa-shaped space now existed in the garage (although there was still an everyday Alfa 156 out in the driveway).

A tip-off from the Alfa Owners' Club, led me to test drive an Alfa 75. I soon committed to pay the full asking price when I collected it a few days later while on route to a Classic Motor Show.

The Alfa 75 was designed during a period when Alfa Romeo had little money for development. Even the doors are a carry-over from its 116-series Giulietta predecessor. The 75 was an in-house design, and an acquired taste aesthetically; but one that I definitely have acquired.



The 75's design was the last completed before Fiat took over Alfa Romeo. This meant some quirky ergonomics e.g., electric-window switches above the windscreen and an unusual handbrake lever.

Owner Gotts bought his Alfa with 104,000 miles already on the clock.

My Alfa 75 is a 2-litre Twin Spark Limited Edition (LE number 3435 of allegedly 3500). The number 3435 should mean that it was one of the last Twin Spark 75s built. Standard

equipment includes an electric sunroof, fog lights and a Recaro interior.

However, where a 75 comes into its own is in the driving experience. With the 75's rear-wheel drive, all-alloy, 148bhp twin-cam engine and its 50:50 front-to-rear weight distribution, the handling is a delight. Even though this newly acquired Alfa 75 already had lived for its first 13 years under five previous owners and it had completed 104,000 miles, it was still in very tidy condition and, recently, had been fully resprayed. It is difficult to believe that this Alfa 75 has now been a part of my family for another 17 years.

I acquired my Alfa 75 especially as it was suitable to go to events with my family. Now, since the children have grown up, every time I consider selling the 75, it only takes another drive, for me to immediately have a change of heart.

A favourite trip is to Spa Francor-champs to attend the Six Hour Classic Weekend with friends from the (UK) Alfa Owners' Club. In six of the past 12 years, I have made the trip in the Alfa 75; each time finding another scenic route through the Ardennes.



In 2016, our group was able to make a few 'discovery laps' of the Spa circuit. While this was great fun, I also discovered how soggy the 75's suspension had gradually become. To honour my car's normally impressive handling, I fitted a new fast-road handling kit (thicker front anti-roll bar and heavy-duty rear springs), plus a set of yellow Koni adjustable shock absorbers. For practicality, I left the ride height as standard. The result of this improvement was evident during laps at Spa in 2018, which were certainly more enthusiastic and enjoyable.

Near Chimay, Belgium, on a fast drive around Spa-Francorchamps (hopefully before consuming too much of the local Trappist Dark Ale!)



I intend to have this Alfa 75 remain with me for a long time yet. It is part of our family of Alfas. Today, this also includes two Alfa Spiders (dating from 1963 and 2001). ♦

T A R G A T A S M A N I A S U S P E N D E D

By Greg Smith

Usually, I find that John Connelly's weekly column on classic cars and related topics can be hard work to read completely in the Weekend Australian. Connelly sometimes seems focussed on corny comments about some local track event that he entered with his various mates. This often seems to take up too many column inches.

Sometimes it extends to the point where rather more important comments about significant international car sales or important races don't get a mention until well into column two of his dual column contributions on the back page of this newspaper's business section.

However, this weekend (Saturday 22nd July 2023), I read something so interesting that it made an appearance as early as half-way down column one of his weekly contribution. There Connelly comments on what is happening in Australian tarmac rallying right now. Apparently, Motor Sport Australia (MSA) is finding it too hard to continue Targa Tasmania this year.

As a result, the Targa boss, Mike Perry, has announced that this event, the largest and one of the most famous tarmac rallies in the world, has been suspended, as have all other motorsport tarmac-based rally events in Australia – at least until the full ramifications of a review by MSA into tarmac rallying can be quantified and assessed. What this means, Connelly says, is that the 2023 editions of both Targa Tasmania and the Targa Great Barrier Reef have been cancelled.

It seems that this safety review process already has been underway for the past 15 months. There may be many more months of review yet to go before all details are released and implemented, Connelly suggests. According to Mike Perry, the result for event organisers is that, at present, there is too much uncertainty for its stakeholders. In addition, Targa Tasmania has told MSA that it cannot any longer align its business plans with the governing body and, therefore, it will not seek a contract renewal for any future events that were to be run by Targa Australia.



Jason and John White's Dodge Viper ACR Extreme is smouldering on the road after a crash during day two of Targa Tasmania. (Non-fatal crash.)

MSA's decisions concerning event safety came to a head after three competitors died in the 2021 rally and then another died last year. As MSA is the governing body for four-wheeled motorsport in the country and it is affiliated with the insurance agency, FIA, it provides insurance for event organisers (such as Targa). This has been a key part of the control that MSA exercises over event organisers.

Of course, the higher the profile of an event the more media attention any fatality or major injury will be sure to attract. There is no doubt that wheeled road sports are risky. Six competitors have died in the 30 years of Targa Tasmania. The loss of each of these competitors was tragic for all involved².

However, equally, Connolly contends that each of the individuals who chose to compete did so on the basis of personal volition. Each had acknowledged the risk and each had done so understanding that tarmac rallying has its own set of unique challenges.

Therefore, Connolly contends, the bottom line must be management of risk.



Noosa racer Rob van Wegen crashed his 1968 BMW 2002 Ti in Targa Tasmania with son Ben his co-driver. Both were seriously injured.

John Connolly also compares the actions of MSA related to Targa Tasmania with some approaches that have been undertaken by the big European cycling tours (some of which were underway quite recently).

When 26-year-old Gino Mader died after a high-speed crash on a descent in the Tour de Suisse, the race director of the Tour de France (TdF), Christian Prudhomme, soon announced new safety measures that included over 5,000 dangerous spots marked for the riders, noise producing road signs, re-tarmacked surfaces and 30m long safety mattresses. The TdF officials didn't place all the blame on the riders, but sought to make the environment that surrounds the riders as safe as possible.

In 2016, the Australian Institute for Motor Sport Safety (AIMSS) undertook a wide-ranging review of the sport of rallying in Australia, with a prime focus on safety. The review panel made 34 recommendations, but many are yet to be followed. Connolly did ask MSA why the recommendations, particularly those around jumps and bumps, were not followed. The AIMSS review had attributed three of the fatalities to loss of traction from the results of bumps/undulations and the subsequent loss of control of the rally vehicle. He is still waiting for a reply from MSA. ♦

² Note that the photos of crashes at Targa shown in this article did result in injury, but not fatality.



FLYING DR. IN FULL FLIGHT

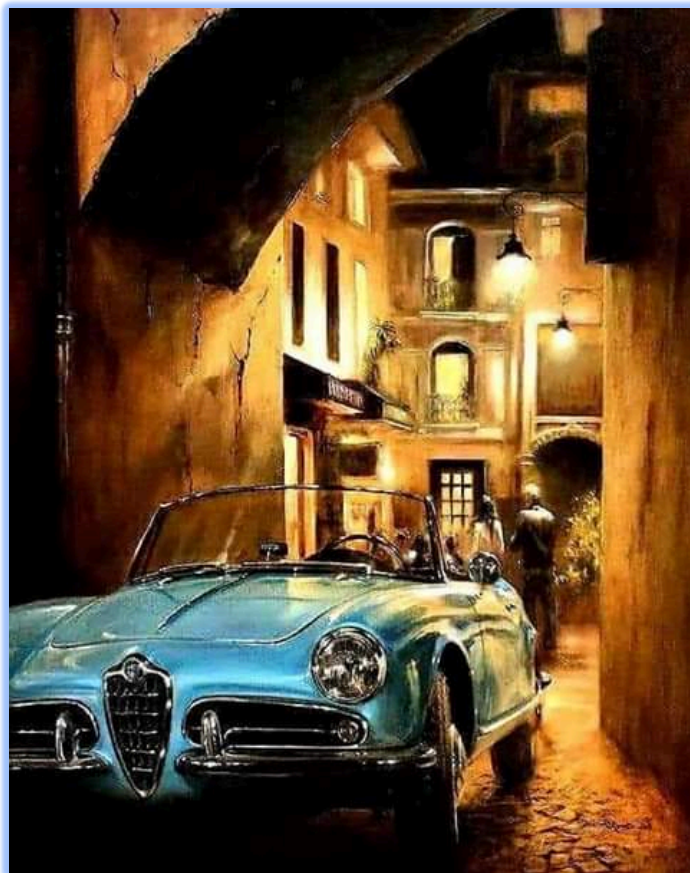


In Alfa Occidentale #70, (March 2023, Pp. 9-10), an original article was republished from 'Al Volante Veloce' 2007, written by Glen Phillips. His topic was the 2007 winner of the AROCA WA 'Spirit of the Club' award, Dr. Frank Wilson.

Unfortunately, that republished article didn't include a photo of Dr. Frank plus car, which could not be rediscovered at the time. Glen has now found the photo adjacent of Frank's car ready for action at the old Caversham raceway.

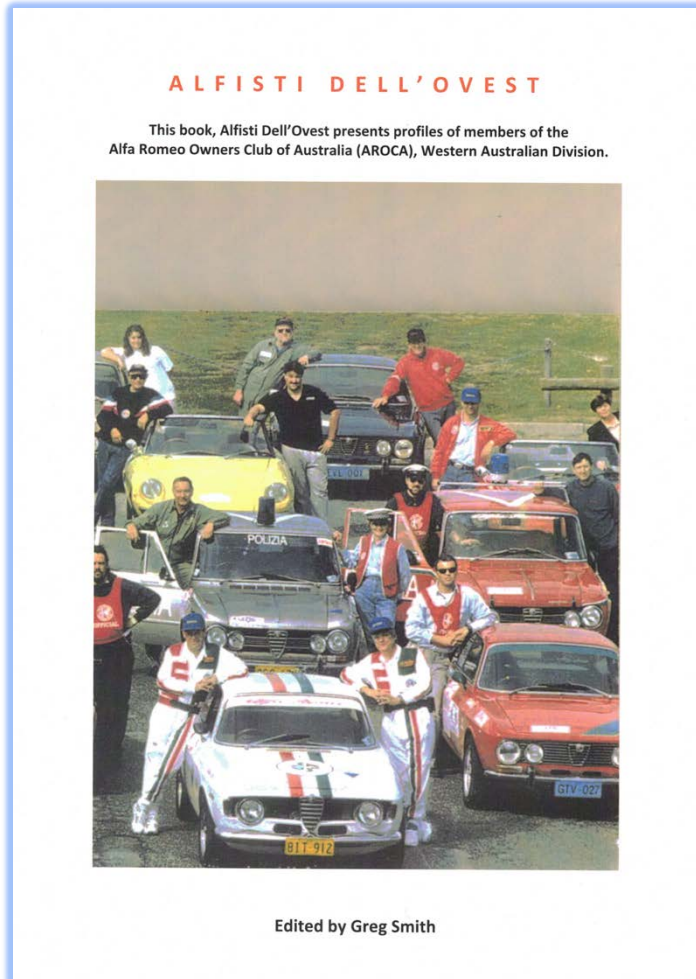
Frank won a lot of races in WA and also entered Targa Tasmania in 1994 and 1995. He generally managed to be at the top of his class which he won in 1995, after a second in the category in 1994.

Among Alfas of a similar vintage, Frank often had set the best stage times against the talents of Alfa drivers from other states.





RECENT PUBLICATION OF ALFA CLUB MEMBER PROFILES BOOK



In June this year, the WA Alfa Club decided to publish a book containing 23 of the profiles that have appeared in various issues of the club's electronic magazine, Alfa Occidentale, since the magazine's first issue was published on-line.

This 135-page, A4-sized book is printed in glossy colour.

In the 75 issues of Alfa Occidentale now published (including this issue), 36 profiles of well-known Alfa enthusiasts have appeared. Of these 36 profiles, the criterion for inclusion in this book was limited to include only those who are currently financial or deceased WA Alfa club members whose profiles have already appeared in Alfa Occidentale.

A number of other articles have been published which profiled others, but are not included in this book. They had been written about since-lapsed WA members, or interstate

members of AROCA, or about one or two unique non-members, plus a few which considered the lives of famous past or current Alfa Romeo-related figures from elsewhere across the world.

The title of this new book is 'Alfisti Dell'Ovest' (i.e., 'Alfisti of the West', in Italian.) Copies are available for purchase for just **\$20.00 each, plus \$5.20 per copy packing & postage** (if sent to a mailing address in Australia).

You can also avoid the postage charge as some copies also will be available at upcoming WA Alfa Club events. However, please do remember to bring along \$20 in cash, per copy, as no credit card or other EFT capability will be available from our club at any of its events.

However, should you be interested in obtaining a copy by post, please contact the club secretary, Greg Smith, by email at: secretary@alfaclubwa.com.au. ♦



O V E R S E A S A L F A S A L E S

As reported in the August 2023 on-line edition of Sports Car Market (SCM)

BONHAMS CARS BRUSSELS, BEL



#136-1966 ALFA ROMEO 1600 SPIDER. S/N AR660851. Eng. #AR0053620667. Black/black cloth/black vinyl. RHD. Odometer: 40,044km. 1,570-cc I4, 2x2-bbl, 5-speed. An older restoration/refurbishment from 2015, repainted black (but, originally, it was white). Door-swage lines are not the sharpest. Couple of small dings in grille slats. Looks as if it rides a little lower than stock. Original seat vinyl, but its carpets may be replacements, no rubber floor mats. Retro radio. Still with original airbox. German title. Cond: 3+.

SOLD AT US\$42,588. This Italian supplied car was offered at no reserve and it sold for 20% below the lower estimate of the range. Quite the bargain for a fairly-original Duetto – that is, if there are no issues.



#137-1995 ALFA ROMEO 164 Q4 sedan. S/N ZAR16400006307746. Red/Mushroom leather. Odometer: 86,011 km. 3.0L fuel-injected V6, 5-speed. Rare AWD variant of Alfa's 164, one of the quartet of variants that were spawned from the "Type Four" project that Alfa ran with Fiat, Lancia and Saab. Clean, tidy and original, with space-saver spare tyre still unused. However, looking inside, one is reminded of Alfa's rather "piled together" dash construction — not very slick. Light creasing to leather, but otherwise well kept, with polished inlet tracts. Cond: 2-.

SOLD AT US\$21,294. It was delivered new to Belgium, but not registered until 1995, which was some time after Alfa's 164 production had ceased. Offered at no reserve, it sold a bit under the €25k–€35k estimate. This Alfa rarity sold for similar money to examples of its Lancia Thema cousin in Ferrari-engined 8.32 form.

THE BRANSON AUCTION, BRANSON, MO, USA



#308-1991 ALFA ROMEO SPIDER. S/N ZARBB-32N1M6009277. Light blue metallic/black cloth/tan vinyl and cloth. Odometer: 187,546 miles. 2.0-L fuel-injected I4, 5-speed. Repaint is good - unless you spot the peeling along all the masked-off trim and window seals. There are 'love-rubs' on bumper fascias too. Top has worn stitching, with a few sections missing. Heavily discoloured seat bolsters look like someone must have grabbed the battery-acid bottle instead of the leather conditioner. Cloth inserts are actually pretty good. Rattle-trap fit for

the balance of the interior. Used-car engine bay and undercarriage. The 2018 vintage Pirellis sit on stock-but-dull phone-dial wheels. Cond: 3-.

SOLD AT US\$4,400. The last time this Spider was seen at this auction (of at least three times before that), this car was declared sold at \$5,500 in the spring of 2017 (SCM # 6834631). But it hasn't gotten any better since. The result for this example does clarify just how much of a unicorn is SCM Publisher, Keith Martin's mint condition, low-mileage Alfa series 4 Spider automatic.



BONHAMS CARS CHICHESTER, U.K.



#99-1928 ALFA ROMEO 6C 1500 C Normale Tourer. S/N 0110757. Eng. # 0110757. Beige/dark blue/buff canvas/blue leather. RHD. Odometer: 78,414 miles. 1,487-cc I6, 1-bbl, 4-speed. Original body (frame at least: has been re-covered) on short chassis, it is said to be the earliest known 6C surviving. Looks as if it may once have been red. Restored to driver quality between 2014–2017, with modern pistons and conrods, plus taller diff. New top. Discreet flashing indicators added. Only few miles covered since and its condition is still quite good, although rust is breaking out on the motor's exhaust and fasteners. Generally, it feels as if it wants wiping over with an oily rag and using. Cond: 3+.

SOLD AT US\$143,773. Two owners from new, the last since the late 1950s. The first owner drove it when new from England to his workplace in India. The car returned to U.K. in late 1940s.

ONLINE ROUNDUP



1992 ALFA ROMEO 164 L sedan. S/N ZAREA43L7N6266934. Black/tan leather. Odometer: 105,927 miles. 3.0-L fuel-injected V6, auto. Offered at no reserve. Single owner for 20 years. Mostly original example. No major modifications aside from Euro taillights. L-specific body kit. Mileage exempt, but previous discrepancy noted on vehicle history report. Exterior chips, scratches and spots of faded clearcoat. Rust on underbody components. Wear visible on front seats. Air-conditioning system does not blow cold, and power-operated door mirrors are inoperable. Cond: 3.

SOLD AT US\$5,748. Cars & Bids, 11th May 2023. Obtaining an Alfa Romeo 164L in satisfactory condition is becoming increasingly challenging. Due to the limited availability of support in the USA and the prospect of a financially unrewarding restoration, many examples have been relegated to permanent retirement. However, this car still presents an excellent opportunity to enter the realm of Italian luxury cars. While cosmetic defects are visible, there is undercarriage rust, and some non-functioning components, this one boasts an attractive colour combination and it is selling at a reasonable price. ♦

MEMBERS' CARS FOR SALE



1973 Alfa Romeo 2000 GTV 105

This tarmac-rally-prepared car comes with a current Motorsport Historic Logbook, but it is also currently road registered. It is available with 9 spare wheel rims, another gearbox, carburettors, brake boosters and an assortment of parts. It has been run as a competition car since 1997 and has participated in more than 20 rallies and sprint events around Australia.

Price: \$ 55,000.

For details contact club member: Nick Rahimtulla

Email: janick50@westnet.com.au **Mob.:** 0419 913 046



2000 Alfa Romeo Spider Twin Spark



2 litre twin spark engine.

Odo: 132k km.
10-mo. WA rego. Good condition.
Colour: silver.



Price: \$12,500, ono.

Note that this car also appears on www.carsales.com.

Contact Club Member: **Stephen Chojnowski**

Email: choj@westerfeld.com.au

Mob: 0419 914 730.

Alfa Romeo 156 & Lancia HPE

AROCA WA club member, Jeremy Threlfall, advises that he seeks to dispose of two cars from the estate of his late brother, Geoffrey. The first is an Alfa Romeo 156, in good condition, registered (at least until July 2023). However, it is not currently running.

Also available is an unregistered Lancia HPE. When initially registered in 1980, it was Jeremy's car. He mentions that he has driven this Lancia HPE across Australia twice. The Lancia remains in good condition but with some surface rust. He believes that this car may not have run for a few years.

Both cars reside in Greenbushes where you can view the cars, although Jeremy is based in Bridgetown. Jeremy also is happy to provide further details to anyone who wishes to contact him.

For further information contact:

Jeremy Threlfall. Mob.: 0410 523 920.

Email: jeremy.threlfall@erawa.com.au





LAST MEETING OF THE CURRENT AROCA WA COMMITTEE

The current AROCA WA committee's last meeting before the upcoming election of the incoming committee for the new financial year will be held on Thursday 17th August 2023.

This year, the committee has been meeting at the Italian Club in Northbridge at 6PM on every third Thursday of the month.

The Italian Club has become a favoured location for the club's current committee. The AROCA WA club has been offered a formal board room at the Italian Club for its committee meetings. Once the monthly committee meeting ends at around 7PM, most committee members stay on for a discussion over drinks and dinner in the Italian Club's bar/dining room. The Italian Club's regular 50% off Thursday night Pizza does make this an attractive option. (By the way, club members not on the committee are most welcome to also attend any of these informal dinners.)

The names of the current 11 members of the outgoing committee are shown on page 2 of the this issue of Alfa Occidentale.

The election of the new 2023/24 committee will occur during the **WA Alfa Club's AGM** which will be held at the **WA Light Car Club on Moojebing Street in Bayswater, on Tuesday 5th September, 2023, starting at 7PM.**

The AGM is a great time for any WA Alfa Club member to decide how he or she can best support AROCA WA with the enhancement of its future activities as WA's Alfa Romeo auto enthusiast group.

The WA Alfa Club's activities totally depend on those active club members who contribute to the running of the club, either as officeholders, as general committee members, or even as occasional volunteers.

You are formally invited to nominate for election onto the Club's Committee for the 2023/2024 financial year.

Please use the Nomination Form provided on the next page to nominate yourself, or another member/friend, for any of the positions on the committee.

AROCA WA is currently seeking multiple nominations from financial members for all committee positions.



N O M I N A T I O N F O R M F O R T H E A R O C A W A C O M M I T T E E 2 0 2 3 / 2 4

Name of Nominee: **Nominee's Membership #:**

Note: A person being nominated should be a current financial member of AROCA WA. He or she is hereby nominated for one (or more) of the following position(s). **(Please Circle)**

President	Vice President	Secretary
Treasurer	Membership Secretary	Webmaster
CMC Representative	AMS Representative	Concessional Registrar
Competition Secretary	General Committee (x 2)	Club Shop

Nominated by: **Membership number:**
Person being nominated (may nominate self) being a financial member of AROCA WA

Seconded by: **Membership number:**
Being a financial member of AROCA WA.³

Acceptance of Nomination:

I accept nomination for the position(s):

Name: _____ **Date:** _____

Signature: _____
(Signature of person being nominated)

Nominations preferably should be **emailed** to the current Club Secretary.

Email to: secretary@alfaclubwa.com.au

Alternatively, nominations may be mailed to the P.O. Box address shown below.

Mail to: The Secretary, AROCA WA,
P.O. Box 8231,
Perth Business Centre,
WA, 6849.

All written nominations should be received by C.O.B. Friday 25th August 2023. ♦

³ Note that a "financial member" above named as a nominee, nominator and/or seconder, for the purpose of this nomination, is limited to being either a currently financial Full, Associate, or Life Member of AROCA WA.



2023 CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
<i>Motorsport Festival in Northam / Sunday visit</i>	<i>Sunday 2nd April 2023</i>	<i>Steve Sugden</i>	<i>Sunday morning run and breakfast while en route to Northam. Steve is finalising a run plan and tour group breakfast for the 2nd April morning. Further details will be advised.</i>
<i>Classic Cars & Coffee (UWA)</i>	<i>Sunday 2nd April 2023</i>		<i>Monthly CC&C meeting, but note that the Alfa club has a run to Northam.</i>
<i>Alfesta 2023 in Toowoomba, Qld.</i>	<i>6th to 10th April 2023</i>	<i>AROCA QLD.</i>	<i>Easter event in Qld still short on attendees apparently.</i>
<i>Busso Day 2023</i>	<i>Sunday 30th April 2023</i>	<i>Aidan Daly</i>	<i>Busso-engined cars (including Nords) meet for a Sunday run to a lunch</i>
<i>May club night at WA Light Car Club Bayswater</i>	<i>Tuesday 2nd May 2023</i>	<i>Aidan Daly / Sam Calabro</i>	<i>Club-sponsored wine beer and pizza served. Meeting topic to be finalised.</i>
<i>Classic Cars and Coffee (UWA).</i>	<i>Sunday 7th May 2023</i>	<i>Aidan Daly</i>	<i>An Alfa club day at CC&C?</i>
<i>British Car Day Gin-Gin. Date is National Motoring Heritage Day.</i>	<i>Sunday 21st May 2023</i>	<i>Richard Peirce</i>	<i>Morning run out to GinGin via a coffee stop in Bindoon.</i>
<i>Albany 'Classic' long weekend</i>	<i>3rd & 4th June 2023</i>	<i>Aidan Daly, Andrew Murray</i>	<i>Notification details below. Sunday group dinner is planned</i>
<i>June club night at Inglewood Hotel</i>	<i>Tuesday 6th June 2023</i>	<i>Greg Smith / Aidan Daly</i>	<i>Club will book for 20 attendees in the dining room, if possible</i>
<i>Classic Cars & Coffee (UWA)</i>	<i>Sunday 2nd July 2023</i>	<i>Aidan Daly</i>	<i>CC&C Alfas meeting for 3Q23.</i>
<i>July club night at Barbagallo Showroom.</i>	<i>Wednesday 5th July</i>	<i>Greg Smith</i>	<i>Introduction to the new Alfa Tonale. See event brochure below.</i>
<i>Winter weekend away. RAC Karri Valley Resort</i>	<i>Fri 28th to Sun 30th July 2023</i>	<i>Greg Smith</i>	<i>Karri Valley bookings arrangements are shown in an announcement below</i>
<i>New members night at Italian Club, Northbridge</i>	<i>Thursday 17th August 2023</i>	<i>Aidan & Greg</i>	<i>New Members to meet at Italian club in West Perth for Pizza night</i>
<i>Dyno day at Steve Boyle's workshops</i>	<i>Saturday 2nd Sept 2023</i>	<i>Aidan Daly, Steve Boyle</i>	<i>Joint club event with FLC. Late Sat. morning start time. Steve needs a helper if Paella is to be offered.</i>
<i>Sept club night and AGM at Light car club of WA</i>	<i>Tuesday 5th September</i>	<i>Aidan Daly</i>	<i>Club AGM at Bayswater – pizza, beer and wine served. 7PM start time.</i>
<i>Bindoon Historical vehicle day</i>	<i>Sunday 17th Sept. '23</i>	<i>TBD</i>	<i>Exhibition day at Bindoon oval. Andrew Murray will organise a club run there.</i>
<i>Inaugural AROCA WA President's run</i>	<i>Sunday 24th Sept 2023</i>	<i>Aidan Daly</i>	<i>Aidan is planning a run and lunch at cider house in the hills - maybe Naked cider.</i>
<i>Club night – South St. Alehouse, Fremantle, 7PM</i>	<i>Tuesday 3rd October 2023</i>	<i>Eddie Bernardi</i>	<i>Evening at the South St Alehouse, South Fremantle. Details still TBD.</i>
<i>Como Classic Car Show, 2023 at Wesley College</i>	<i>Sunday 1st October '23</i>	<i>Richard Peirce</i>	<i>Alfa Club to have a formal display</i>
<i>Annual Pasta Run and lunch</i>	<i>Saturday 14th October</i>	<i>Aidan Daly / Andrew Murray</i>	<i>Pasta lunch at 'Pasta in the Valley'. Note Saturday 14th event as Ferrari nationals in WA from 15th October.</i>
<i>Italian Car Day</i>	<i>Sunday 5th November '23</i>	<i>Andrew Murray</i>	<i>Mulberry Estate in the Swan Valley</i>

ALFA OCCIDENTALE

Issue 75, August 2023



Christmas run and Lunch	Sunday 10 th December '23	Greg Smith	Sunday morning run preceding Christmas lunch. Tentative booking at Seven Sins Restaurant, Roleystone.
Alfesta 2024 at Lakes Entrance, Victoria	28 th March til 1 st April '24	AROCA VIC	Make your booking for Alfesta 2024 at https://www.alfesta2024.net/ Already, only relatively few places remain.

3^{R D} SUNDAY INFORMAL RUNS CONTINUE



DATE: Every third Sunday of the month
TIME: 09:30 coffee, departs 10:00.
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.

This informal monthly event will continue as per normal during 2023.

NEXT CLASSIC CARS & COFFEE

- 2023 DATES -

FEBRUARY 05	MARCH 05	APRIL 02	MAY 07	JUNE 04	JULY 02	AUGUST 06	SEPTEMBER 03	OCTOBER 01	NOVEMBER 05	DECEMBER 03	DECEMBER 31
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NEXT EVENT: SUNDAY 6th AUGUST 2023

Held at UWA starting at 08:30, ending at 10:30. But, try to be at UWA well before 08:30 if you want to avoid that long line of cars waiting to enter the carparks!



FINAL UPDATE ON KARRI VALLEY WINTER WEEKEND TOUR

Friday 28th to Sunday 30th July 2023



- On Friday morning, 28th July, the tour group will drive from Perth to RAC Karri Valley Resort near Pemberton (via Collie). *Trip details and meeting point to be provided before the start of the tour.*
- Accommodation is in lakeside rooms at the resort (*for those booking early. If those booking later, only other hillside accommodation may remain*). Book directly with the RAC Karri Valley Resort.
- A tour group dinner will be held in the resort's restaurant on Friday night.
- On Saturday morning, at 09:00 we take off on a mountain drive to the tree-top walk at 'Valley of the Giants'. Then head on, via Walpole, into Denmark for lunch.



- Lunch at the Lake House for 12:30. *Pre-ordering for the lunch is required. Choose your preferences from the menu link below. Advise Greg Smith of these choices well before the weekend.*

<https://www.lakehousedenmark.com.au/wp-content/uploads/2022/12/Menu.pdf>
- After lunch, we will return to the Karri Valley Resort via another scenic drive - then some free time.
- Dinner on Saturday night again is at the Karri Valley Resort's restaurant.
- After breakfast on Sunday, we drive to Nannup. There, we visit Brook Henry at 'Vee Two Ducati Engineering'. Preview the UTube video of Vee Two Engineering's capabilities - <http://www.youtube.com/watch?v=2q6BPqLc4JM&t=17s>
- Afterwards, an informal lunch is planned at the Nannup Brewing Company.
- On Sunday afternoon, either return to Perth, or drive back to Karri Valley for another night.

**It still may be possible to attend this end of July weekend away tour,
joining with other members of AROCA WA and the WA FLC.**

If interested in participating, please contact Greg Smith very soon at secretary@alfaclubwa.com.au



' B U L L D U S T - N - B A C K '

Four Days of Fun and Laughs on the Road (and off) while supporting Mental Health Research

Save the date!

14-17 September
Rotary Club of Mill Point
4-day motoring adventure in Outback WA

Raising funds for local charities including Mental Health and Kids Cancer in WA

bulldustnback@gmail.com www.bulldustnback.com.au

Dear Car Enthusiast,

We invite you to consider supporting the following event, run by Mill Point Rotary Club. Australian Rotary Health (ARH) WA is **seeking teams and vehicles** willing to promote Australian Rotary Health during Mill Point Rotary's coming **BulldustNBack** Trial from 14th to 17th September 2023.

See www.bulldustnback.com.au for details. We hope to identify ARH Trial/Run teams by the end of July 2023.

The ARH WA is Australia's largest non-government funder of mental health research. Its current research focus is on pre-teen mental health (from 0 to 12 years of age), moving the goal from treating illness in adults and teens to fostering wellness from early childhood.

BulldustNBack is designed to help raise funds for this crucial research, and ARH has the reputation for

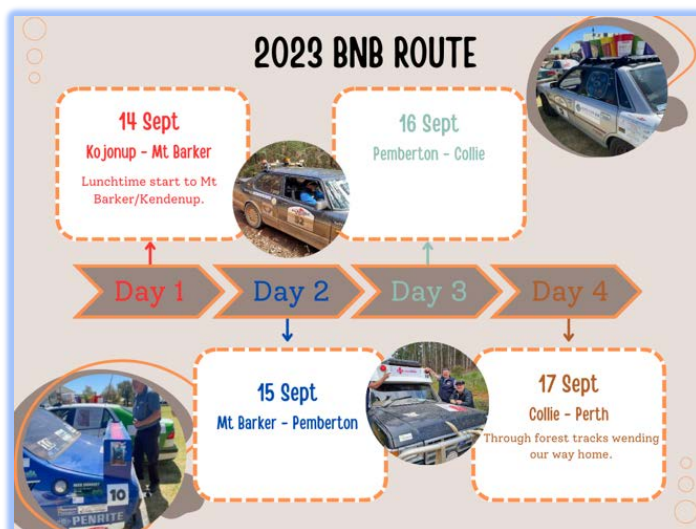
funding very successful research projects which have local, national and global impact.

Details regarding the Trial/Run are available at the website. Otherwise, please contact Warwick Smith (M: 0419 967 628 E: ARHWAteam@gmail.com) to discuss the event further.

Many thanks,

Jerry Pilcher / Warwick Smith

Australian Rotary Health WA Team
M: 0419 967 628.
E: bulldustnback@gmail.com





OUR AUGUST CLUB NIGHT IS THE '2023 NEW MEMBERS' NIGHT'

Thursday 17th August 2023



Starts at 7:00PM

The annual 'Meet the Club's New Members Night' is a Pizza night, this year at the Italian Club in Northbridge.



217-225 Fitzgerald Street West
Perth, 6005

All WA Alfa Club Members, especially the club's new members, are invited.



Pizzas will be available, courtesy of AROCA WA.

Drinks are at the Italian club's bar prices.



ANNUAL PASTA RUN 2023



We return to '*Pasta in the Valley*' for this year's Pasta Run Lunch. However, this time, the event will be held on a Saturday, i.e., **Saturday 14th October 2023.**

For this year, Saturday has been selected as the National Ferrari Rally begins in Perth the next day, Sunday 15th October. By holding the event on Saturday 14th, all WA Ferrari club members have the opportunity to participate in the Pasta Run and Lunch. Some interstate attendees at the Ferrari National may decide to join the Pasta Run as well.



This year's event starts from a point adjacent to the Coode Street Carpark, Number 14 in South Perth (near to the Boatshed). This meeting point also allows for an early coffee, or even a Sunday breakfast for anyone arriving sufficiently early.

Departure time for all cars from South Perth is 10.00AM. We will follow the route of a scenic drive, eventually arriving at the lunch venue soon after 11.30AM. Our Pasta Run Lunch booking is scheduled to run from 12.00 midday until 3.00PM.

Do note that a Trybooking ticket system is provided for this event. While entry into '*Pasta in the Valley*' is FREE, your pre-booking is mandatory for entry. The Trybooking ticketing system will need to close at Midday on Friday 6th October 2023, in order for the organisers to confirm the final number of expected attendees with the venue.

At '*Pasta in the Valley*', the purchase of all food and beverages is to be made on the basis of "order and pay for whatever you would like on an individual basis".

The Pasta Run and Lunch organiser, AROCA WA, hopes that we will have a very strong attendance for the 2023 Pasta Run and Lunch. We are also anticipating great weather! Please contact Andrew Murray at ajmurray58@gmail.com should you have any questions.



Lastly, please book now by using this Trybooking link:

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




BINDOON HISTORIC VEHICLE DAY




SUN 17TH SEPT 2023
9am to 3pm
Bindoon Oval
6182 Great Northern Hwy



All Historical Vehicles and Motorcycles Welcome
Enquires to Reg Scantlebury
Phone 0427 774 083
bindoonhistorical@gmail.com
Organised by the Bindoon Museum
Visit us on your way past. 10am to 3pm

Historical Vehicle Day Location 



Chittering Shire of Chittering
SHANNONS
Chittering Spring Festival Bindoon
coffeez motion
DOUBLEVIEW EARTHMOVING
DUNNING'S
Your Local Fuel Distributor

COMO CLASSIC CAR SHOW



Sunday 1st October 2023

**At Wesley College, Cnr. Coode St & Angelo Streets,
South Perth, WA 6151.**

Contact: Alan Ramsay.
Mobile: 0408 090 753 Email: alram@live.com.au

Location: [+ Google Map](#)



ITALIAN CAR DAY 2023

Sunday 5th November 2023

At Mulberry Estate, Caversham, Swan Valley.



The 2023 edition of Northbridge Rotary's Italian Car Day will be held on Sunday 5th November. The location this year again is at Mulberry Estate, Caversham, in the Swan Valley.

Note that 2023 is the 20th Anniversary milestone for the 'Italian Car Day'.

This year, a new, later entry time applies for those displaying their Italian cars and bikes. Display entry is from 09:00 until 10:00. This change allows

for a later event start time and, therefore, a shorter day at the car show. It also should work better for those owners who wish to display more than one vehicle as, for anyone displaying multiple vehicles, early entry is possible from 08:00. The Italian Car Day will end promptly at 15:00.

The WA Alfa Club hopes that all club members will be keen to help this 20th edition of the 'Italian Car Day' be one that all attending Alfisti will long remember.

A Trybooking system is already active. Its use enables your FREE display vehicle entry.

Advance ticket purchase for those seeking public entry is also possible.

FOR A FREE VEHICLE DISPLAY TICKET – use this TRYBOOKING LINK now:

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

or use this QR CODE:





AROCA Victoria is excited to invite you to return to the stunning state of Victoria for Alfesta 2024 - from Thursday 28th March to Monday 1st April.

Join us for a memorable long weekend filled with adventure and exploration in the charming seaside town of Lakes Entrance.



The region boasts eight magnificent coastal and high country National Parks, including the Alpine National Park, the Snowy River National Park, and Croajingalong National Park – the latter claiming 100 kilometres of Victoria's pristine eastern coastline.

The region also has two of Australia's greatest driving routes: the Great Alpine Road, which winds through the Alpine National Park and Victoria's high country (the subject of the Post Alfesta Tour); and the Coastal Drive, between Croajingalong National Park and the Gippsland Lakes.

Mark your calendars and get ready to make unforgettable memories with fellow Alfesta enthusiasts.

We can't wait to see you next year in sunny Victoria!

<https://www.alfesta2024.net>
email: alfesta2024@alfaclubvic.org.au

How to book - it's as easy as A B C



Create an account on the Alfesta website and register your interest



Select and pay for your accommodation directly with the hotel



Select your Alfesta Activity Package via this website and pay directly to the Club

This event is over the Easter long weekend in 2024 at Lakes Entrance, Victoria. It soon may be booked out. Log in now, don't miss out: <https://www.alfesta2024.net/>



A number of dedicated Perth-based Alfisti are planning to drive across the Nullarbor in convoy to attend Alfesta 2024, held in Lakes Entrance, Victoria.

Others also will be travelling to Alfesta separately. After Alfesta and the usual Post Alfesta Tour, some will be travelling to spend a week in Tasmania.

Below is a rough timetable. Multiple people will leave on different dates, but one group is heading across in convey, departing Perth on **Friday 22nd March 2024**.

Day	Date	Month	Overnight	From	Arrive	Distance
Friday	22	March	Norseman	Perth	Norseman	780 kms
Saturday	23	March	Eucla	Norseman	Eucla	710
Sunday	24	March	Streaky Bay	Eucla	Streaky Bay	600
Monday	25	March	Adelaide	Streaky Bay	Adelaide	700
Tuesday	26	March	Adelaide	Rest day		0
Wednesday	27	March	Ballarat	Adelaide	Ballarat	615
Thursday	28	March	Alfesta day 0	Ballarat	Lakes Entrance	429
Friday	29	March	Alfesta day 1	Lks. Entrance		
Saturday	30	March	Alfesta day 2	Lks. Entrance		
Sunday	31	March	Alfesta day 3	Lks. Entrance		
Monday	1	April	Alfesta day 4	Lks. Entrance		
Tuesday	2	April	Post Alfesta day 1	Lks. Entrance		
Wednesday	3	April	Post Alfesta day 2	?		
Thursday	4	April	Ferry	Geelong	Devonport	
Friday	5	April	Hobart			
Saturday	6	April	Hobart			
Sunday	7	April	Hobart			
Monday	8	April	Launceston			
Tuesday	9	April	Launceston			
Wednesday	10	April	Launceston			
Thursday	11	April	Ferry	Devonport	Geelong	

Full details of Alfesta are available at <https://www.alfesta2024.net>. However, do be aware that tickets are likely to sell out. We have heard from AROCA VIC that could occur relatively soon. For further information on the planned convoy trip, or on the plans of others separately travelling to Alfesta, please email Aidan Daly at president@alfaclubwa.com.au



Next year, these photos might include you and your Alfa travelling to Alfesta 2024!



TREASURER'S MONTHLY REPORT

As of 20th July 2023

Opening Balance b/f 16/06/2023

\$5,594.89

INCOME

Memberships

14/06/2023	P.Morrison		\$80.00	
16/06/2023	BOQ	Unknown	\$80.00	
19/06/2023	E.Simeone		\$80.00	
	N.Harmon		\$80.00	
	P.Redman		\$80.00	
20/06/2023	K.McIntyre		\$80.00	
	D.Stevens		\$80.00	
	V.Wilks		\$160.00	
22/06/2023	R.Peirce		\$80.00	
23/06/2023	G.Zanello		\$80.00	
	J.Bull		\$80.00	
26/06/2023	G.Giglia		\$80.00	
	M.Todd		\$80.00	
	J.Crute		\$80.00	
	Kinney		\$80.00	
	W.Miller		\$80.00	
	Innes		\$80.00	
	B.Haggerty		\$80.00	
	J.Bull		\$80.00	
	S.Bartolo		\$80.00	
27/06/2023	Fremantle	Unknown	\$80.00	
28/06/2023	J.Phaceas		\$80.00	
	R.Domansky		\$80.00	
	I.Glover		\$160.00	
29/06/2023	C.Alexander		\$80.00	
	B.Cecchele		\$80.00	
	M.Shaw		\$80.00	
	M.Polkinghorne		\$80.00	
30/06/2023	R.Le Tessier		\$80.00	
	B.Wilks		\$80.00	
4/07/2023	R.Constable		\$80.00	
	J.Les Mitting		\$80.00	
	K.Chee		\$80.00	
10/07/2023	M.Drexel		\$80.00	
	M-L.Marchetti		\$80.00	
13/07/2023	A.Lucas		\$80.00	
14/07/2023	Van Het Kar		\$80.00	
18/07/2023	S.Gilmour		\$80.00	
19/07/2023	J.Buckle		\$80.00	\$3,280.00
Other Income				
28/06/2023	J.Reed	Book sales	\$20.00	
6/07/2023	S.Sugden	Book sales	\$40.00	\$60.00
11/07/2023	M.Drexel	Historic Plates	\$17.50	\$17.50
20/07/2023	Trybooking	Birthday Dinner		\$3,997.50
	J.Crute	Birthday Dinner		



26/07/2023	S.Tornatore	Club Books		\$20.00
	A Niciforo	Club Books		\$20.00
	G.Smith	Club Books		\$420.00
	M.Barrenger	Club Books/Dinner	\$70.00	
TOTAL INCOME				\$7,885.00

PAYMENTS				
26/06/2023	Italian Club	Annual Dinner	\$5,000.00	
	Italian Club	Annual Dinner	\$200.00	\$5,200.00
20/07/2023	I Print Plus	Payment 100 Club Books		\$1,795.20
	D.Hamlyn	Membership Expenses		761.93
TOTAL PAYMENTS				\$7,757.13

Net Movement **\$127.87**

Closing book balance		\$5,802.76
Closing Balance Westpac 20/07/2023		\$5802.76

INVESTMENT ACCOUNT

Opening Balance b/f 16/06/2023		\$14,310.30
Interest Received 30/06/2023		\$17.44
Closing Balance c/f 20/7/2023		\$14,327.74

NEW MEMBER APPLICATION AND CURRENT MEMBER RENEWAL



Dear AROCA WA members and others 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, 2023/2024. **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. (Note that, if paying electronically, include your surname in the payment reference and advise of your payment via separate email.). **Renew your Membership by 1st July 2023. The annual fee remains at \$80.00.**

Aidan Daly, President, AROCA WA.



FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

ADDRESS: _____

_____. POSTCODE: _____

LANDLINE: _____ MOBILE: _____

EMAIL: _____

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

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

Manufacturer	Type	Year	Colour	Registration OR Concession Plate # (if applicable)
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Please complete the above form and email it to AROCA WA at memberships@alfaclubwa.com.au.

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 is 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 AROCA WA's Concessional registrar at concessions@alfaclubwa.com.au



DRIVING YOUR CONCESSIONALLY LICENSED ALFA

Dear Members,

The Department of Transport (DOT) has recently advised several clarifications to the Code 404 Concession scheme and, in particular, the conditions for undertaking an impromptu run in your CODE 404 concessionally licenced vehicle.

The Alfa Romeo Club impromptu run form (attached on the following page) has been updated to capture some additional information that the WA DOT now requires be recorded by the club.

Please discard any old forms you may have saved.

FROM NOW ON, ONLY USE THE VERSION ON THE FOLLOWING PAGE.

If you are undertaking a run, please either complete the form and return it via ordinary mail to the club, or else, please email the following details, to me directly (see address below), at least one or two days before the run so that I can enter this run into the Club log before you go on your concessional run.

Note, this applies to Code 404 concessionally licenced vehicles only. It is additional to other permitted uses that are detailed in the Code 404 handbook.

If you have any questions, please do not hesitate to contact me.

Cheers

Steve Sugden

Concessions Officer,

Alfa Romeo Owners Club of Australia; W.A. Division

M: 0419.490.527

E: concessions@alfaclubwa.com.au



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

ABN 75 478 073 135

P.O. Box 8231, Perth BC, WA, 6849

www.alfaclubwa.com.au

Impromptu Run Advice

If you wish to take your Code 404 concessionally registered vehicle on an "Impromptu Run" please complete this form and return via email, or email the required details to the AROCWA Concessions Officer at concessions@alfaclubwa.com.au who will record it in the club log.

An Impromptu Run is a one-day event, meaning the run must commence and end on the same day. It can involve one or more vehicles.

Note: Activities you can undertake without notifying the Club are detailed in the Code 404 Handbook (<http://www.councilofmotoringclubs.asn.au/index.php/downloads/code-404/22-code-404-handbook-v3/file>) include:

- Any advertised AROCWA or other Car Club event.
- Travel to and from a place of repair or mechanic.
- Within a 30km radius of the registered address for the purposes of maintenance and repair (e.g. keeping the car running reliably, battery charged, refuelled etc).

Run Details:

Date:	
Start Time (Approximate):	
Finish Time (Approximate):	
Start Address:	
Destination:	
Finish Address:	

Participating Members:

First Name	Surname	AROCWA Member No.

Participating Vehicles:

Vehicle Make/Model	Registration Number

It is advised to keep a copy of the completed form or email with you while on the run

AROCWA Code404 Impromptu Run Form_V1.1.docx

29-Jul-22



Preferred Partner Program

Welcome to the Alfa Romeo® Preferred Partner Program

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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.



MEMBERS (& OTHERS) PROFILED IN PAST MAGAZINE ISSUES

Below is a directory of profiles published to date in Alfa Occidentale, mostly based on interviews with individual Club members, but with some other interviewees from elsewhere. All profiles appear on the club's website and in Alfa Occidentale issues. <https://www.alfclubwa.com.au/newsletters/>

Note that the issue and page number where each profile appears in past magazines 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, since he bought it brand new, while he living 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>AROCA WA president, Andrew has owned many important Alfas and other classic cars. He is a walking encyclopaedia on all matters Alfa – especially if it concerns a 105.</i>
Michael Barrenger	15	8	<i>Michael Barrenger writes about his “Alfettish” and the acquisition of sought-for cars that 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 New Jersey 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>Ugo was an early 1920s Alfa racing driver who originated the Quadrifoglio Verde badge, the 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. He has owned many - including Alfas.</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>WA AROCA member, Piero, passed away in early 2023. His love of cars started very early. His career was always in automotive electrics.</i>
Scott McKivett	38	10	<i>Scott is 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>



Profile	Issue	Page	Comment
Kyle Atwood	42	14	AROCA WA member, Kyle, drives a 2003 Alfa spider. An auto photographer, he has made many impressive car photoshoots.
Peter Mathews	44	22	In 2020, Peter became national coordinator of AROCA. He has owned some very well-prepared Alfa Romeos over a long period.
Aidan Daly	47	12	IT security guru and AROCA WA member, Aidan Daly, talks about the new Stelvio QV he recently drove out of the showroom.
Sam Calabro	48	18	Long-term AROCA WA member, Sam can't count how many 105 series Alfas he has owned (plus the Porsches, Alpines, Ferraris, etc.)
Enzo Simeone	49	16	Enzo loves driving his new Giulia QV, but worries about his beloved 105 GTV, which still waits for him, idle under its dust cover.
Andrew Stevens	50	13	Former club secretary, Andrew has lived in the UK since 2006. He drives his 1750 GTV to car events everywhere across Europe.
Steve Sudgen	51	10	Club committee member and Alfa representative to the CMC, Steve Sudgen loves his long-owned Alfetta GTV 6
David Hamlyn	52	9	Membership Secretary, David Hamlyn has many non-work interests including MotoGuzzis, Alfas, Electric Bikes, Kite Boarding, etc.
Eddie Bernardi	55	18	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.
Richard Peirce	57	15	AROCA WA member, Richard, owns Alfas, Mercedes and some British cars. Are there too many for him to drive them all?
Norm Craven-Kelly	58 (& #7)	4	On our 50 th anniversary, the late "Il Presidente", a larger-than-life character and WA AROCA division founder was recalled once again.
Bruce Thomas	58 (& #6)	9	The profile of AROCA WA foundation and life member Bruce Thomas was similarly republished. Bruce's beautiful green 105 GT has been his since bought brand new in the UK over 50 years ago.
Glen Phillips	59 (& #5)	13	Life member #2, Glen is a club hero in both the Alfa & Fiat/Lancia clubs in WA. His profile appears again on our 50 th Anniversary.
Peter Neale	62	10	Although not (yet) a club member, what a collection of written-off Alfa Romeos Peter Neale owns in Fremantle and elsewhere!
Enrico Fumia	70	10	Auto designer, Enrico Fumia ("Signore Pininfumia") was the designer of the Alfa 164 and the 916 series Alfa Spider and GTV.
Warren Milner	73	13	A long-time member and a former treasurer of AROCA WA, Warren loves Italian cars, including Alfas, and has owned British cars.
Someone you know ?			Alfa Occidentale is very keen to interview more WA Alfa Club members as this series of profiles is continued.

AROC NZ 'S 50TH ANNIVERSARY

Be there : Wellington, NZ, October 2024



Kia Ora! This year, 2023, AROCA NZ's national event, 'Festa Annuale,' is scheduled for Christchurch, NZ on 13-15th October and international Alfisti are very welcome.

However, more importantly, in **October 2024**, the **50th Anniversary Celebration of AROC NZ** will be held in **Wellington, New Zealand**.

This Jubilee event will include Alfa tours starting at both the top of the North Island and the bottom of the South. After everyone arrives in Wellington, AROCA NZ will celebrate its 50th Anniversary.

Anyone keen to join AROC NZ at this important event is welcome. ♦



BACK PAGE

Club Members' Cars For Sale

Check out the WA Alfa Club's website where you now can view everything that is for sale from our club members including an Alfasud, a 6C replica, a 147 GTA, a twin-spark 916 Spider, and a 105 GTV Rally car.

View this link:

[For Sale – The Alfa Romeo Owners Club – WA DIVISION \(alfaclubwa.com.au\)](http://alfaclubwa.com.au)



1983 ALFA ROMEO ALFETTA GTV 200

Posted on July 12, 2023 | 0 Comments | < Share

This is a very straight GTV that has spent most of its life in the garage. There is a full stainless exhaust with branch extractor wrapped and also has mild cams. The suspension has been lowered and new rims and tyres fitted. I have the original rims and steering wheel. I don't use the car enough so needs to go to a new home. ...



2004 ALFA ROMEO 147 GTA SELESPEED

Posted on July 10, 2023 | 0 Comments | < Share

2004 Alfa Romeo 147 GTA Selespeed – Reduced



1966 ALFA ROMEO GIULIA

Posted on July 11, 2023 | 0 Comments | < Share

1966 Alfa Romeo Giulia GT Sprint Veloce RHD 105.37
Production date: 1966, July 4th Delivery date : 1966 July 11th
Market destination: Pemble, Qld Australia
Exterior color: Biancospino Interior: stainless Nero fumo 1 of 380 CKD cars delivered to Australia and believed to be one of circa 30 surviving, with 1787 series 1 GTV stepnose made world wide. Currently running a 1300 period Junior motor...



1981 ALFA ROMEO ALFASUD SPRINT

Posted on July 11, 2023 | 0 Comments | < Share

A unique opportunity to own a rust-free, unmolested steel bumper Sprint with a factory fitted 1.5 twin carb boxer motor. The Aus steel bumpers got the single carb version. As such, it's a quick little Sprint for what it is. All 105hp of it, but then, the car weighs 820ish Kgs...



2000 ALFA ROMEO SPIDER

Posted on July 11, 2023 | 0 Comments | < Share

2000 Alfa Romeo spider (916) Twin Spark \$10,500
132,000km 2litre Twin Spark...

