

ALFA OCCIDENTALE

Issue 22, March 2019



Dear Western Australian Alfisti,

This is the 22nd edition of **ALFA OCCIDENTALE** – the electronic newsletter of the Alfa Romeo Owners Club of Australia (WA Division). Club members are invited to provide contributions to future magazine editions, C/-: secretaryarocawa1@gmail.com In edition #22 of Alfa Occidentale, you will find outlined the latest details concerning the club's upcoming schedule for 2019, including information you need regarding the club's competition, social & driving events.



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WA ALFA CLUB NEWS & UPCOMING EVENTS SUMMARY

- **Friday 22nd March.** The WA Alfa club has organized an **evening run to an Italian dinner at the Fremantle Italian club**. The club will have a cordoned off display area to exhibit club attendees' Alfa Romeos at the Italian club. The announcement for this event also appears



below in this Alfa Occidentale edition.

- **Sunday 24th March.** Please remember that the Shannons Classic Car Show is on March 24th. It will be held at Ascot Racecourse. The club will not have a display area for Alfa Romeos, but members are encouraged to still attend.
- **Sunday 24th March.** A “Colours of Italy” Italian festival is being held at Stirling Civic Gardens, Cedric Street, Stirling. This event is seeking some Alfa Romeo cars for display.
- **Tuesday 2nd April.** AROCA WA’s April club night will be held at the Cariola restaurant, 256 Wallcott Street, North Perth. Meeting start is at 19:00. Ticketing for this event is to be paid in advance using a TryBooking link. Check your email for details.
- **Sunday 7th April.** This is the date of the Northam historics races (“The Northam Flying Fifty”). AROCA WA has set up a Sunday morning club run to Northam. The starting point will be at the Noble Falls tavern, on the Toodyay Road in Gidgeganup for a 10:00AM coffee/brunch/breakfast before the convoy continues on to Northam to watch the races.
- **June long weekend, 2019.** The club urgently wants to bring the Albany long weekend event to your attention. An Alfa club dinner will be held at Garrison restaurant in Albany for the Sunday evening of the 2019 event. Anyone planning to attend the Albany round-the-houses or the hill climb events, or who may be just touring in the area, should look for their accommodation booking very soon, given the number of people likely to be at this June long weekend event. The committee seeks members’ expressions of interest regarding attending the dinner at Garrison.
- You are reminded that the 2019 annual national **AROCA Easter event “Alfesta”**, to be held on the Mornington Peninsula in Victoria from 19th to 22nd April, is **fully booked out**.
- **“Classic Cars and Coffee”** monthly Sunday mornings present many highly interesting cars. The next “Classic Cars and Coffee” will be held on **Sunday 31st March, 2019**. The event venue fills quickly, so try to arrive before the scheduled 8:30AM start-time, at University of Western Australia, Car Park 3, off Hackett Drive, Nedlands, 6009. [+ Google Map](#)





A M O R E M I O P I Z Z A C L U B N I G H T



The WA Alfa Romeo club held its March club night at Amore Mio pizza restaurant in Maylands on Tuesday 5th March. Sixteen people attended, most of them driving Alfa Romeos to the event. As was the case last year, the pizzas at Amore Mio were excellent. This little restaurant on Guildford Road, Maylands does seem to outperform a number of better-known pizza places around Perth. Thanks to Glen Phillips for the above photos from the club's March Pizza Night.

L E T T E R T O T H E E D I T O R

This letter comes from Martin Leaver of AROCA NSW (Canberra Chapter). He is responding to an article appearing in Occidentale 21 entitled "A View of the Top Six Alfa Romeos to Invest in Now", by John Wright.

Hi Greg,

Thanks for sending me the Alfa Occidentale issue, #21. I thought I would offer you my two cents worth on John Wright's article regarding the top six (or seven) Alfas to invest in. My thoughts were initially planned to be just an email to you, but they have expanded into a mini-article.

I remember in the early 1990s, John Wright wrote an article for "Modern Motor" titled "Car 64, where are you?" That article detailed the cars he had owned up to that point. I think he probably has



doubled that number by now. So, given that, in this article, he talks about cars that he has bought and owned before, I'll hypothesise that he has a short attention span, liking new experiences and therefore constantly changing cars. I would also guess that, for John, the engine is very much the dominant feature of the car. For a lot of car people, the six-cylinder engines sound more special than do the fours and I'd suggest that may be a strong contributor to his list of recommendations, with among his seven recommendations, five of the Alfas he has considered being six-cylinder cars.

The Alfas to invest in could be taken to mean 'buy one now at a good price and enjoy it' rather than 'buy now to make money in the future'. With the Alfa 2600 Sprint, there is some possibility that you could find a vehicle which someone had already spent a fortune on in restoration costs and that you might be able to get it at a great price. However, for the others he mentions, it seems you would be more likely to be buying a car for enjoyment and that there will be running costs which would need to be covered if investment was to become an additional motivation.

A full body restoration of an Alfetta or Giulia Super might cost in the region of \$30k if you were to reasonably tackle rust and paint. The result could end up costing more than the renovation is worth. The sale of a reasonable Alfa in great condition is hardly the path to financial wealth, i.e., beyond that it has the effect of stopping the costs of running a car, but, on the other hand, its sale could be a real and lasting emotional loss. It depends a lot on what you really want to drive and own. Whether it is the sound, the styling, the mechanical feel, or if you just want to own an Alfa because Jeremy Clarkson says we all need to, there are plenty of emotional reasons to buy one, even if a modern Kia might be functionally superior.

I was briefly the owner of an Alfa Romeo 164Q which I bought for only \$3,000 and then spent about \$2,000 getting it up to roadworthy status before two kangaroos changed its destiny from Alpine navigational rallies to being in the 24-hours of "le-mons" race with its new owner from Victoria. I do remember it as a fundamentally better car than the Alfettas, both 90s and 75s, that I've driven, but the weight at the front was very obvious. I'm sure there are plenty of people who have found out how to set up a V6 transaxle car, but the Australian magazines of the time backed up my feelings that the engine weight and the roll axis meant that understeer was the general characteristic, so being front wheel drive wasn't really a negative with that car, at least compared to the 75.

However, it would need to be a 164Q in amazing condition for it to be worth paying the \$10-20k suggested in John Wright's article. What I have found is that the Alfa V6 engine sounds better in cars with rear wheel drive, but that you don't get those chrome intake runners. The Alfa 90 that I owned in 2015 had a magnificent howl in its upper rev range, in a way that none of the front wheel drive Alfa V6 engines seem to do. If an intake modification, such as the use of a Ferrari 360 Modena throttle body, was considered it may have helped to restore the glory here.

Alfas 164, 75, the Alfetta sedan and Giulia Super are all family cars, and if being considered on the basis of being special fun cars, to me the four-door family styling can limit their appeal as, fundamentally, they are practical, rather than special. In my view, while the Alfa 75 looked dated when it first came out, with a very 1970s appearance and a body kit, looking a bit like a VH Brock Commodore, that look was probably more of a styling problem when new, than as viewed today. These days, the styling of the Alfa 75 is considered to be more distinctive, while the Alfa 164 now appears more like a Peugeot 405/605 with the Scudetto on the front and 1997 Camry-like tail lights. Personally, I've found the driving position in both the 75 and 90 to be uncomfortable, with the throttle pedal angle being badly designed, while the seat height in these cars doesn't feel like that of



a sports car. To me, the 164 feels more normal and much more comfortable as a car to use over any distance, so I'd much prefer to be driving it than a 75.

The GTV6 does provide a great sound and the car has the looks of a classic. However, as John wrote, it isn't really a car to recommend to others as the driving position, the clutch and the gear change can put many people off. There is also limited headroom, especially if the car has a sunroof. Nonetheless, if none of these matters are of concern to you, and if you like the car's handling characteristics, then a GTV6 will make a usable classic. I've not driven an Alfa 106, nor have I seen one taking part in a club run, so I don't have any real sense of how this model performs. Despite that caveat, I should mention that the very last thing I'd ever want to be is the slowest common denominator while on a club drive, possibly even holding others up, especially as I would want to do more than just own a car that I can cruise in to car shows. It is well known that the 105s can keep up with the peloton quite nicely, but they are regarded as much more nimble in handling than is the six cylinder Sprint. However, while 105 coupes are more familiar, you won't get to hear any six-cylinder tunes.

Of the cars reviewed and recommended by John Wright, the GT has a much more modern feeling about it than do the rest of his list. However, the more recently arrived Giulia now makes the GT feel dated too, due in part to all of the Giulia's driver assistance technology. Despite that, the overall difference between a GT and Giulia is not really that great, that you feel like you aren't in a classic, but you are making compromises.

Here, in Canberra, we do interact with the "AGOG" community (i.e., the Alfa GT Owners Group). One result is that they may have jaded me slightly towards thinking of GT owners as a special needs support group. I have come to the view that I would much rather own a 147 GTA, as it doesn't have the "gelded" engine (the GT gets a lower compression ratio) and 3.2 V6 in a hot hatch layout is something special; with only the 4WD Golf R32 being similar. Across the market, V6 coupes are more common, and I find the Peugeot 406 coupe to be a better-looking car and it has ride comfort and probably better handling as well.

For the GT, the need for modification of the GT's suspension seems obligatory. That is not a good sign for a collectible, although that may not be such a problem if you are to buy an already modified car. The GT engine lacks the spread of torque of other 3.2 litre cars. In my view, at least, compared to the Brera and 159, you can end up running in lower gears, even though the power-to-weight ratio is better and the driveline losses may be less. That mightn't be a problem if the gear change wasn't so ordinary in terms of sound. So, overall, the GT is nothing like the GTV6 and it is pretty similar to the Brera. By comparison, the 159 Q4 has a quieter exhaust, which mostly shows up at idle. As a result, for me the main plus points for a GT over a Brera are the acceleration and some much more supportive seats. The Brera has been marked down by the pub experts for having a GM engine, although the Brera does not feel like the Commodore units, and it does drive so much better as its chassis isn't a grandfather's axe development of a 1988 Fiat Tipo.

One of the key things for me with cars becoming collectible involves how they were perceived in the market around the time they were newly introduced. If a car had a successful competition history in its first years on the market, then that is a huge advantage for future values. In other words, if a car was regarded as the best of its era, then that is a much better indicator of future attractiveness as a collectible compared to expecting an also-ran of its day to do well in the future; especially if had been sold in relatively large numbers.



Notably, the 105 Giulia Super, along with the BMW 2002, helped define the sports sedan. The Alfetta was quite technically advanced and was well received in the 1970s. By the GTV6's time, the Alfetta was pretty dated, with technology then moving quickly. In 1982, it had the character John Wright wrote about, but by 1986 it was well off the pace compared to the latest Toyota Celica and Supra.

The Alfa 75 suffered from similar criticisms, while the 164, especially in QV form, was winning comparison tests. Intriguingly, the 75 now attracts fans for its reputation of being "the last true Alfa Romeo" (i.e., with RWD and a transaxle), while the 164 is sometimes now compared with a Fiat Croma. My experience in driving both cars is that the 75 has the nicer sounding engine, and the rear wheel drive does have some benefits, but that this model is nothing like the Giulia in quality.

The interiors in both the 75 and 164 can become pretty tired and tacky, and, as a result, the superiority of the 164 in almost all aspects can be masked by the experience (in either vehicle) of wondering whether some interior part is imminently going to fall off, split or tear.

While the GT now generally receives love as the last of the Busso V6s, in the press at its release, it was hammered for its poor suspension. For some Alfa owners, this doesn't matter as they are happy cruising along, but equally, my feeling is that the engine may have been overrated for its time. Today, for the money people are asking for a 2010 vintage "Anniversary GT", you could probably buy an E46 BMW M3. The basic GT design is from 1998, just like the 156 that underpins it, but for your 3.2 litres, instead of 176 kW in the GT, you can get 252 kW in the M3 BMW. Relative to other Alfas, the GT provides better straight-line performance than does a 159 or Brera and it has better fuel economy, but you will have a worse ride everywhere, with less ultimate cornering potential and an interior with a cheaper appearance. Nonetheless, the GT is well suited for anyone who wants a vaguely modern, practical two-door car, without any turbo lag, but with some of the electronic "nannies" found in the new Giulias.

If I was choosing my perfect classic Alfa, then what would go pretty close for me would be a post step-nose 105 series coupé, but with a Montreal engine squeezed into it. Size, looks and sound, and a driving position that I get along with, would tick most of the boxes. Obviously, such a car would be much more expensive to get right than any of those on John Wright's list. Nonetheless, to just dream can sometimes be better than trying to live the dream.

Cheers,

Martin

Readers will recall that Martin Leaver is the editor of AROCA Canberra chapter's regular newsletter, "Alfisti Lettera". Alfisti Lettera is often electronically circulated onwards to AROCA WA members.

Despite his comments above, my guess is that Martin just might like the car shown adjacent almost as much as his "105 Montreal" dream-car, even though it might qualify as a car show queen.





ALFA ROMEO 932 SERIES GTAs

This article discusses what, on occasion, some of my 'friends' have denigratingly called 'Alfa's early 2000's vintage Go-Carts'. It reviews the Alfa 932 series, specifically the 156 GTA and 147 GTA models, based on internet reports, as referenced below, & some ownership comments

The current membership register of AROCA WA indicates that five 156 GTAs and four 147 GTAs are owned by WA members of the club. You might think that means that nine members of the WA Alfa Club own 932 series GTAs, but you would be wrong: two own both a 156 GTA and a 147 GTA!

The Alfa Romeo 156 GTA

Greg Smith writes: "In October 2002, I bought a new 156 GTA. I still own this red Alfa, nearly 17 years, 3 Nullarbor crossings and 140,000-odd kms later.

"At several of AROCA Victoria's annual Spettacolo Alfa display events which I attended during the mid-2000's, I met other 156 GTA owners, also displaying their treasured GTAs. It seemed to me that many of them had made impressive additions and improvements to their vehicles. While some of these changes involved more cosmetic after-market additions, certain others were more mechanically oriented.

"One of these performance-oriented additions was an expensive carbon fire strut designed to cross the car at the upper rear of the engine compartment, tying together the front shock absorber body connection points. My new GTA owner friends, who I met at several annual Spettacolos, argued that the struts made their cars considerably stiffer during fast racing turns and over bumps. Some cars with improved exhaust systems etc., were also noted.

"However, around that time I had already read a few articles which pointed out that the 156 GTA was already a very well optimised special vehicle and that these improvements generally offered only minor performance advantages, at best. Not planning on ever racing my GTA, I didn't pursue any after-market vehicle improvements. Today, my nearly 17 year-old vehicle remains in its original, one-owner condition and still is not for sale.



"When the 156 GTA first came to Australia, comments in the press lauded this car highly. In part this praise was due to the 156 GTA winning the 2002 and 2003 FIA European Touring Car Championships. Fabrizio Giovanardi drove the car to victory in 2002 while [Gabriele Tarquini](#) drove the 2003 winning GTA. The Alfa Romeo agent's sales manager (and a continuing friend), who eventually sold me my 156 GTA, made much of how the 156 GTA beat the BMW M3 in these two years of competition. (But, see other info later)"



Wikipedia reports that the 156 GTA and the 156 Sportwagon GTA were launched at the [Frankfurt Motor Show](#) in September 2001. The GTA was named after the 105 series [Alfa Romeo GTA](#) from the 1960s; the letters GTA meaning Gran Turismo Alleggerita (English: lightened Grand Tourer).

The 156 GTA was a very exclusive high-performance sports car, with all of the vehicles being hand assembled on a separate production line from the standard 156 models. The 156 GTA continues to be sought after by collectors as well as by keen drivers, due to its rarity, pedigree and the Busso-designed V6 engine. While the arrival in Australia of the new rear wheel drive Giulia series in 2017 has tempered that enthusiasm somewhat, early 2000's 156 GTA prices are still increasing, but slowly.

Over the production period of the 156 GTA, only 1,973 Berlinas and 1,678 Sportwagons were built. End of production was in October 2005, when all 156 models were replaced by the [Alfa Romeo 159](#).

With limited global sales of 156 GTAs, right-hand drive vehicles hold a premium over left-hand drive vehicles, due to their relative rarity. Furthermore, Wikipedia contends that the vehicles first sold new in New Zealand and the United Kingdom are later resold at an additional premium over other right-hand drive markets, including Australia, Malaysia, Japan and Singapore. This is claimed to be due to a more desirable specification with higher output engines (? Ed.) in NZ and UK.

The 3.2 litre [Busso V6 engine](#) ("the big Busso"), was named after legendary Alfa Romeo engineer [Giuseppe Busso](#). This naturally aspirated engine has been praised universally for its excellent tone and its eagerness to rev. The engine had the largest capacity of engines built at the Alfa Romeo factory at Arese. The 3.2L engine has a 93 mm bore and a 78 mm stroke and a capacity of 3,179 cc with 250 PS (184 kW; 247 hp) and 300 N·m of torque.

The after-market Alfa Romeo specialist Autodelta later produced prototypical performance versions of both the 156 GTA and the 147 GTA with up to 3.7 litres capacity and with 400 PS (290 kW). However, it should be noted that the European Touring Car Championship winning 156 GTAs of 2002 and 2003 actually ran with a 2.0 litre 4-cylinder 300 PS (220 kW) engine, due to class regulations.

Production 156 GTAs shared common interior features with other post-facelift 156 variants. While the doors, the boot-lid and bonnet were shared components with other 156s, all else was unique to the GTA, and was specifically produced by the [Fiat](#) Research Centre and the [Maserati](#) Research Centre. The 156 GTA did not take on the [Giugiaro](#) designed facelift introduced to the normal 156 versions in 2002; it continued with the acclaimed [Walter de Silva](#) design out to the end of its production, by which time that total of 1,973 Berlinas had been produced.

The 156 GTA's steering was made faster with only 1.7 turns lock-to-lock, compared to 2.1 in normal 156 models. The GTA had also larger Brembo [brakes](#); at the front 305 millimetres discs, while at the rear 276 millimetres. The front discs were later upgraded to 330 millimetres in order to cope with the car's performance potential.

Ultimately, as mentioned above, the London-based auto [tuning](#) company [Autodelta](#) made two very high performance versions. Both were based on the 156 GTA. The first, was a GTA Am version, with an [Alfa Romeo V6 engine](#) bored out to 3,750 cc. This GTA Am was capable of 328 PS (241 kW) at 7300 rpm. With this power, the car could reach a top speed of 310 kph. The other GTA prototype,



an “Am Super” was a further upgrade of the first version, fitted with a Rotrex [supercharger](#), and pushing out 400 PS (290 kW).¹

In the RAC Review (UK) edition of March 2006, Andy Enright wrote that “with the 156 GTA, Alfa Romeo had propelled itself back into the premier league of sports car manufacturers.” He argued that this car, offered either as a saloon (“Berlina”) or as a Sportwagon estate in the UK, was savagely quick and boasted one of the greatest engines ever built, the Busso V6 3.2 litre.



Enright continued: “Of course, it didn't hurt that it was so beautiful that it made your head swim either. Today, used examples occasionally make their way onto the market at rather attractive prices. So many modern cars are emasculated, dumbed down, politically correct pale-hearts, however, the 156 GTA is a notable exception.”

“In the 1960s and 1970s, Alfa Romeo's original competition Giulia Sprint GTA had blazed a trail of success across the racetracks of Europe, taking three consecutive wins in the European Touring Car Championship between 1966 and 1968. The 105 series GTA was designed to continue upholding the marque's proud position in the annals of international motorsport.



“Therefore, thirty-seven years later, as part of its 156 series, Alfa Romeo introduced two high performance road cars that combined an enviable motor racing pedigree with the sort of contemporary appeal that had recently won the Alfa 156 a European Car of The Year title (i.e., in the late 1990s). The 156 GTA and the 156 “Sportwagon” GTA went on sale in the UK in May 2002 and proved very popular with enthusiasts who had grown disillusioned with ‘a parade of quick but soulless German alternatives’”.

The 156 GTA had no garish spoilers or side skirts, although its uniquely designed slim skirts were a feature. A front chin spoiler also appeared on the GTA which was deeper than on any standard 156 model. However, the essentially aggressive appearance of the 156 GTA was achieved largely through the use of more aerodynamically redesigned front and rear bumpers and a lower stance with wider 225/45 ZR Michelins on 17" alloys. The car's circular front fog lamps were set like jewels into the new front spoiler, while wider wheel arches, xenon headlamps, twin chromed exhaust pipes and red brake callipers (bearing the Alfa Romeo script) completed the GTA's visual package.

Inside, the GTA benefitted from dual-zone climate control enabling the driver and front passenger to set their own temperatures. A Bose eight-speaker stereo system and a clever telematics' system

¹ 147 GTA versions of these GTA Am cars were also produced by AutoDelta.



were European options that included satellite navigation, internet use and access to emergency services. The car had six airbags as standard, plus a Vehicle Dynamic Control (VDC) stability system, and brake assist.

In addition to these supplements, the GTA had heated leather seats and carefully pleated door inserts, as well as bespoke alloy pedals and different speedo and rev counter graphics.



There was no change to the steering wheel position, compared to other 156 variants, and, despite four-way adjustment, many in the UK found the steering wheel to be a little too far away. However, in 156 GTAs brought into the Australian market, as well as 4-way adjustment, the steering wheel could be pulled closer to the driver, while maintaining seating position.

Although the 156 GTA's build quality and reliability record were sometimes thought to be inferior to, say, an Audi, they were not that bad. Ownership recommendations included frequent inspection of tyres as, despite the included traction control systems, the 156 GTA was a hard user of its front rubber.

Experience showed that, before purchase considerations, any used 156 GTA should be inspected for crash damage, especially by inspecting the underbody of the car. Drivers too often found that 156 GTAs were susceptible to running out of suspension travel while encountering sharp dips in the road and that these could lead to severe damage to the expensive-to-replace front spoiler.

While the car's 3.2 litre V6 engine still remains a very tough beast, it could develop quite an appetite for oil. Regularly scheduled timing belt replacement is critical with all Busso V6-engined cars too. The 156 GTA's interior was well finished but plastics used in dashboard construction sometimes became prone to the odd squeak and rattle.

While driving the car's 247 braked horses effectively through only its two front-driven wheels is not an easy engineering feat, in this case, the engineers at Alfa's Balocca test track did an outstanding job.

There isn't one unique element that makes it all work for the 156 GTA; it is the careful combination of many detailed differences that makes it come together. For example, there are some specially designed front suspension struts, as well as revised attachments for the rear suspension which create a wider track. The fewer turns lock-to-lock of the 156 GTA steering makes it a more responsive than is any standard 156 model and there are also the beefed-up brakes. However, while the 156 GTA feels fantastic on smoother surfaces, at times it can seem a more nose heavy on rougher, minor roads. The GTA's 3.2 litre engine certainly is impressive, but drivers did find it necessary to work the engine hard to get the maximum out of it as the top torque figure is not achievable before 4,800 rpm. Still, this engine is wonderful to listen to.



Andy Enright concludes “this car just begs to be driven. Maybe it’s the wonderful steering, that glorious engine wail, the prodigious grip or the well-controlled body roll. Whatever it is, the whole thing adds up to an intoxicating mix - nor must you put up with a harsh, unpleasant ride as a penance for it. Although Alfa Romeo took too long to come up with a sporting flagship that was really capable of doing the 156 series justice; in the 156 GTA, it produced just the thing.”

A prospective buyer of a used 156 GTA will never hear from its eager seller anything at all to do with the “great global mystery of lost 156 GTA jacking point covers”. On the 156 GTA, there are four jacking point covers which fit into the car’s side skirts. In a very Alfa-like way, each was designed as a unique injection-moulded part which cannot be exchanged from right to left, nor from the front to back jacking points.

When new, as well as clipping into the side skirt, these jacking point covers were held loosely to the car by silicon rubber tapes, once unclipped. However, over time, the silicon rubber tapes degraded or just disappeared while the car was in a workshop. I have lost 2 covers from the left front jacking point of my 156 GTA; on both occasions while travelling on long trips. Three years ago, I acquired a replacement in grey plastic for \$140 or so and it was then painted red to match. Late in 2017, another front left cover was lost somewhere on a trip in the south-west of WA. However, apparently Alfa Romeo in Italy has recently destroyed its stockpile of certain 156 GTA parts.

On the internet, there is a hot 156 GTA owners discussion group on the jacking point cover topic. In England, one willing GTA owner had sets of jacking point covers made in thermoset composite. He proudly described that effort to the discussion group. That led to a flood of requests from GTA owners world-wide. Not too long after, he gave up this effort when it became an overwhelming task to have parts made, packaged and shipped, not to mention to be paid for by some recalcitrant recipients in return for his comradely efforts.

At the start of this year, Cileberti Motors found me a left rear cover (the only cover left anywhere they said); but it was the left front cover that was missing from my car. “Perhaps you can reshape it?” they said.

In a chat at the gym with AROCA WA member, Ross Waring, he offered to try to make one for me by additive manufacturing, using a mirrored CAD file of my front right cover. However, he found that, with the various non-parallel, curved surfaces on this part, his CAD software wasn’t up to creating a robust file that would enable the 3D build process. Norm at Compleat in Osbourne Park has now cut my spare rear left cover into pieces and worked out how reshape it to fit the gap in the front left skirt, then to hold it in place with an adhesive. A view expressed in the GTA web discussion group is that these covers should be secured in place using self-tapping screws. Meanwhile, I fear that a black market in stolen jacking point covers can’t be that far away. If so, self-tapping screws may not provide a sufficient security mechanism for these coveted covers.

The Alfa Romeo 147 GTA

The high-performance **147 GTA** model was launched in 2002. This GTA version of the 147 also used the Busso 3.2 V6 engine. It produced 250bhp and could exceed 150mph; with the use of the V6 engine being quite unique in a car of its relatively small size.



The 147 GTA's larger-engined competitors in Europe included the **Audi A3 3.2** and the **Renault Sport Clio V-6**. Note that the 147 GTA was lighter than either of these rivals, while it produced a similar level of power. Eventually, the entire 147 range was revamped in 2004, with the exterior styling changed considerably to be more reminiscent of the incoming 159 and Brera models.

The Alfa 147 with the legendary initials "GTA" has a look that doesn't hide the potential of its enhanced engineering. A near complete reworking was undertaken relative to more normal Alfa 147 variants. This included changes that were made to all of the components impacting the car's dynamics, together with a few stylistic changes, all giving the model its stronger, sporty appearance. The GTA does have a very aggressive appearance, but it is still firmly anchored to the road.

At the front, the hood appears lengthened. This hints at the vigour and power of the 3.2 V6 24v engine beneath. Meanwhile, the sideview has an aggressive profile, with larger fenders being required to accommodate 17" and 18" wheels. At the rear, there is a larger bumper on the GTA which incorporates an "extractor" with an additional aerodynamic function.

The 147 GTA passenger cabin has features that emphasise its sporting temperament. These include the wrap-around seats with cloth upholstery or, optionally, leather. There is a horizontal pattern on the seats reminiscent of past Italian sports car styling, while the car has aluminum pedals and footrest. The three-spoke steering wheel is uniquely styled while the instrumentation is on a black background with a revised look, including a screen for engine oil temperature on its multi-function display.

David Morley, in his review of the 147 GTA in www.drive.com.au, noted that "Alfa Romeo's offerings since the brand's relaunch in Australia in the 1990s have all been interesting cars. The original 156 was a breath of fresh air in the medium prestige market and, more recently, the sporty Brera has wowed with its stunning looks.

"The reborn Spider also served notice that Alfa still knew how to build a ripping V6 engine, even if the more basic four-cylinder cars weren't as exciting to drive. The Alfa Twin Spark four-cylinder was a good engine with great levels of smoothness and involvement, it just wasn't all that powerful. In the smaller, lighter 147, that didn't matter so much, but, even then, the relatively meek four-cylinder performance only made even bigger news of what was to come next."

Morley continues: "While it seems a simple enough concept, dropping the Alfa 156 GTA's 3.2-litre V6 into the little 147 was something of a master stroke. OK, so there's nothing terribly sophisticated or cerebral about dropping an awfully big engine into a small hatchback, but it never fails to deliver an exciting car - and the 147 GTA is no exception. All of a sudden, the 147 went from a pretty, retro-looking little hatchback with some real design flair to a muscular, high-performance hatch that was capable of stomping on some big reputations along the way.



“The V6 engine really was the highlight of the car and compared with the 2.0-litre 147's 110 kW and 181 Nm, the GTA's 184 kW and 300 Nm provide serious thrust. The lusty power delivery gives the GTA its real hot-rod feel and, with good torque pretty much anywhere in the rev range, this Alfa feels like it is game for anything, any time.

“The best gearbox option is the standard six-speed manual. The shift action is good and the ratios are spot-on for either highway cruising or fanging around a race track. Alfa also offered its clutch-less manual Selespeed, again with six gears, but that is an awful transmission with no subtlety in the way it shifts and a tendency to make progress stilted and uncomfortable.

“Being a front-wheel-drive package with a lot of horsepower, the GTA can feel a bit wilful when taking off. Some torque steer or tugging at the steering wheel can be felt, but it's something most people do become accustomed to. In any case, Alfa Romeo fitted the GTA with stiffer springs and dampers, a lower ride height and bigger brakes to give it the chassis that the engine deserved. In addition, the unruly behaviour of the front wheels was partly tamed by stability control, plus bigger, fatter wheels and tyres.”

As with the 156 GTA, the 147 GTA was provided with bigger brakes front and rear and with a similar level of anti-lock and electronic brake-force distribution. “While such measures sometimes simply produce a car that's uncomfortable to ride in”, says David Morley, “in the 147 GTA's case it all worked beautifully. The car had great levels of mid-corner grip along with a wonderful ‘chuckable’ feeling to it. Yes, the suspension is tied down rather well and bumps find their way inside the cabin, but the payoff is a wonderfully connected feeling for the driver with sharp steering and stopping power.”

The 147 GTA's extra fuel consumption, larger turning circle and running costs are easily balanced by the chassis sophistication, body and cabin presentation, its glorious engine and sense of occasion - all of which are too rare features in many modern cars. Although the 147 GTA does require more owner commitment than would most Japanese cars, for example, there are great driver rewards.

The 147 GTA's safety standards include front, side and window airbags, as well as the sophisticated braking and traction control systems, mentioned previously. Meanwhile, convenience items include remote entry, leather upholstery, climate-control air-conditioning, cruise control and full electrics.

The 147 GTA was built as a three-door hatchback and inside space is adequate, at least for those in the front seats. The rear seat is narrow, however, and the car's luggage space is small. “Not that its hardly going to worry most would-be buyers”





Morley contends, “and the car's undeniable charms including its sharp, distinctive looks, powerhouse engine and entertaining handling all stamp the 147 GTA as something very special indeed.”

Things to look for in a used 147 GTA

- The 147 GTA's big wheels and tyres can be prone to ‘kerb rash’. Their condition offers the prospective purchaser an indication of the level of care taken by its previous owner.
- Quality issues weren't unknown at Alfa Romeo during the 147 GTA's build period, so it is worth ensuring that the electricals all work and that interior trim items remain intact.
- The 147 GTA was designed to be driven hard and that is exactly what many Alfa owners usually did. Therefore, any used car buyer should examine a candidate 147 GTA purchase very carefully for crash damage and for whether there are obvious signs that it has been used hard at track days.
- Check the timing belt replacement schedule on any Busso V6-engined car.
- The 147 GTA was a special-build model and that should help its future desirability. The upgraded body still looks sexy with its extra detailing and flared wheel arches. Notably, the reinforced front suspension components, firmer springs, dampers and anti-roll bars, plus its new rear geometry have left little of the original 147. Therefore, a prospective purchaser of a 147 GTA should appreciate that it is a very different vehicle from normal 147 versions.
- While the Selespeed automated manual option was offered in the 147 GTA after May 2004, it was quite a crude system compared to more recent versions of dual-clutch transmissions.
- Whether a 147 GTA's interior has cloth-trimmed standard seats or it has leather-covered sports seats will change its cabin feel significantly. One of the 100 Australian-delivered Monza limited-edition manual drive cars that date from March 2005 is therefore potentially a more valuable purchase, but, of course, that does depend on how hard it may have been driven.

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4. <https://www.topspeed.com/cars/alfa-romeo/2000-alpha-romeo-147-gta-ar271.html>
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1 9 5 0 A L F A R O M E O 6 C 2 5 0 0 S S
V I L L A D ' E S T E C O U P É
C O A C H W O R K B Y T O U R I N G
(For Sale by Kidston, SA, Switzerland)



- Chassis no. 915891
- Engine no. 928211
- One of 36 built and the last ever hand-made Alfa Romeo
- Thoroughbred combination of Alfa's sportiest 6C 2500 chassis and exquisite bespoke coachwork
- Well preserved since high-level restoration, while retaining its original engine
- Welcome at top international motoring meetings

In Italy, in the immediate post-war period, two names stood at the pinnacle of the luxury motoring scene: Alfa Romeo and Touring. The former marque had earned its reputation in competition between the wars, winning Europe's toughest races including the Mille Miglia a record ten times. Milanese coachbuilder Touring, at the forefront of automotive styling and construction techniques, was a natural partner for Alfa and the designs created by this talent pool remain some of the most enduring and sought-after in all motoring history. Think of the Alfa Romeo 8C 2300 Touring Spyder, the 8C 2.9 Touring Spyder and the 2.9 coupé which nearly won the 1938 Le Mans 24 Hours. These cars were all fruits of this marriage.



In 1949, at the world's most prestigious Concours d'Elegance, held at Italy's famed Villa d'Este hotel that spring, Alfa Romeo and Touring unveiled something extra special. There had already been a 6C 2500 chassis clothed by Touring; the Tipo 256 racer, which had achieved success at Le Mans, the Milla Miglia and the Tripoli-to-Tobruk, as far back as 1939-1940. However, this new car was clearly destined for road use. even though it was endowed with 200km/h performance, thanks to its shorter chassis, and it had a three carburettor 'Super Sport' engine,

together with Touring's patented lightweight 'Superleggera' construction. The car also stood out for its clean lines and avant-garde styling. Not surprisingly the "Villa d'Este Coupé" won the show, and, thereafter, Alfa Romeo struck a deal with Touring to sanction the building of 25 examples for sale to their wealthiest clientele. (Finally, 36 examples of this vehicle were sold). To this day, the Alfa Romeo 6C 2500SS Villa d'Este remains at the pinnacle of post-war Alfa Romeo luxury sports car production and the last ever of the hand-made Alfa Romeos. Chassis '915891' was laid down on 3rd February 1950 and fitted with engine 928211 and body 3433; but such was the work and craftsmanship involved in its construction, that it was not delivered to the Alfa Romeo importer in nearby Lugano, Switzerland, until 13th December that year.



Later, it was exported from Switzerland to the UK in 1958, where it changed hands again in 1977 when sold to Pentus Brown, from whom John Thorne of Texas acquired it. The British Alfa Romeo 6C 2500 historian, Peter Marshall, recalls the car: "Yes - I have been driven across a ploughed field in it, about 30 years ago," at the time that he was asked by Mr. Thorne to accompany him to inspect it. Its previous long-term Italian owner, who was the founder and chairman of a major fashion house, returned the car to its homeland some 20 years ago, at which time a long-time employee reminisced that it was "painted red with a

paint brush" and was in tired condition when acquired.

Restoration was entrusted to the well-known firm Cappa of Milan, which carried out a comprehensive rebuild of the car. Lovely details include the correct wire wheel covers and beautifully formed bumpers, fitted luggage and handsome *grigio metalizzato* livery to complement the natural beige leather trim. Final signing-off was carried out by respected collector/restorer Gabriele Artom, since when only a few hundred kilometres have been covered.

After its acquisition by the present American collector last year, the car was recently offered by Kidston SA of Switzerland due to a change in that owner's focus. This car remains beautiful in appearance and is the perfect entry into the pick of the world's classic car concours, tours and gatherings.

While the price achieved for this particular sale by Kidston wasn't readily discovered, it should be noted that another October 2018 sale by Bonhams of a 1951 Alfa Romeo 2500SS Villa d'Este Coupé, also with Carrozzeria Touring coachwork, was achieved for EUR 460,000, including premium.



Meanwhile, from www.topspeed.com, in an article commenting on the sale of yet another Villa d'Este Coupé, it was argued: "..... As was generally the case with coach-built cars, the Villa d'Este was a special-order vehicle,



and only produced in small quantities. Just 36 were built. Although, despite this rarity, they haven't been worth quite as much as more powerful cars (such as those from Ferrari) which came from the same era. But don't think that this makes them cheap. For example, it is estimated by RM Auctions that a recent restoration will go for between €750,000 and €900,000 (US\$820,000 to US\$984,000). This actually represents a fairly big upswing in prices for the car, and it is more than double what they went for just a couple of years ago. Should this trend continue, the Villa d'Este Coupé could be a great investment opportunity."

AROCA WA EVENTS CALENDAR

Event	Event Date	Event Coordinator
CLUB RUN & ITALIAN DINNER Evening drive to the Fremantle Italian club for dinner and an Alfa car display	Friday 22 nd March 2019	Greg Smith / Richard Peirce
SHANNONS CLASSIC CAR SHOW Ascot Racecourse. We will have a club display space at this show.	Sunday 24 th March 2019	See poster in this edition of Alfa Occidentale
COLOURS OF ITALY ITALIAN FESTIVAL Stirling Civic Gardens, Cedric Street, Stirling	Sunday 24 th March 2019	See poster below. The event seeks a few Alfas for display.
APRIL CLUB MEETING Cariola restaurant, 276 Walcott Street, North Perth	Tuesday, 2 nd April 2019	Andrew Murray. Payment by Try booking. See the event announced below and in an upcoming email
AUTO ITALIA CANBERRA at EPIC arena Mitchell, ACT.	Sunday 7 th April 2019	See announcement of this event in this issue
"ALFESTA" AROCA NATIONAL MEETING - Mornington Peninsula	Easter 2019	NOTE: THIS MEETING IS ALREADY BOOKED OUT
AUTO ITALIA CANBERRA at EPIC arena Mitchell, ACT.	Sunday 7 th April 2019	See announcement of this great event in this issue

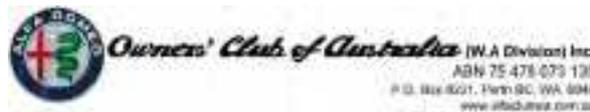


CLUB RUN TO THE "NORTHAM FESTIVAL OF MOTOR SPORT"	Sunday 7 th April, 2019.	Greg Smith. See announcement below for details.
POTENTIAL WEEKEND RUN	Date TDB, potentially late in May 2019	Details TBD
"BRITISH CAR DAY RAID" Drive to GinGin on National Motoring Heritage Day to visit WA British car day	Sunday, 19 th May 2019	Richard Peirce will be organizing AROCA's attendance at this event
ALBANY "ROUND-THE-HOUSES" SouthWest weekend, including a dinner for Alfa members attending.	Saturday, 1 st to Monday, 3 rd June, 2019	Andrew Murray. Albany event is held over the June long weekend.
CLUB BIRTHDAY DINNER Annual dinner & presentation night.	Saturday, 22nd June 2019	Nick Rahimtulla
AROCA 50TH JUBILEE DINNER <i>Hyatt Place, Essendon Fields, Victoria</i>	Saturday 10 th August 2019	See first announcement below for this VIC event.
WILDFLOWER RUN Run to wildflower country and an AROCA WA social lunch.	August/ September, 2019 (Date TBC)	Tour Route and organiser, TBD
AROCA WA 2018 ANNUAL GENERAL MEETING AGM and informal dinner.	Tuesday 3 rd September, 2019	Andrew Murray
ROTARY ITALIAN CAR DAY Gloucester Park	Sunday, 1 st November 2019	Andrew Murray
ANNUAL PASTA RUN AROCA WA again organizes this event for all WA Italian car clubs	Sunday, mid-November 2019	Organiser TBD
AROCA WA CHRISTMAS LUNCH Venue TBD	Sunday, 8 th December 2019 (tentative)	Details TBD



AROCA WA REGULAR MONTHLY CLUB EVENTS CONTINUE IN 2019

- **Classic Cars & Coffee** is held at the University of Western Australia in Carpark #3, off Hackett Drive, Crawley) + [Google Map](#) on Sundays from 08:30 til 10:30. However, the scheduled date varies by month. Look for details of next meetings in Alfa Occidentale issues. **Next meeting is on Sunday 31st March 2019.**
- Each month, **AROCA WA's club night** is held on the first Tuesday of the month. Look for details of upcoming meetings in emailed club announcements and in Alfa Occidentale issues.
- **Informal, but regular monthly, WA Alfa Club Runs** are available every third Sunday in the month, starting at 10:00 from the BoatShed café in South Perth. For a map of the starting location see: <https://goo.gl/maps/KVSxLuP4Atx>



EVENING RUN & ITALIAN DINNER FRIDAY 22ND MARCH 2019



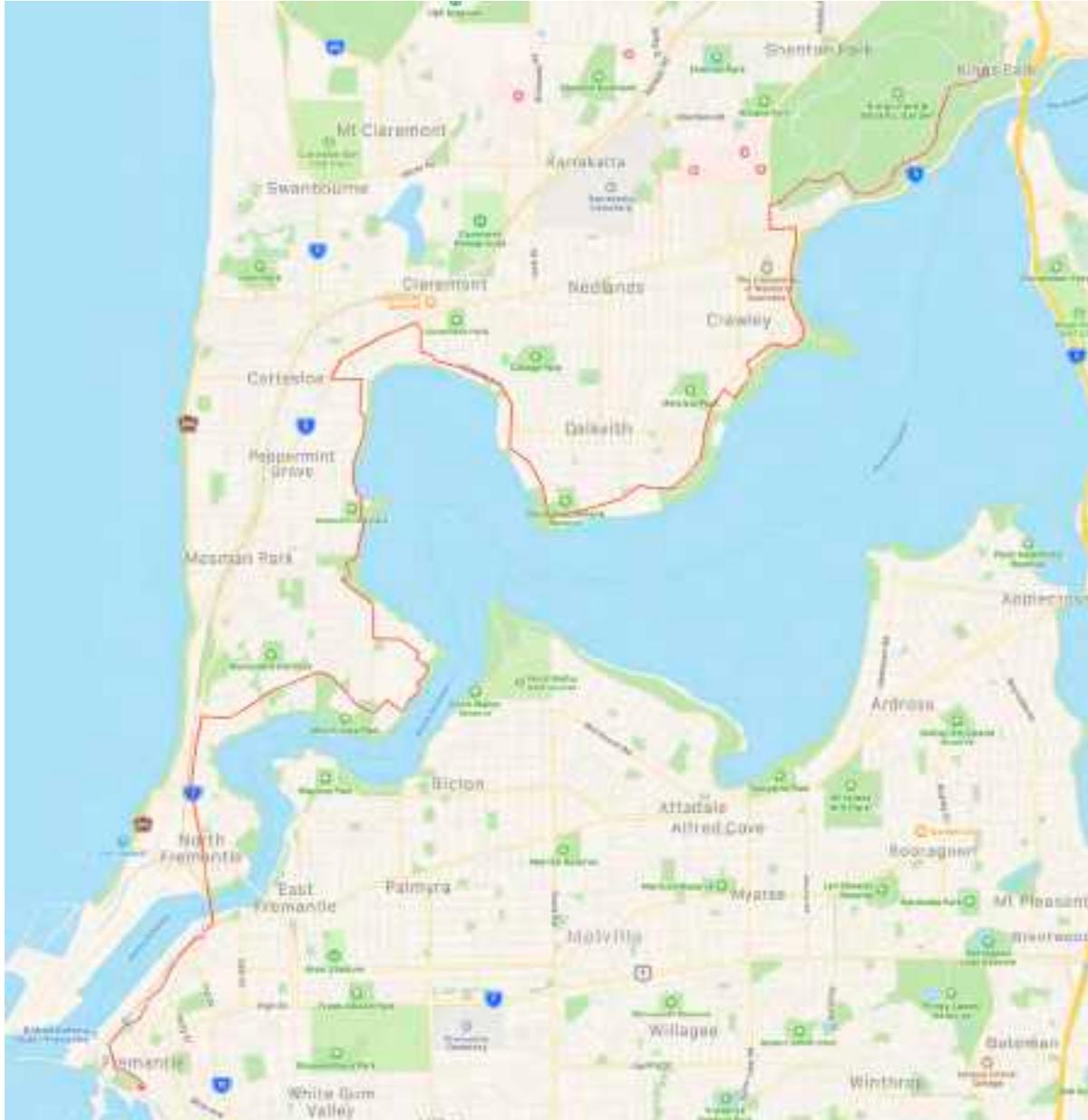
- DATE & TIME :** Friday 22nd March, 2019; starting time from Kings Park is at 17:30.
- LOCATION :** Meet at Botanical café, Kings Park. Starting at 17:30, riverside car to Fremantle. Meet for dinner at WA Italian Club, 65 Marine Terrace, Fremantle 6160.
- FOOD :** Provided by the Italian club in Fremantle, the four-course dinner includes antipasta, pasta course, main course of Pork or Chicken, plus dessert. Dinner cost is \$30 per head. Drinks may be purchased at the club. **Use the TryBooking link below to book tickets by COB Friday March 15, for you, your partner and any others in your group.**
- THE ITALIAN CLUB :** A separate area is reserved for Alfa club members. A large crowd usually arrives for the monthly dinner. In addition, post dinner, there is a band.
- ALFA PARKING :** AROCA WA attendees should arrive at the Italian Club before 18:30. A car park area will be cordoned off for an Alfa display. Don't be late though; parking will fill by 19:00. Nearby street parking should be available after that.

MAP: <https://www.google.com/maps/place/ITALIAN+CLUB+FREMANTLE/@-32.0602075,115.7465919,15z/data=!4m5!3m4!1s0x0:0x315ef34d0187af27!8m2!3d-32.0590814d115.747064>

BOOK YOUR ITALIAN DINNER HERE USING "TRYBOOKING" :
<https://www.trybooking.com/460213>



Route Map for the run to Fremantle Italian Club on 22nd March





SHANNONS 2019 **CLASSIC CAR SHOW**

ASCOT RACECOURSE

SUNDAY, MARCH 24TH 10.00AM-3.00PM
ADULTS \$10, AGES 16 OR UNDER FREE!
FREE PARKING

SHANNONS INSURANCE

COUNCIL OF MOTORING CLUBS

councilofmotoringclubs.asn.au

Please note that while the WA Alfa club will not have an official presence at this event in terms of a club display area, you are certainly encouraged to attend.



COLOURS of Italy
A CELEBRATION OF
Italian Culture & Heritage

SUNDAY 24 MARCH 2019
8AM TO 4PM
STIRLING CIVIC GARDENS
CEDRIC ST, STIRLING, WA

TRY OUR ITALIAN SAUSAGE SIZZLE
& CAPPUCINO BREAKFAST
OR THE DELIGHTS MADE BY OUR NONNAS FROM
OUR LOCAL ITALIAN CLUBS
THERE'S ALSO LOTS OF MUSIC
& ENTERTAINMENT BY LOCAL ITALIAN ARTISTS
AMAZING ITALIAN CAR DISPLAY FOR THE BIG KIDS
FOOD TRUCKS AND LOADS MORE.

SEE YOU THERE
Ciao



coloursofitaly
coloursofitaly_wa



APRIL CLUB NIGHT AT CARIOLA RESTAURANT, NORTH PERTH

256 Walcott Street, North Perth, dinner starts at 7PM



The April club night for AROCA WA will be held at the Cariola Restaurant, situated at 256 Walcott Street in North Perth. Our meeting will start at 19:00.

The Cariola restaurant offers great food and a pleasant ambiance.

Please note that Andrew Murray has booked out the entire restaurant for the club to have a private dinner at its April meeting. Note that capacity at the Cariola is 45 persons, including under awning, side-walk seating.

Please look for an upcoming email announcement about the dinner that will be sent to all club members very soon.

The club will subsidize the dinner by providing you with a \$10 discount on its fixed price of \$45.00. Andrew will use Try Booking to ask for your payment at the after-discount \$35 per attendee dinner price.

This fixed price dinner will include a shared appetizer platter, a pasta main course (with a number of choices), a desert and coffee.

Note that this restaurant is BYO.

AROCA WA looks forward to seeing you at its April dinner club meeting.

View the Cariola restaurant's location in Google Maps.

[VIEW IN GOOGLE MAPS](#)



AUTO ITALIA – CANBERRA SUNDAY 7TH APRIL 2019



To be held at EPIC Arena, on the corner of Flemington Road and Northbourne Avenue, in Mitchell, ACT, 2911.

AUTO ITALIA CANBERRA is an annual showcase of Italian automotive design. Each year, hundreds of exceptional cars, motorbikes and scooters gather in the Australian capital in celebration of Italian motoring history and the ongoing cultural influence it continues to have on the international landscape.

If you are the owner of one of these beautiful pieces of art-on-wheels, or perhaps you are considering becoming a classic Italian car owner, or if you just love to admire and talk about classic Italian cars, this is where you should be on April 7th, 2019.

All are welcome.

*Auto Italia has been presented by the **Italian Cars Association of the ACT** since 1985.*



AROCA'S 50TH JUBILEE GALA DINNER IN MELBOURNE

SATURDAY 10TH AUGUST 2019



SAT, AUG 10, 2019 AT 7 PM UTC+10

50th Jubilee Gala Dinner

[Hyatt Place Melbourne, Essendon Fields](#) · Melbourne, VIC



Sign ups available ·

Western Australian AROCA members may wish to travel to Melbourne this coming August to join with east coast-based AROCA members who will be attending the 50th Anniversary Dinner celebrations of the Alfa Romeo Owners Club in Australia.

This “black tie” dinner will be held at the new Hyatt Place Hotel, which is situated at Essendon Fields, reasonably close to the Melbourne Airport.

Those deciding to travel to Victoria for this gala Alfa Club dinner may also wish to attend a Fremantle Dockers away game to be held in Docklands at Marvel Stadium on Sunday, August 11th.



2019 COMPETITION CHAMPIONSHIP SCHEDULE OF EVENTS

	Location	Arrangement Organisation	Activity	Date	Web Link Contact
1	Northam	Vintage Sports Car Club WA Inc	Regularity	7 April 2019	http://www.vscwa.com.au
2	Midvale Seed Dome	Triumph Sport Owners Association	Autokhana	12 May 2019	tsoa-wa.com
3	Albany Wind Farm, Albany	Great Southern Street Machine Association	Hill Climb	1 June 2019	www.gssma.com.au
4	Albany, Mt Clarence	Vintage Sports Car Club WA Inc	Speed Event, Hill Climb	1 June 2019	http://www.vscwa.com.au
5	Albany	Vintage Sports Car Club Inc WA	Regularity Albany Classic	2 June 2019	http://www.vscwa.com.au
6	Barbagallo Raceway	WA Sporting Car Club	CAMS Speed Event Series - Point 2Point	27 July 2019	www.wascc.com.au
7	Perth	LF Performance & Targa West P/L	Targa City Sprint	11 August 2019	www.targawest.com.au
8	Port Dennison/Dongara	Shire of Irwin	Sprint	21 September 2019	www.irwin.wa.gov.au
9		Triumph Sport Owners Association	Hill Climb	13 October 2019	tsoa-wa.com
10	Jacks Hill, Barbagallo	Vintage Sports Car Club WA Inc	Hill Climb, Speed	30 November 2019	http://www.vscwa.com.au
11	Barbagallo Raceway	Vintage Sports Car Club of WA	Vintage Stampede, Regularity	1 December 2019	http://www.vscwa.com.au

- All the events listed above are arranged by the organising party that is shown on the event calendar.
- Each of the events will be listed on the organizing parties' websites prior to the event.
- Most of the events will require that you hold a Speed level 2 Licence. This can be organised through the CAMS website (see link below).
- General requirements for the car include that it has to be road-worthy; you need a fire extinguisher; and a helmet that is compliant with Australian Standard (AS).



- If you want to enter any of the above events you should do this directly through the organiser of the event and also pay them directly.
- After the event please let us know your result. We will score your points in the WA Alfa Romeo club competition.
- The CAMS website/form to obtain a LS 2 Speed Licence is shown in this link:
https://www.cams.com.au/docs/default-source/licence-forms/speed-nonspeed-licence.pdf?sfvrsn=527884c7_7
- To find out more about participation in the club's competition program, please contact the club's competition secretary, Ivan Olsen at ivanolsen51@gmail.com



3^{R D} SUNDAY INFORMAL RUNS CONTINUE

DATE: Every third Sunday of the month

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

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

Since the 3rd Sunday April 2018 informal run, the club has used only one starting point for all participants. Every Alfa club 3rd Sunday informal run now starts from the South Perth foreshore at 10:00AM. Park in the Coode Street car park, near to the Boatshed café and the water ramp in the park. Arrive early and enjoy coffee at the café before departure.

These informal trips depart soon after 10:00am on each date. The intention is that the run can commence once a participating member (or members) decide to depart from the starting point. Note that individuals or informal groups can do this as soon as they like after 10:00.

The event, which is another regularly scheduled AROCA WA event, is a great opportunity for club members with concessionally registered cars to take their vehicles out for a run. Note that any one of these 3rd Sunday runs may involve only one individual vehicle. Alternatively, some club member drivers may decide to arrive in small groups, and they then should feel free to decide upon an appropriate trip itinerary (or itineraries) on the day.



ONLINE STORE NOW OPEN

Alfa Romeo Owners' Club of Australia

DESIGN YOUR OWN
Free Online Designer

INTERNATIONAL SHIPPING
Including tracking

NEW PRODUCTS
Styles/Designs added regularly

**Produced in Melbourne using Premium Grade
Made in Italy Heat Transfer & High Quality Embroidery**

 <p>NAME T-SHIRT</p> 	 <p>UNISEX POLO SHIRT</p> 	 <p>AROCA UNISEX JUMPER</p> 	 <p>AROCA HOODIE</p> 
 <p>AROCA CLASSIC LADIES TEE</p> 	 <p>AROCA CLASSIC KIDS TEE</p> 	 <p>AROCA CLASSIC BABY JUMPSUIT</p> 	 <p>AROCA CLASSIC CAP</p> 

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HOW TO JOIN AROCA WA OR TO RENEW YOUR MEMBERSHIP

Dear Western Australian *Alfisti*,

The Alfa Club is seeking to increase the number of club members among Western Australian *Alfisti*.

Whether you wish to become a new AROCA WA member, or if you have yet to pay your AROCA WA Subscription for the upcoming 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 current 2018/19 financial year. Please note that the membership renewal date for all existing members is 30th June of 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, preferably), you can pay the amount

directly by making an electronic transfer into the club's bank account using the following details:

Account Name: AROCA WA.

BSB: 736-054

Account No.: 070313.

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

Membership Fee: \$80 (1st July 2018 - 30th June 2019)

Associate Mbr Fee: \$80 (1st July 2018 - 30th June 2019)

We look forward to seeing you at our future events.

With best wishes,

Andrew Murray.
President, AROCA WA.



FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

ADDRESS: _____

_____. POSTCODE: _____

LANDLINE: _____ MOBILE: _____

EMAIL: _____

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

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

Manufacturer	Type	Year	Colour	Registration OR Concession Plate # <i>(if applicable)</i>
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Please complete the above form and email it to AROCA WA at

NOTE:

If you are a concessional registration plate holder, note that data on your concession registration has to be provided annually by the club to fulfill Western Australian state regulatory requirements. The due date for this information provision falls immediately after 30th June. Therefore, be sure to renew your membership before the end of the financial year in order that your concessional vehicle registration remains current.



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, it no longer complies with the regulations and cannot be used under Code 404.

I understand that the onus is with the owner of the vehicle to ensure that the vehicle as listed complies with the regulations and that it is driven within the conditions applied under Code 404. The owner must at all times be a financial member of the Alfa Romeo Owners Club of Australia (WA Division) for the Code 404 registration to remain valid.

Name of Owner:.....

Alfa Club Membership number:.....

Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

If you own a concessionally registered vehicle, please complete this form and then email it to the attention of the Secretary of AROCA WA at secretaryarocawa1@gmail.com