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MEETINGS

General Meetings are held on the first Tuesday of every month (except January) at the Light Car Club Clubrooms, Moojebing Street, Bayswater, or at a venue as nominated in the calendar of events, and commence at 8.00pm.

All welcome.

Sports Register meetings are held every third Tuesday.

Venues do vary so please check with Bernard Cecchele.

MEMBERSHIP FEES

Joining fee **\$15.00** for each new member

Annual subscription: **\$70.00** Family
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Fees are due at 30 June each year.

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EDITORIAL

Of Cars & Things



Gordon Norris
Editor

It is all down hill from now on, with Christmas looming and still lots to do and enjoy at a club level. This bi-monthly issue is filled by photos and stories from near and far.

As you will all be aware, there was plenty to keep club members busy in the past two months.

First, we had the *HSV Invitation Day* and the *Annual Dinner*, organised by Behnam Bordbar who did a lot of running around in a short space of time to be able to get the venue – many thanks for that. We have a spread of social pics inside to record the event.

Not to be outdone, Edward Hellsten organised a *Go-Kart Night* which was combined with the Sports Register meeting for July.

Then we had the *Mystery Weekend* organized by the Schoens – John, Kerstin and Rosemary did an absolutely superb job putting it together.

As a first time participant, my family and I were thoroughly impressed and enjoyed the weekend immensely and we hope to take part each year. Read Mary Swanson's and Rosemary Schoen's accounts and you will understand what I mean.

We are all familiar with terms 'alfista' and (the plural) 'alfisti' which, of course, is what we all are – as enthusiasts of the Alfa Romeo marque. Much has been written about our affliction and an article we have this month talks about what it means to be an 'alfista'.

As promised, we have the article (with many photos) of my friend Michael Hill's trip to Europe and his account of his appointment with a Lamborghini. Read on and be inspired.

If that isn't enough, cast your eyes on the glorious collectables seen by member Rod Quinn and Sam Calabro in a recent business trip to Italy.

Don't forget to send in your membership renewals – this will be your last magazine if you are not financial by the end of this month.

Plus remember that the AGM is on in September and the new incoming Committee members will be elected to their nominated positions, so be a part of this very important process.

We are still looking for someone to replace me as the Editor, so don't be shy, I will show you the ropes and will always be on hand should the new elected Editor require my services.

I will continue to be the Editor till we have a suitable person. There is lots to keep you all entertained; please sit back and enjoy your *Al Volante*, the members' very own.

Gordon Norris



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President's Notes



**Bob Pride
AROCA (WA)
President**

With the Annual General Meeting coming up on 2 September, it is important that members give some thought to how they can help ensure the future of the Club.

Like any informal group, we are always in need in of helping hands. As well as people willing to serve as committee members involved in the running of the Club month to month, we also need occasional volunteers happy to pick up simple tasks towards holding an event.

I know it is great to be able to turn up at an event that is well organised and laid on, and to enjoy the common interest and the fun and fellowship available. This is what the Club is all about. But I observe that the behind the scenes work for this to happen is falling increasingly to a small loyal band.

However, with several members of the Committee stepping down this year we need some replacements on board to be able to maintain activities and to take the Club forward.

I must say the signals we have been getting from members this year about the activities they want has been really

weird. The Committee has made sure every event has had plenty of advance promotion yet response levels have varied hugely – ranging from total sell-outs to total disinterest.

Maybe it's a sign of our busy times that members are often leaving their decision to the last minute which can be very hard on the organisers. It can also expose the club to some liability where venues have to be determined on the basis of estimates and, quite probably, deposits paid up front and CAMS fees paid regardless of final numbers, large or small.

Whereas the *Show & Shine* saw a huge turnout, not a soul turned up for the traditional run to Albany for the *Round-the-Houses* sprint weekend. More recently, we had only a few takers for both the *BirthDay Dinner* and the *GoKart Night* with only a few days to go, but then had plenty at the finishing line for both. With the latter, the lesson is to please let event organisers know in time when we ask intending participants to advise.

Finally, I have to report this will be my last column as president as I have decided, after five years serving the Committee, to vacate the role. Thank you to those who have shown such great support for the Club during my presidency and I look forward to sharing further good times as an Alfista and a member of AROCA in WA. •

NOTICE OF ANNUAL GENERAL MEETING

The 2003 Annual General Meeting of the Alfa Romeo Owners' Club of Australia (WA) Inc will be held in the Light Car Club rooms, Moojebing St, Bayswater on Tuesday 2 September, 2003 at 8.00pm.

Business of the meeting will include the election of committee members and office bearers.

Nominations are invited from members for election to the Committee and for the positions of President and Secretary. For a nomination form call Acting Secretary Edward Hellsten on 9328 9012.

Completed nomination forms should be forwarded to the Secretary, AROCA(WA) Inc, PO Box 418 Inglewood 6932 by 12 August, 2003.

2003 Calendar of Events

AUGUST

- 5** **General Meeting** – 7.30 pm – Club Rooms – Moojebing Street, Bayswater
-
- 10** **Winter Trial**
Contact Tom Swanson – 9386 4809
-
- 17** **Concessional Licensing Inspections Day**
Call John Reed 9305 3196 to arrange a time at his home.
-
- 19** **Sports Register Meeting**
7.30 pm – Uncle Vincents – *Check with Bernard Cecchele*
-
- 31** **Grass Motorkhana**
The annual 'fang' at Beverley (*see details below*)

SEPTEMBER

- 2** **General Meeting and AROCA(WA) AGM**
7.30 pm – Club Rooms – Moojebing Street, Bayswater
-
- 14** **Around the Rivers Tune-up Run**
Details to be advised
-
- 16** **Sports Register Meeting**
7.30 pm – Uncle Vincents – *Check with Bernard Cecchele*

OCTOBER

- 7** **General Meeting – AROCA**
-
- 12** **Pasta Run** – *Details to be advised*
-
- 16** **Sports Register Meeting**
7.30 pm – Uncle Vincents – *Check with Bernard Cecchele*

AROCA Grass Motorkhana 2003

Sunday, 31 August



Yes, the scent of Spring will be in the air again soon – mixed with the smell of hot exhaust and clutch plates, and rubber spinning on damp clover!

One of our favourite annual events, the **Grass Motorkhana**, is set to take place at Beverley on **Sunday 31 August**, courtesy of a well-known and popular country member of the Club.

Bring a picnic lunch and chairs. The Club barbecue will be operating at the venue, and so will the Black Sud owned by Club members which will be available for the usual fee.

A different paddock has been earmarked this year.

The Club convoy for the drive to Beverley meets at:

9.00 am sharp at Gull Karragullen, junction of Canning Mills Road and Brookton Highway.

(Those interested in staying at York overnight again on Sat 30th, call Rita Quinn on 9255 2791).

What it means to be an Alfista



By Luca Goldoni
*Reprinted from **Quadrifoglio**
Magazine – June 1985*

I have been driving Alfa Romeos for a lifetime, but I have never considered myself to be an 'Alfa driver'.

To take a psychological characteristic from a make of car always seemed to me to be somewhat excessive: "Alfa drivers", "Lancia drivers", "Vespa owners", Lambretta owners", etc seemed rather fanatical sects, devoted to the cult of gods with one or more cylinders.

I had certainly never covered my car with cloverleaves or chrome plated 'Alfa Romeo' sings in italics or in circles. I hadn't presented the car with a mahogany steering wheel for its birthday, I didn't like bare wheels without hub caps. I hadn't stuck two stripes of coloured tape on its bonnet, I had never written to a specialist magazine to find out whether changing the axle ratio... and so on and so forth.

But I have had to think again. Over ten years ago, I became aware that even without these external manifestations, I was inescapably an Alfa driver. I had decided to change my car – my dear old GT had given me excellent service, it had been a true friend.



But now I knew everything there was to know about it, and it's a well known fact that when deciding to change cars there is an irrational factor that urges us towards a new experience, a different model.

The Alfetta had been talked about but it hadn't yet come on to the market.

So I laid myself on to be seduced by another make. I tried out two or three cars, and it was then I discovered a strange sensation. The sensation of driving a non-Alfa Romeo car.

Some I found too wide, other too narrow: it was the same kind of experience as tapping at the keyboard of a portable typewriter that is not my own. I have to press harder, or type more lightly, the characters being smaller or larger than my own seem almost to distort my thoughts – I press an apostrophe and what comes out is a five.

I decided that I was an "Alfa driver" when I decided not to change my car straight away but to wait for that Alfetta, which it seemed would never come.

I didn't even know how it happened. I reserved one unseen, in just the same way I might have reserved a seat for a Fellini or Antonioni film, or as I might ask a waiter to bring me whatever he liked.

Eventually the Alfetta arrived. I tried it out, and it was then the idea came to me of a test quiz.

The specialist magazines have invented a multitude of tests: the Cornu spiral, the steering pad, the slalom.

For Alfa Romeo the test they should use is the following: the new model, unmarked and camouflaged, should be placed among a number of cars, similarly anonymous, the object being to identify the Alfa by getting into the car, turning the key, starting the engine and driving for five minutes. (I would be quite certain, in just the same way as opening a hundred wardrobes with my eyes bandaged, I would recognise the wardrobe containing my wife's clothes by her perfume).

“So what does the incorrigible Alfa driver have to fall back on? I would say the overall feeling of tranquillity which comes from Alfa Romeo acceleration, steering and braking.”



How has the incorrigible fan of the Alfa Romeo changed in recent years? I gained some idea last Spring when I took part in the relaunch of the Mille Miglia at the wheel of a thirty-year-old Alfa 1900 Super. The family car that wins races, was its slogan. But even to take the family out, you need to know how.

Today people travel at 175 kph in their velvet and moquette miniature lounges, steering with their little finger – the power steering does the rest – braking with the pressure brake – the power brake does the rest – flashing the lights by a flick of a stalk. Here, driving meant holding firmly on to the steering wheel, braking meant pumping frantically with the foot, and to flash high beam you had had to first pull a knob on the dash, then feel with the feet for a switch near the clutch, there was no such thing as a flasher unit.

Driving an Alfa always did have something of the epic about it: you arrived for dinner with friends after a dash down the motorway, you flung down your driving gloves on a table, you sank on to the couch, and answered their questions.

How long did it take you?

Fifty-seven minutes. Not bad. Why don't you return with me?

These were the years of records between one staging post and the next and – for an equal cylinder capacity –

an Alfa had an extra ten or twenty kilometres speed.

Today, on the threshold of 200 kph, competitors' models have gradually caught up. And Alfa can hardly maintain the gap by aiming for three hundred: there is a limit set by good sense (rather than the highway code) when it comes to the speed of a family saloon.

So what does the incorrigible Alfa driver have to fall back on? I would say the overall feeling of tranquillity which comes from Alfa Romeo acceleration, steering and braking. From distraction or bad judgement, I have been spectacularly wrong on at least ten bends in my life: the Alfa has got me out of it (even in spite of the laws of physics). And while the motorway speeds of the various makes may be the same today, when it rains the gap is re-established: it is difficult to keep up with an Alfa in winter.

And the new era of the diesel has arrived. The staging post to staging post records are based no longer on speed, but on consumption. The characteristic feature of all drivers who change over to a diesel car is that they always have a ballpoint in their hand, carrying out multiplications and divisions to prove to you just how much they are saving.

I have always been a squanderer of petrol. But I'm beginning to change my mind since I tested the Alfa 90

turbo diesel. Start it up, and from cold it rumbles like a milk van. Then press the accelerator, the rumbling becomes a pleasant sibilation and your back hugs the seat, as in a DC9 on take-off.

Put it into fifth gear and the speedometer touches 190.

Then ask yourself, what is the point of continuing to drive on super?

But I would suggest to Alfa Romeo's management that they don't increase the performance of this diesel saloon. There is always the risk that diesel will go up to 1260 lire, and petrol will come down to 700. •

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Annual Birthday Dinner

Club trophy winners announced

Carmine's Italian Restaurant in Padbury was the venue for this year's AROCA Annual Birthday Dinner held on 28 June, 2003 with 35 guests enjoying the night.

A special guest was club stalwart John Edwards who gave a talk on the earliest days of the Alfa Romeo Owners' Club in Australia which began with the formation of the Victorian club in 1969 in which John played a key role.

John Schoen also took the floor to give notice of a motion (and the reasons for it) to appoint Glen Phillips a life member. Glen has enthusiastically served the Club as a committee member for 20 years.

There was also rousing applause for the club's 2003 trophy winners who were announced at the Dinner by Club president Bob Pride as follows:

Champion Club Member:

Aaron Pearson

Champion Competition Member:

Ron Lally

Spirit of the Club Award:

Gordon Norris



Craig McLellan entertains Hugh Cromie (left) and John Edwards and friends.



Mark Pearson chats to Lee Scanlan.



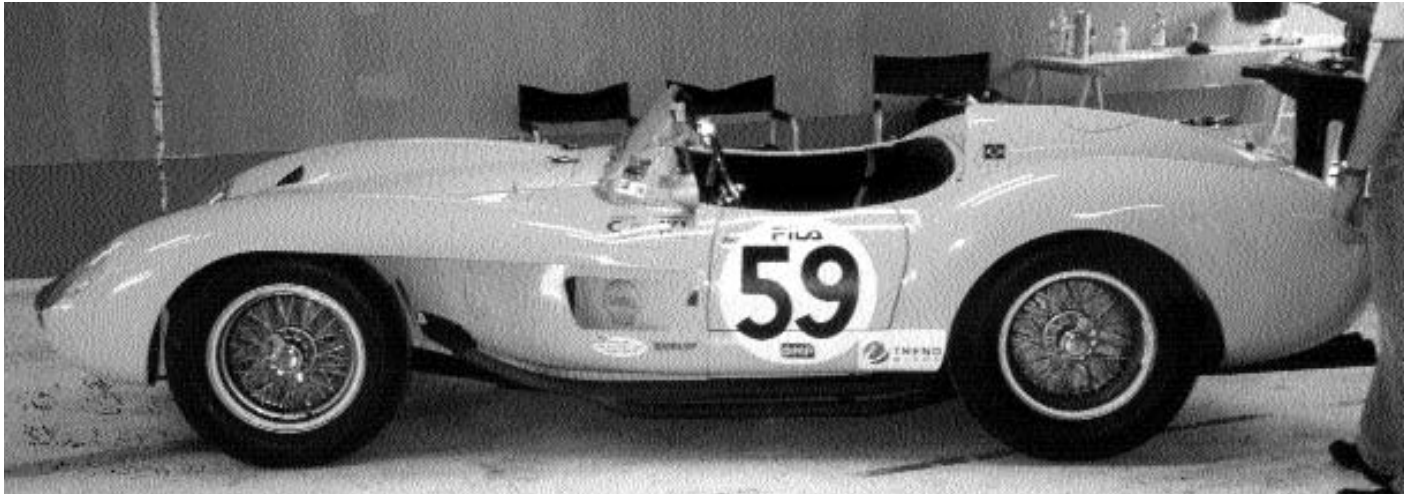
Andrew Stevens (left) with Edward Hellsten and Rebecca Jacob.



Rita and Glen Phillips. Glen was nominated for life membership.



Sam and Behnam Bordbar with Kelly La Velle (right).



This 1959 Testarossa 250 is owned by Carlos Monteverde who has the largest Ferrari collection in the world.

Italian smorgasbord...

A recent business trip to Europe afforded club member Rod Quinn the opportunity to see some classic cars and events witnessed by only a lucky few.

The spread of photographs over these two pages are just a small sample from the many rolls of film Rod brought back.

One of our Club's most avid historic car enthusiasts, Rod said he was overwhelmed at the number of highly

significant and collectable cars assembled at the venues and events that he made it to in Italy.

These included the Mille Miglia race, the Nuvolari celebrations in Mantova and a circuit event at Monza where he was a guest in the corporate tent.

Rod was accompanied for much of the trip by Sydney-based members of the WA Alfa club, Maria and Sam Calabro who own the restored 1600cc GTA featured in our last issue of *Al Volante*. •



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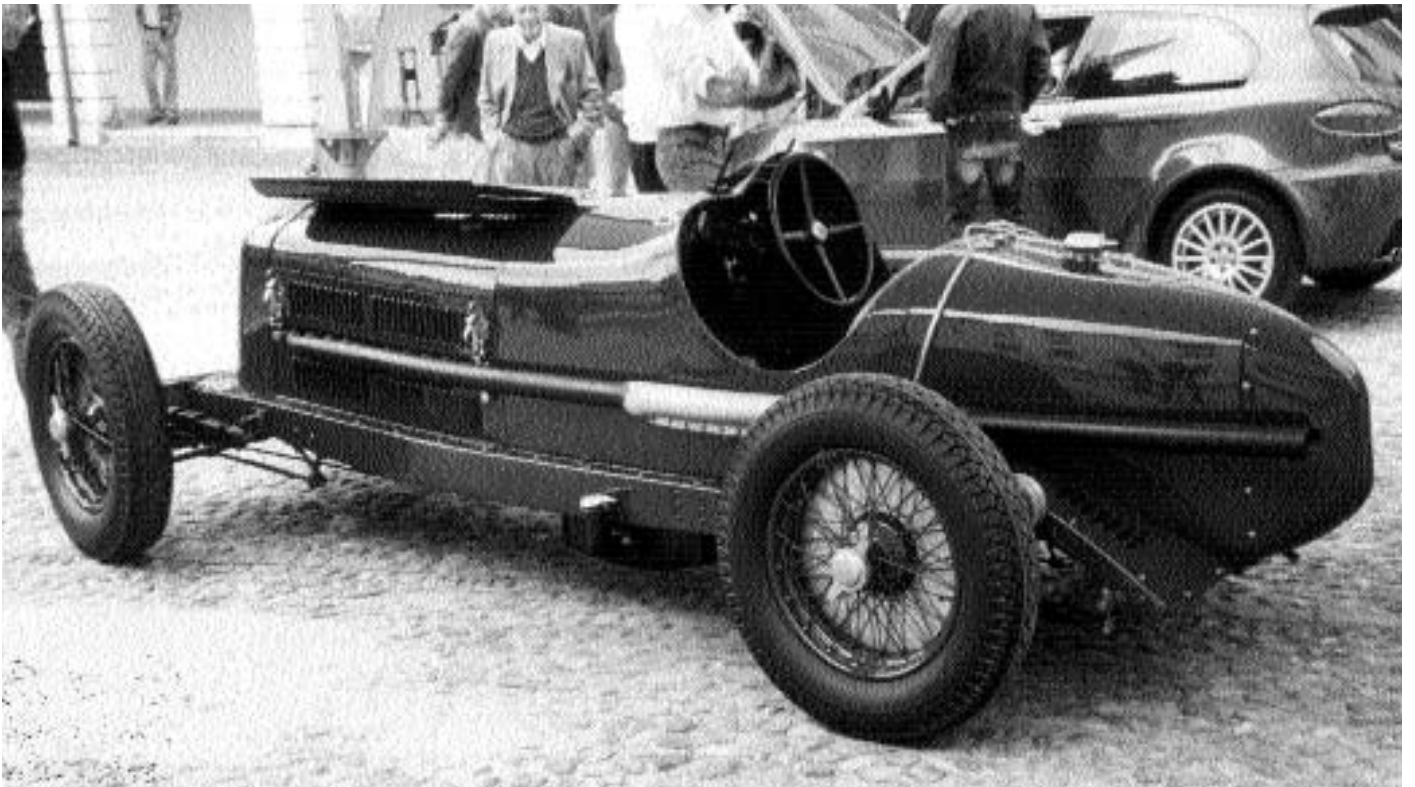
The Scuderia della Partella corporate box at Monza.



A retired Alfa Romeo raced by Franco Angellini whose highly successful team earned similar attention during the 70s and 80s to Auto Delta itself.



A rare Giulietta SZ by Zagato brought to Monza for the historic's competition.



The most famous Alfa Romeo Monza of all – Nuvolari's car, now stored for posterity by Alfa Romeo.

Karts bring out competitive spirit

Edward Hellsten

Twenty-two racers attended the AROCA Go-Kart night at KartWorld Belmont on July 15 made up of club members and their friends.

Split into four teams, each driver had three runs in standard-level karts before the six fastest went into a 10-lap playoff in advanced level karts. The winner was determined again by the fastest time which meant the finalists could avoid the argy-bargy that took place in the heats.

You know it's funny how some people forget all the rules of the track, put on their race faces and block out all

other images and information that surrounds them ... including remembering to slow down when the amber lights go on, and not nearly running down the organisers on the track recovering spun karts ... right Lou?!

There were plenty of bumps and spins and arguments as to which kart was the fastest, which one would not perform a left turn (kart no.3),

who hit who first and which driver had the best race style (that had to be Maurie Ogden with his gloves, open face helmet and Sunday driving style). Nice spin on the main straight, by the way Maurie.

We also had some younger drivers at the meeting. Luke Marsland brought both his boys as did Behnam Bordbar. What is it these days? All the kids had their own helmets!!! Even the youngest Bordbar had a Ducati helmet no less. Bernard was very jealous.

Now to the results. In the heats, the highly rated Luke Marsland ran the fastest time of 28.34 seconds, followed by Kerstin Schoen at 28.73, and yours truly with a 29.20 second time.

In the final event, driving the advanced karts, third place went to Vince Fiorenza (from AutoSprint) with a 26.96 second time, second place

went to Luke with 26.65 seconds and first place to the red hot Kerstin Schoen!

Kerstin managed a 26.11 second time and was awarded her KartWorld trophy by the Track Boss to end the night.

Oh yeah, never one to miss a chance to blow my own trumpet... I came fourth in the final with a 27.03.

Thanks to the management and team at KARTWORLD BELMONT and all those that attended.

See you at the next one.

PS. All drivers received their licences on the night which means they can go back to KARTWORLD and try to secure a laptime that elevates them into the Advanced Karts.

All the finalists automatically qualified for this upgrade. •

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Alfa Romeo 147 GTA blasts into Australia

The Alfa Romeo 147 GTA, the ultimate car in the new Hyper Hatch class, blasts into the Australian market on 15 August 2003.

But if you want to get your hands on Alfa Romeo's 184 kW pocket rocket, you'll have to be fast because the first shipment is sold out and most of the second delivery is headed the same way as fast as, well, an Alfa Romeo 147 GTA.

With a class leading 3.2 litre 184 kW V6 engine, designed specifically for high performance sports cars and not found any other class of car, the 147 GTA delivers startling levels of performance in all of its six gears, while delivering a sonorous sound track that has to be heard to be believed.

It storms to 100 kmh in 6.3 seconds and blasts on, where the law permits, to a top speed of 246 kmh.

With an epic 300 Nm of torque, it delivers massive performance in every gear, giving the driver the choice of whipping around to the redline and savoring the glorious sound of the V6 or leaving in gear and letting the torque do the talking.

Unlike its less powerful rivals, which will not be seen in Australia until next year, making them both slower and later, the Alfa 147 GTA cannot be mistaken for any other version of Alfa's *European Car of the Year* winning car.

continued on page 14



Agressive new look for 156

Alfa Romeo has released the first pictures of the new 156 which will make its debut at the Sydney International Motor Show in October.

Featuring the first substantial change to the exterior of the award-winning 156 since its launch in Europe in 1997, the model is instantly recognisable thanks to its new front with a restyled Alfa Romeo shield, headlights and bumper.

"The reinterpretation of such a style icon as the Alfa 156 had to convey maximum determination and aggression to give it even greater appeal," says Giorgetto Giugiaro, one of the world's leading car designers whose company *ItalDesign* undertook the job of renewing the appeal of the 156.

"Thus you see a new front end with significant changes to the grille, which is now bigger and features a new headlight design.

The lower bumper is also narrower than on the previous version.

The end result is a front end that simultaneously oozes sportiness and class."

"At the rear, the design team has gone for style," explains Giugiaro. "The tail lights have been reworked so that their lower part is emphasised by two slight side-whiskers and the upper part by a motif that frames the Alfa logo and emphasises the rear bonnet volume."

Interior changes include a new dashboard and door trim treatment that is now in two colours and will match the leather upholstery. There is also more use of leather on the dash and door trims.

It is expected the new 156 will offer the same mechanicals as the current range – 156 JTS, 156 Selespeed and the 2.5 V6 in sedan versions, and JTS and Selespeed in the Sportswagon.

In Europe, the 1.9 litre JTD diesel model gains a six-speed gearbox, plus a new five-cylinder 2.4 litre 20V diesel is being launched that uses the Fiat Multijet technology to offer an outstanding 129kW and new levels of low emissions and fuel economy.

The 156 GTA is not included in the initial new line-up.

Since first released, the Alfa Romeo 156 has earned a cupboard full of industry trophies with more than 540,000 units sold in 80 countries.

The sales split varies widely. In Europe a remarkable 76 per cent of sales are for the advanced JTD diesel models. In Australia, the 2-litre Twin Spark and its JTS replacement are the key model.

Australia ties with Japan as the largest market for Selespeed gearboxes which account for 65 per cent of sales Down Under. In Europe, 49 per cent of all sales are for the Sportswagon compared with only 10 per cent in Australia. •

Mystery Weekend to a place suspended in time

From all accounts, the AROCA Mystery Weekend for 2003 held 19-20 July was a huge success. In fact, we received two written reports of it. Both Mary Swanson and Rosemary Schoen put pen to paper and we've married their tales into one for double value. We thank them both for the effort. Ed.



Mary Swanson



Rosemary Schoen

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Mary: In the Midland car park there was a gathering of Alfas – GTV6, 156 and 156 GTA, 164, 75, 147, 90 and a Sud Sprint – with a little black Peugeot 306 GT16 nearby. They were all gathered to take part in the *Mystery Weekend* organised by the Schoens.

The weather was superb – crisp, clear and sunny – and the drivers stood around and chatted as they are want to do on this type of occasion.

We all had a bag packed, credit card in the wallet and a full tank and were ready to see what John had planned for us.

We headed off eastwards, following the instructions and gathering answers, ending up at the pub in Spencer's Brook for lunch.

Rosemary: *The run was delightful, as everything was green and shiny and picture card pretty, and there weren't too many grumbles about the observation test.*

The lunch stop at Spencers Brook Tavern provided a delightfully simple foccaccia-style toasted Turkish bread lunch in a very friendly little tavern oozing Bon homie in the quiet countryside.

For the rest of Saturday, people had fun with the treasure hunt that Kerstin laid out, and a great deal of ingenuity was displayed.

Mary: Following the instructions, we drove towards York. Here we had to find such things as a perfect cube, a frog, a honkey nut, and a few other items which challenged the ingenuity of the competitors.

Among the items the Schoens were presented with were a box of balm, several bits of patted-into-shape fudge

and a patted-into shape chunk of chewy! Shopkeepers in the town were busy finding frogs, weighing sticks and wrapping tiny bags of tiny sweets. The roads were drivers' roads (ask Edward Hellsten), the questions clear and answers easy to spot – no need to get out and peer.

From the look of the countryside you would not have known that we had had a drought. The fields were green with calf high wheat, there were new shoots on the native plants, green pastures were dotted with fat cattle or sheep with leaping lambs, the streams flowed and the birds were abundant.

Then into this pastoral pleasantness – in the Swanson car – came a little of the frisson that keeps Alfa owners on their toes: a short circuiting in the wiper switch box resulting in mystery on-and-offs of the wipers, but soon sorted by Tom and a handy nailfile.

Rosemary: *Well done. At the end of the day, Caroline and Stuart Bunt came equal first with Glen and Rita Phillips. Tom and Mary Swanson were second and Greg and Veronica Keyser (from whom no points were lost for driving their Peugeot!!) came in third.*

We finished up at a `hamlet` called Greenhills, 22kms south east of York. This delightful little place is suspended in time, bypassed by tourists and country people alike.

Mary: The Greenhills Inn where we stayed is a restored 1906 pub. Originally one of three in a once thriving little town, it now stands almost alone.



“The fields were green with calf high wheat, there were new shoots on the native plants, green pastures were dotted with fat cattle or sheep with leaping lambs, the streams flowed and the birds were abundant.”

Given a new lease of life in 1996 with a rather Rocco Victorian style of décor, the inn has won several awards. With only nine bedrooms, and all taken by us, we were an exclusive little group.

We started the evening with the ‘chardonnay walk’. Just prior to sunset and armed with a goodly sized glass of chilled chardonnay we were taken around the town site by the manager of the inn who gave us a broad overview of the history of the town telling us about the buildings that had stood on the now vacant blocks.

Next we all repaired to the bar, then the drawing room to a big fire, with old wind up gramophone and supply of 78s. Though not to the taste of all, they certainly brought back a few memories to the older members of the party.

Rosemary: *The hotel itself is the usual two-story building with a bar out the front and a balcony on the first floor.*

Walk into it from the car park or the road and you enter another era. Inside is an astounding array of antique furniture, china and paintings which brings you right back to life in the early 1900s.

Next to the friendly bar (adorned with pictures of Marilyn Monroe) was a cosy little lounge with a roaring fire going – very welcoming as the shadows lengthened and the temperature dropped.

Around the corner was a massive dining room fully set for serving not only the Alfa Club guests, but also a local farmer’s 60th birthday party. This room came complete with red velvet curtains, antique sideboards, chandeliers – even someone’s beloved china teapot collection, not to mention the silverware, glassware and decanters.

For our pre and after dinner entertainment area, there was a real Victorian drawing room! Tom and Mary had fun selecting the 78s to play in the old gramophone and Mary turned the handle with great gusto! (She loves to wind things up!). Once again a huge fire warmed the room for the evening.

The guest rooms were something else again. Each had a colour theme, beautifully appointed and decorated to match the theme. Some had access by means of French doors to the huge balcony from which the Alfa banner proclaimed ownership for the weekend.

Dinner was served very formally and a pleasant evening was had by all.

The food left little to be desired.

The giant veal shanks we were served provided a great deal of entertainment and merriment for all concerned, but after several bottles of good vino, all were forgiven (almost all, anyway).

Mary: We shared the dining room with a similar sized 60th party.

Royalty gazed down from the walls.

For those who ordered the braised veal shank one can only say the helping was incredibly generous. Many took home ‘doggie’ bags with meat enough for cottage pies, pasties and the dogs.

Feeling as though we never need eat again that night, surprisingly we all managed the full-cooked breakfast in the morning.

Following photographs of the cars in front of the silo and then in front of the pub, we again took to the road aiming for Stringy Bark Winery near Chittering for lunch and to meet up with the contingent from Perth giving their cars a ‘tune up’ run.

More questions, more delightful roads (my favourite being those where the

trees meet overhead), more glorious countryside – to the winery, a big log fire with piles of glowing embers and – more food! Kerstin did a quick mark and adding of scores for the MW event and let us know that the beady eyed Bunts were a mere mark ahead of Rita and Glen.

Rosemary: *Only the Schoens were late arriving at Stringybark, waylaid at the Jayroc Gallery in York again!!*

The Sunday ‘Tune up Run’ was won by Colin Goundry and family – congratulations Colin, being recent arrivals from the East and local knowledge not able to be relied on. All in all, a great weekend was had. Thanks to John and Kerstin for organising it.

Mary: From a very happy group of Mystery Weekenders – Stuart and Caroline, Glen and Rita, Gordon, Lynette and children, Tony and Penny, Greg and Veronica, Ed and Rebecca, Mary and Tom – many thanks to the Schoen team of John, Rosemary, Kerstin and Andy.

We all appreciated the effort you put into our pleasure over this weekend. •

continued from page 11

Bold new guards on all four corners, a new suspension, air splitters front and rear derived from the racing versions of the 147 GTA and a uniquely sculptured rear wing all make the 147 GTA stand out.

If there is any doubt about how the 147 GTA is going to perform on Australian roads, consider this.

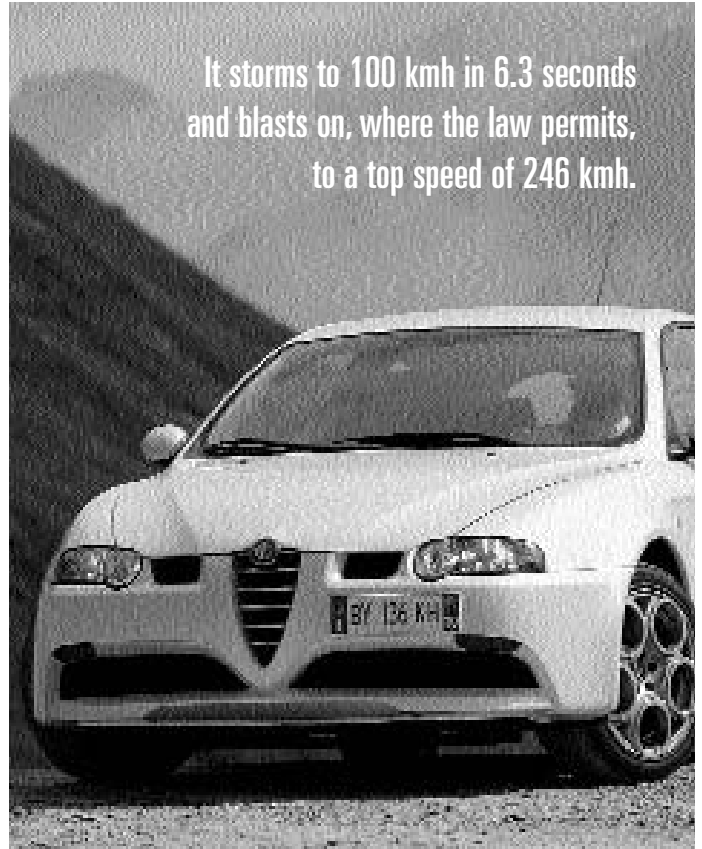
The first 147 GTA to arrive in Australia was fitted with safety equipment and entered in the Targa Tasmania just five days after it arrived and taken on some 2000 kms of the most demanding roads in Australia.

Using just fuel and a little oil, it completed the event with a clutch of trophies for both class and category wins. A winner, in other words, straight out of the box.

"We will not be in position to confirm the price and the equipment of the Alfa Romeo 147 GTA until the middle

of the month," says Kevin Wall, General Manager for Alfa Romeo in Australia.

"But I am sure when we make the announcement of the price and list all the standard features, all of the customers who have laid down their money and enabled us to put the 'sold out' sign on the first shipment will be very pleasantly surprised, something that will only add to the passionate pleasure of owning an Alfa Romeo 147 GTA." •



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Lamborghinis galore!

Hi, my name is Michael Hill. Myself, my twin brother Peter and a friend Tim all headed over to England in April to catch up with a friend of ours who recently purchased a Lamborghini Diablo.

The reason for the holiday? Are you kidding – there's only one reason and that was the Lambo.

Seriously, we got four weeks off, planning also to catch up with a relative we didn't know we had until early in 2002 who lives in England. I also had to catch up with an old Curtin employee that worked with Gordon Norris and myself. But the main reason for the trip was the 40th Anniversary of the Lamborghini

get-together at the factory in Italy, driving the Diablo and a Subaru STI across to get there.

We spent most of our time with our friend Gary, staying on a luxury estate with its own lake, and fishing, which we all enjoyed. These grounds are shared with two other families, one the land owner and the other, Gordon Murray, the legendary F1 designer. The estate is located near Guilford, south west of London and just off the M25.

The Lambo trip started on a Tuesday. We are all set to go when we find we have no brake lights on the car – no big problem, but thought we better sort it out first. As all Lambo mechanics had already headed off for Italy we were unable to get anyone to look at the problem so decided to tackle it ourselves. An hydraulic operated brake switch is the cause, which could be a little difficult. No facilities to bleed brakes and very limited tools to do any work!

We purchase an Allen key set and 22mm spanner to do the work. As we can't wait for original equipment, we purchase brake switch from a parts place like REPCO with different length in the shaft and no copper washer for sealing, so we buy thread tape to help the seal (as advised by a Lambo mechanic over the phone).

We lose some brake fluid while changing over the switches but nothing I can do about this. Let's hope the brakes work! Test run indicates brakes OK though try no long sustained braking like we expect on the race track.

We pack and head off Wednesday morning needing to get to the Tunnel by 8:30. It's about a two-hour drive. A little concerned that we may not fit on the train easily due to the width of the car. Interesting getting on – we have about 1 inch spare on each side of the rear tyres. Everyone is always in a hurry so it's hard to take your time, but we're in a Lambo so who cares!

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A Corvette is two cars behind that we had been racing a little earlier so had a good chat about the cars. Surprising how many people want to race you when you're in a Lambo. I guess they want to see how their cars go against one. Twin turbo Supra gave us a good run up to about 260kph but struggled to keep with us after that.

Everyone speeds over here – average speeds would have to be 160kph. Even sitting on 200kph you are regularly getting passed. The WRX does a good job of keeping up, but the Lambo keeps taking off and racing others and the poor old Subi is left trying to catch up. Not a lot of time spent under 200kph in the Subi either.

Nothing too exciting happens through France but once we get to Switzerland things start to hot up. The closer we get to Italy the more Lamborghini's we see. Espada's, Diablo's and Miura's the most common and they all want to race. I can only imagine what people must be thinking when three Diablo's go tearing past getting up towards the 300kph, and this is only the beginning.

We arrive at our hotel after having a little problem finding it and running a bit late. There has to be 30 Lambo's parked out front, not taking into account the underground and rear car parks. And this is only one of five hotels hired out for this event. Awesome!

We get a chance to meet people at a dinner organised at a castle in Italy somewhere. The Lamborghini Club has organised buses for every one to travel to most of the events (NOT my preferred mode of transport).

Day two is race track day. The track is about a two hour drive away (and



No room for your standard old 'family hack' in here.

that's in the Lambos). Only about half the people here decide to drive but that is still well over 100 cars. A lot of fun is had on the way with everyone racing.

The cars have set off from different hotels at different times so you are always catching up, passing or getting passed by a different Lamborghini. At one point we had three yellow Lamborghini's pass us by – all three of them pulled into a lane each just in front and then let rip, Marceilargo beating the two Diablo's, the next second three were more Diablos – red, purple and orange. It's like I've died and gone to heaven.

Gary, never having been on a race track, is a little nervous. We arrive at the track and are promptly asked if we plan on racing today. "Yes" we said and they immediately point us down a lane and start to line us up to go out on the track. No instructions on what to do, no safety gear required (helmets) and within 5 minutes he's on the track. You feel under a lot of pressure to perform being in a car like this. Everyone seems to be pushing their cars very hard. So we try to follow suit. Having only done one lap, and not having any real idea of where the braking points are, we head into

"We arrive at our hotel after having a little problem finding it and running a bit late. There has to be 30 Lamborghini's parked out front not taking into account the underground and rear car parks, and this is only one of five hotels hired out for this event. Awesome!"

the first corner of our second lap a little to hot. The brakes lock up as we try to keep the car on the track and end up facing the wrong way. Oops! You live and learn.

Was great to see all the older Lamborghini's being driven around the track, and no one was going easy on their cars. At the end of the day they had a parade lap of all the cars that attended. All cars were filed onto the race track and made to line up four wide across the track.

We were made to follow a camera crew, and we actually made it onto the video they produced. It made for a very impressive photo to see about a hundred Lamborghini's with their doors up – just a forest of doors.

A lot of fun had on the way home also, everyone making the most of the motorways. There doesn't seem to be any police on the roads and no one seems to care how fast you go.

Raced a Porsche Boxster on the way back – we were always pulling away from HER! We only decide to slow down when we hit the 270kph mark. I must say that at least 50 per cent of people wanting to race are girls. You figure that one out!

The factory was a very impressive place. Everything is much more modernised compared to the last time I was here in 1990 and saw the first half dozen Diablo's being rolled off the production line. They have an impressive Museum with displays of various models and prototypes. They even had some brought in from private collections just for this event, a red Islero in particular.

It was surprising to see how small the tyres were on the early Lamborghini's. The Miura and the first Countach, the LP400, came out with 215 tyres all round. Thankfully they got that sorted out until they reached the maximum of 345s on the last of the Countach's.

The Diablo has actually dropped back to 335s (only on the rear).

They also had a display of some very impressive racing boats. The factory was spotless * everything is computerised and appears mostly machine-operated, which I guess helped make the big improvements on the quality of the vehicles. I was pleasantly surprised to see that none of the cars broke down on the track day. The motors seem very strong.

Lamborghini waited for their 40 Anniversary to release their latest car, the Gallardo. It's a smaller, cheaper car expected to go for around \$A300,000. It's only a V10 and the doors open conventionally, and it gets a lot of its styling from the Mercielargo, just smaller dimensions.

I didn't think I liked it at first but it certainly grows on you. Even though it's a V10, it still pushes out over 500HP which is actually more than the Diablo I was driving. The Diablo only came out with the 495 in early models. The Gallardo is apparently still good for 300kph. I was very impressed when I sat in the car – it has a much more up to date interior and the six-speed gearbox felt awesome. Not sure if I like the forward sloping mirrors, and the rear grille work takes a bit of getting used to.

On the Sunday everyone was back at the factory for a final get-together and a parade around the local towns. There must have been close to twohundred Lamborghinis there.

Only in Italy could you get the local police to close off the roads and give you an escort between the various places we were stopping.

The crowds were lining the streets at each place we stopped. The cars would all park and then the locals were allowed to come through and look and talk to all the drivers. You just don't get to see this many supercars in one place at one time. The drivers didn't disappoint when it was time to go either. Everyone would give their car a good blast down the street as they took off from the crowd. Cameras and videos were going everywhere. What a day!

I thought I would save this bit for last because it makes the Lamborghini pale in comparison. As mentioned, my friend's next door neighbour on the estate is the McLaren F1 designer Gordon Murray. Gary had been to his place a couple of times for dinner and mentioned that my brother and I were coming over to see the Lamborghini. Gordon said "Bring them around and I'll take them for a spin in the Big Mac".

Gordon stops and talks to us as we are out cleaning or working on the cars. He obviously loves cars, and is always talking about them and driving a different one each day. The day comes when we head over to Gordon's. He has an amazing garage arrangement – enough to house eleven cars with plenty of other work area.

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"The F1 is by far the best car I've been in, I'm glad I spent a week in the Diablo prior to going in the F1. I didn't imagine there could be anything better than the Diablo for the first week but now I know different."



The Hill brothers with Gordon Murray after their jaunt in the F1.



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CAR TRAILER TRANSPORT

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We eventually get to the room with the F1. All his cars seem to be kept spotless. He opens the doors and engine cover to give us a look. The gold heat shielding really catches your eye. He then goes into one of the side compartments, to enable/disable some security I imagine.

Gordon backs the car out before we jump in. It's an interesting arrangement with the driving position centre mounted and enough space for the two passengers to sit to the side and slightly back of the driver but with enough space to see and talk to the other passenger.

The driver obviously has a very commanding position with easy access to all the controls. The only real problem is getting in and out. Gordon talks to us about the car and the problems with having a carbon fibre clutch, the need to warm up the

tyres and the advantages of no flywheel and a large capacity normally aspirated engine.

This car is loud. We eventually get ourselves to the motorway. Gordon gives the car a squirt in third, nothing can prepare you for the acceleration this car has. The third-gear acceleration would be close to the kick we got out of the first gear acceleration in the Diablo. The speedo doesn't even register until you are doing about 80mph. I can't imagine anything on the road could keep up.

Gordon jumps on the brakes as we pass the 150mph (240kph) mark and are catching up on the cars in front. People know how to drive in Europe and they quickly move over to get out of our way.

We head out of a roundabout and Gordon selects 2nd, foot to the floor (I think). The car takes off like a bullet, ramming you back in your seat, and



a second or two later we are on the rev limiter. Surprising how much grip these tyres have. You feel yourself almost standing up out of the seat when he hits the brakes.

Gordon talks to us about the aero dynamics and how the faster you go, the better it corners due to the down force provided. Unfortunately we don't get any good examples of this. DAMN!!

The car is meant to be easy to drive, but with 625bhp behind you and driving up towards the limit Gordon

looks to be working reasonably hard to make sure the car stays on the road. If you saw some of the tiny roads they have in the UK, some not wide enough for two cars to pass, you would understand why.

The F1 is by far the best car I've been in. I'm glad I spent a week in the Diablo prior to going in it. I didn't imagine there could be anything better than the Diablo for the first week, but now I know different.

Mike Hill – Systems Administrator, Curtin University



Mark Pearson
Proprietor

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AROCA WA is affiliated with CAMS AND the Council of Motoring Associations of WA.

AROCA (WA)**GENERAL MEETING
MINUTES 1 JULY 2003****HELD AT CLUB ROOMS, MOOJEBING STREET, BAYSWATER****Apologies:** Bob Pride, Frank Abbonizio, Mary Swanson, Liz Langdon, Iain officer, Craig Phillips, Rod Quinn**Minutes from previous meeting:** Approval of minutes deferred to next meeting as not available.**Business arising:** Nil**REPORTS****President:** Immediate past president Rita Quinn agreed to act as chair due to apologies of both the president and vice president**Secretary:** Edward Hellsten returned as acting secretary due to Glen Phillips stepping down. Correspondence in includes Italian Chamber of Commerce re support opening of new chamber in June where the Club displayed cars. WA Government booklet on insurance for clubs, CAMS June newsletter and July agenda. Automotive paint centre offering to attend meeting for presentation.**Treasurer:** financial year figures not yet concluded but bank balance as of 31 May at \$7382 which includes \$5400 investment account. Still chasing some advertising payments still outstanding. Membership renewals flowing in fast.**Sports Register:** Ross Zampatti attended meeting to give a talk on his career as a race driver. He is currently competing in a 156 GTA in European touring car championship.**Magazine:** Newsletter due out this week via email and post. Rita has email addresses, to check those still not receiving.**National:** Nil action still from national officeholders re overdue elections. A motion from the members was put forward directing WA club to approach all other state presidents who in turn will contact all life members, seeking an agreement to override national president and call national elections asap. Moved Eric Langdon and Andrew Murray. Passed.**EVENTS****BirthDay Dinner:** 34 members attended. Good food, great company. Vote of thanks from floor to Behnam Bordbar for organising.Annual award winners announced: *Champion Club Member* – Aaron Pearson; *Champion Competition Member* – Ron Lally; *Spirit of the Club Award* – Gordon Norris. This latter award presented by Norm Craven-Kelly to Gordon who was most surprised and honoured. Great to have both members at the meeting.**Go Kart Night:** At KartWorld, Cowcher St, Bayswater on Tuesday 15 July. Arrive 6.45 pm for 7.00 pm start. Need 15-18 members. Cost will be \$25 - \$40 depending on numbers.**Mystery weekend / Tune-up Run:** Organised for 19/20 July. Instructions for weekenders will be issued separately by John Schoen to increase the mystery. Instructions for Sunday Tune-Up Run that will meet up with the overnighters will be in this month's newsletter. Advise John of attendance for Tune-Up Run.**Winter Trial:** In place for 10 August. Nav school will be conducted at clubrooms 23 July. Still need control officials. Scrutineering will be on the Saturday preceding the event. Details and sub-regs to be issued by Tom Swanson.**Grass Motorkhana:** Will be held 31 August at Beverley property of John Barrett-Lennard as previously. Members will drive there in convoy departing from Karragullen (cnr Brookton Highway and Canning Mills Road).**Telstra Classic Rally:** Schedule for 11 September. Nick Rahimtulla intending to defend his title and is hoping to form an Alfa team this year. Contact Nick if interested.**Annual General Meeting:** Will be 2 September at club rooms. Advanced notice given of important event. There will be several committee vacancies we need members to help fill. All members welcome.**GENERAL BUSINESS**

Andrew Murray asked about concessional licensing as deadline was near. He was advised to approach VSCC.

Andrew Stevens suggested members check out www.italiaspeed.com

Rita Quinn advised members that Glen Phillips has retired from the Committee after many years due to other commitments. In recognition of his support, Glen has been awarded life membership to the Club as proposed by John Schoen and supported by the Committee and members at the Annual Dinner last weekend.

Next meeting: August 5 at Bayswater club rooms.**Meeting closed:** 8.53pm.

1984 Alfa Romeo 33, sporty five door hatchback, 5 speed manual, 150,000 km, 1.5 litre, 4 cylinder engine, airconditioning, sun roof, mag wheels, electric windows, excellent motor, regularly serviced, neat interior, ideal for a second car, student or for the new driver. new front tyres, 12 months rego, Nothing to spend! Motivated seller will look at any reasonable offer!!

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