

# **ALFA OCCIDENTALE**

Issue 52, September 2021



This is the **52<sup>nd</sup> edition of ALFA OCCIDENTALE**, the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division).

It includes current information regarding the WA Alfa Club's upcoming planned activities.



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## FY20/21 AROCA WA COMMITTEE

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## AROCA WA PROGRAM AUG / SEPT 21

- The latest version of the 2021 calendar for the Club is provided in this edition.
- On Sunday 25<sup>th</sup> July the club met at the WA Light Car Club in Bayswater to hear from Andrew Stevens, direct from London. In a Zoom videoconference., Andrew talked about the many Alfa and other sports car related events he has attended in the UK and Europe. A short report on this meeting appears below in this edition.
- The date of the 111<sup>th</sup> birthday of Alfa Romeo occurred on 24<sup>th</sup> June 2021. Each year, AROCA WA celebrates this birthday on a Saturday scheduled close to this date. This year the intention was to hold it on Saturday 3<sup>rd</sup> July. However, the birthday dinner had to be postponed due to the early-July Covid lockdown in WA. The rescheduled the birthday dinner was held on Friday 30<sup>th</sup> July at Papagallo restaurant, Leederville. A report on this dinner appears below.
- The club's August monthly occurred on Tuesday 3<sup>rd</sup> August at the Captain Stirling Hotel in Nedlands. Attending members enjoyed an informal dinner and a social discussion.
- The club is holding a morning run and pizza lunch at the **Red Shed Pizzeria** (formerly new Gargagnos) in Bullsbrook early on **Sunday 8<sup>th</sup> August**. Use this Trybooking link to book for this event: <https://www.trybooking.com/BSXET> Numbers are limited and booking closes mid-week during in the first week of August. PLEASE BOOK VERY SOON!
- On **Tuesday, 7<sup>th</sup> September**, the **WA Alfa Club's annual general meeting** for the 2021/22 Financial year will be held. Again, the location of the AGM will be the Light Car Club of WA in Moojebing Street, Bayswater. The election of the coming year's committee will occur during the meeting. Complementary drinks and pizza will be served to all attendees.
- It is planned that the 50<sup>th</sup> anniversary dinner of the AROCA WA club will be held in mid-February 2022 at a new location for the club. This special gala event, will be a unique occasion, occurring only once in 50 years, so it should not be missed by anyone in the WA Alfa club.

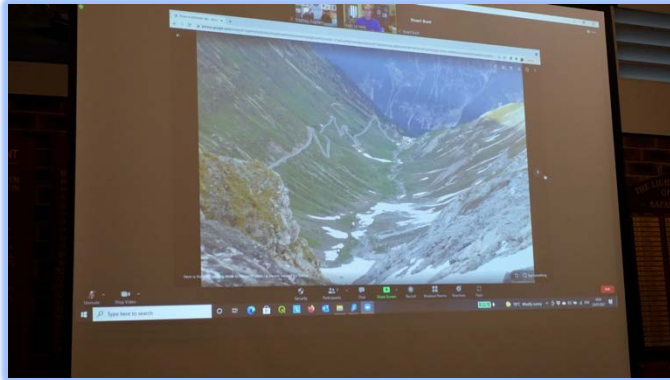
### EDITOR'S NOTE:

I am about to take a few months break from the regular production of the club's electronic magazine. My wife, Penelope, and I are departing on a long caravan trip around Australia next week. We have bought a small 'T-Van' off-road camper for this purpose, but, are pulling it using an SUV rather than one of our Alfas.

I anticipate some early withdrawal symptoms from magazine preparation during the first part of this 'grey nomad' road tour, but, occasionally, perhaps to make up for a lack of writing/editing busy-ness, I do hope to update you on our progress occasionally. (Greg Smith) ◆



## SEMINAR BY ANDREW STEVENS HELD BY ZOOM FROM LONDON



On Sunday 25<sup>th</sup> July, the WA Alfa Club held its delayed July monthly meeting at the WA Light Car Club in Bayswater where we were joined, from London, by Andrew Stevens on a Zoom call.



Andrew provided us with a seminar, including many photographs of the great Alfa and other special car events that he and his wife Kellie have attended in the UK and Europe since he moved from Perth to London in 2008.



Adjacent you can see a couple of screen shots from the Zoom slide show. The top photo is a view down the Stelvio pass in Italy. The next photo down is of his prized, gold painted 105 1750 that was originally found for him by John Schoen in the late 1980s. In the photo, the car is seen being taken under the English Channel on board a high-speed train.



Below that a couple of shots appear of various club member attendees enjoying the seminar.

Once the seminar concluded, we enjoyed complementary wine beer and snacks, courtesy of the club.

Andrew has promised to prepare a written summary of his presentation which he will provide for a future Alfa Occidentale edition.

Those of us attending Andrew's Zoom seminar found ourselves very envious of Andrew and Kellie and all the great events, concours car shows, vintage races, visits of F1 tracks, motoring festivals, etc., that they have attended across Europe.

Some old friends also used the tail end of the Zoom session for brief personal video conversations with Andrew. ♦



## DELAYED ALFA BIRTHDAY DINNER AT PAPPAGALLO ON 30 JULY



This year, the 111<sup>th</sup> birthday dinner for Alfa Romeo was finally held on Friday 30<sup>th</sup> July, 2021 at the Pappagallo Restaurant.

This annual Birthday dinner is normally held closer to the Alfa Romeo, this year, it had to be postponed due to a short pandemic lockdown that occurred around the weekend of July 3<sup>rd</sup>.

On the rescheduled date, a capacity crowd of sixty people

attended the birthday dinner at the Papagallo Restaurant's function room in Leederville. Photos from the event appear below.

Three AROCA WA annual awards were presented at the dinner. The club champion award went to Sam Calabro, who is seen below with president Andrew Murray receiving the trophy plaque

The "Spirit of the Club" award went to David Hamlyn. He won this award due to his outstanding efforts as the club's membership secretary, including developing the club's new annual membership card system, and for his management of the current review by the WA Department of Transport regarding AROCA WA's concessional license register. The competition award for 2021 went to Ivan Olsen.



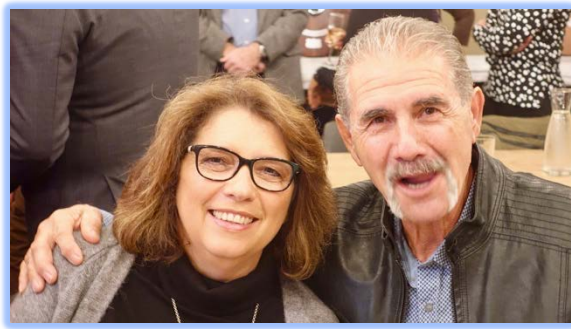
The Italian food at Pappagallo's was very good.

Course seemed to follow course well into the night.

A very convivial WA Alfa club evening occurred at this new location for a major AROCA WA gathering.

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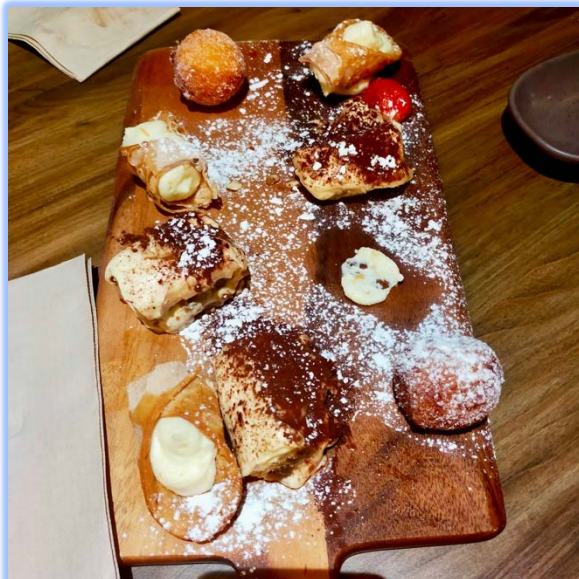
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Photos from the Alfa Birthday dinner were provided by Glen Philips, Eddie Bernardi, Greg Smith and Richard Peirce. Thanks go to the photographers for an excellent record of the night's events. ♦

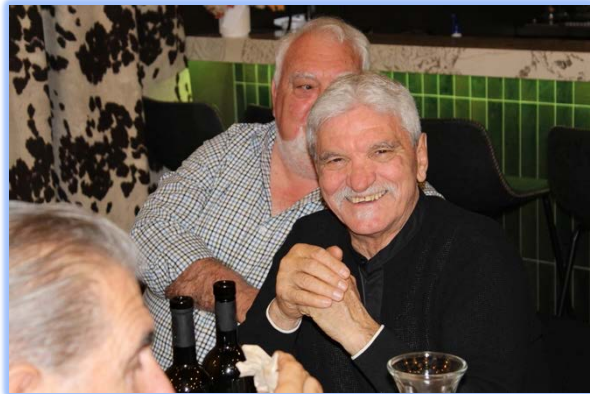
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## ALFAS AT LONDON CONCOURS

Adapted from a short article found in [www.velocetoday.com](http://www.velocetoday.com), on 21 June 2021.  
The original article and photos were by Jonathan Sharp.

Anthony Sharp says: "At last! A car show to attend, my first since Salon Privé last September." In the City of London, the 5-acre green oasis of the Honourable Artillery Company became the venue for the fifth London Concours between 8-10 June, 2021. Sharp noted that London remains very quiet, although the coffee shops are now open, but with fewer customers and that, perhaps, working from home will continue to be the new normal.

Concours classes this year included the Italian Berlinettas, the 200-mph Club, Great Marques Porsche, Great Marques Lotus, Young Timers, Lost Marques, Iconic British Designs, and one of my favourites, The Kustom Class. Also celebrated was the 60th anniversary of the E Type Jag.

Each year the event highlights the cars/bikes of one individual collector and this year it was Harry Metcalfe, well known from the YouTube channel "Harry's Garage." The sun shone and the cars gleamed. Everybody had a great and safe time – with two great Alfas being noted in the concours.



Records held by Alfa Romeo indicate that the Giulietta Sprint Zagato (see adjacent) was sold new in 1961 to Guido Rava di Novara and then was specially prepared by Conrero. Rava di Novara raced the car at various Hill Climbs and club races before he eventually sold it in 1968.

In the late 1980's, an Italian dealer, having purchased the car, returned it to Conrero for restoration. There it became one of the last restorations carried out by Conrero himself prior to his death in 1990.



Entered in the Italian Berlinettas class, this second Alfa (adjacent), a design of Franco Scaglione, is a rather lovely 1961 Alfa Romeo Sprint Speciale.

Interestingly, during Andrew Stevens' Zoom presentation, he also showed photos of these two Alfa Sprints, which he had personally viewed while visiting the Honorable Artillery Company's fields in London last month. ♦



## PROFILE OF MEMBERSHIP SECRETARY, DAVID HAMLYN

*In this article, David Hamlyn speaks with Greg Smith about his open-air interests in/on Moto Guzzis, Alfas, Electric Bikes, Kite Surfing, etc., plus in Geology and the WA Alfa Club.*



David Hamlyn grew up in Brisbane. When he was quite young, David's father gave him a battered old smoky quartz crystal. It was this sample (which he still has and shows proudly) that was the catalyst that led him into geology, even though his father was an insurance broker.

He trained to become a geologist at the Queensland University of Technology (QUT), gaining a degree in applied geology in 1977. At that time, the other Queensland geology course, run at UQ, was more oriented to sedimentary (petroleum-related) geology, whereas the QUT degree was about hard rock geology. With this applied geology background, David has since spent most of his career searching for gold and copper in many parts of Australia.

After completing his degree, David initially worked briefly in Papua New Guinea and then for several years in Queensland at Mount Isa before he transferred to Tasmania. He worked as the exploration geologist at the gold mine in Beaconsfield, north of Launceston, before the Beaconsfield to be a quite interesting time.

David met his now wife, Jay, while they were studying in Brisbane and they married in Brisbane in 1981 before Jay moved to Tasmania. Jay was a journalist and found work at the Launceston Examiner. They lived in the town of Deviot in a rented house alongside the Tamar River, Jay commuting daily to Launceston along the very scenic Tamar River in her Mazda 323 and David to the nearby gold mine site in Beaconsfield in the company 4WD. David says that it was a nice place to live, on their ½ acre rental property, right on the river with its apple trees and sheep to keep the grass down. But, while the scenery was beautiful, the weather often was cold, particularly for a couple of Queenslanders.

Work at the Beaconsfield mine was primarily about mine rehabilitation, not about exploration, although David is an exploration-oriented geologist. The Beaconsfield project increasingly became an engineering project and eventually, David decided to take another job offered with a company based in Kalgoorlie and moved to Western Australia.

When they married, Jay had proclaimed that if there was one place she never wanted to live in, it would have to be Kalgoorlie. So, when David first took the WA job, he began a commuting life between Kalgoorlie and Launceston during his first six months. Jay reluctantly joined him thereafter and they then lived in the goldfields region for about the next 20 years, off and on.

David had two stints in the WA goldfields. After his first seven years there, he managed to escape to Perth. However, mining and geology are very cyclic. As the cycle changed and exploration resurged, he returned to work in Kalgoorlie after three years in Perth. Then, he moved to more remote Leonora before returning to Kalgoorlie for another ten years. In 2000, Jay moved into their home in Mosman Park. David finally returned to a life based in Perth in 2001.

Since university graduation, David has been fortunate to have worked in minerals geology, more or less continuously. While based in Kalgoorlie he worked in mine management for eight years at gold mines situated north and south of the city. Traditionally gold mine managers are engineers, however, as a geologist mine manager, his exploration background was an advantage. The mines he managed were very exploration dependent where it was a constant battle to find the gold, dig it up and get it through the



processing plant. He notes that running a gold mine is a job best suited to very well organized and highly disciplined leaders.

After 2001, now back in Perth, David was still working in exploration geology, though he had moved into more corporate roles. He worked in technical director and CEO roles with a number of small exploration and mine development companies. David is currently the General Manager Exploration for DGO Gold Limited which has a large tenement holding in Western and South Australia.

As a geologist, David had never needed to own a car until he was 32 years old as he was always driving company 4WD vehicles, mostly Landcruisers. David says that, actually, he really is more of a motor bike rider than a car person. When, in his early 30s, he bought his first car, it was a Toyota Landcruiser tray back. He bought it from the company that had retrenched him during a significant downsizing that included parting with a lot of its vehicles, as well as its people. Meanwhile, Jay had been the owner of a Mazda 323 for quite a time.

After a succession of Yamaha motorcycles and a BMW, David finally purchased his first Italian motorbike in 1985; a brand-new Moto Guzzi Mark 3 Le Mans. It is regarded by David as a piece of art that goes fast.



*Moto Guzzi 850cc Le Mans Mk 3*

Having been introduced to a passion for Italian machinery through Moto Guzzi, Jay's car, the aging, but very reliable, Mazda 323 was replaced by an Alfa 33 Quattro wagon in 1987. He mentions that fellow Alfa club member, John Zanello now owns this Alfa 33 wagon.

David and Jay owned the Alfa 33 Quattro wagon in Kalgoorlie around the time their daughter Charlotte was born. While they loved the 33, they had horrendous trouble keeping it tuned in Kalgoorlie. Once back in Perth though, they had it serviced at Cileberti Motors, where Leo put a carbi-kit into the engine bay and then re-jetted it. The car became a great and much more reliable performer thereafter. David has been going to Cilebertis for 30-odd years since. He contends that the value of taking an Alfa to the right place was clearly demonstrated by his early Alfa 33 ownership experience.

The Alfa 33 Quattro was owned by the Hamlyns for many years, but, in 2006 they decided to donate it to Cilibertis once the suspension failed and that repair would have cost a lot more than the car was worth. Thereafter, at Cilibertis, this same 33 Quattro was used as the workshop run-around for another 10 years. Finally, the car was sold to the current owner, John Zanello.

I asked what led David to an interest in Alfa Romeo cars. David first points out that he has owned a number of Moto Guzzi motorcycles since 1985. Today, he counts a past ownership list containing nine Moto Guzzi motorbikes. He still owns two beautiful bikes, one red 1993 Daytona 1000 and the other a black 1997 Sport 1100i, which can be viewed gleaming in his large garage.

David says that both of his current Moto Guzzis are really nice sports bikes and, as for all the others that he sold over the years, he regrets parting with every one of them, particularly the Le Mans. However, he does find them a little harder to ride as he gets older. (But, do note that he has driven them across Australia to the Moto GP at Phillip Island on five separate occasions.)

David says that the maximum distance he has driven in a day on a motorbike is 1,200 kms. It usually takes him about 3.5 days to get to Phillip Island. (That statement from David significantly reduced my pride in my 4-day Alfa drive from Perth to McLaren Vale last Easter!)



*Moto Guzzi Daytona 1000*

David would like to ride to the Moto GP again. He would also quite like to undertake the trans-Australia crossing in his older 1974-vintage Kamm-tailed Alfa spider. Quickly moving back to his motorbike passion after that statement, he points out that nothing interrupts you when you are riding your motorbike and that he enjoys this type of physicality.

Both of David's cars are Alfa Romeo spiders, which he views as logical extensions from his Moto Guzzi motorbike interests. In his view, should he ever need

to give up the motorbikes, then the convertible Alfas will be the way to go.

Other than the Alfa 33 they once owned, David and Jay's daughters, Charlotte and Kate, both owned Alfa 147 TDIs with David encouraging his daughter to learn to drive manual cars and what better than an Alfa hatch. The 147s served the girls very well for many years, but sadly both were sold when Charlotte married and Kate moved to Canada. For quite a while however the Hamlyn residence in North Fremantle resembled an Alfa car yard and David devoted many a weekend hour to cleaning the fleet.

*Moto Guzzi 1100 Sport, enroute to Philip Island*

David had always wanted a Kamm-tail spider, he says, as he really likes that Kamm-tail design and for him it is the quintessential Alfa Romeo.



One day, at Cileberti Motors, after donating the 33 wagon, with Leo's words "How are you going to live without an Alfa" ringing in his ears, he noted that there was a Kamm-tail Alfa Spider on the showroom floor, dressed in vivid pagoda yellow paintwork.

After test driving it, David decided that he really liked this Alfa spider. He has owned this car since 2004 and, for a number of years, he drove it as his daily driver. He also joined the Alfa club at the time of buying the 105 series spider, particularly as he wanted to know more about how to undertake its restoration.

*David's Kamm tail Spider*

David had a great little car, but, in 2014, as its odometer wound around to zero again (was that at 100k, or 200k?), he determined that it was an opportune time for it to be restored. "Memory Lane" was selected as a preferred restorer following a recommendation from a car transporter who had



hailed the Spider back to Cileberti's on a few occasions following minor mechanical problems. David ended up undertaking a complete bare metal restoration of his Spider with Memory Lane, while Cilebertis



also did a complete engine rebuild. In the end, the car was off the road for four years during its long, complete restoration.

*Spider restoration is underway, 2014*

With the Kamm-tail off the road for such a long time, David found himself tempted while he was on a work trip to Melbourne. He viewed a beautiful red Brera Spider while there and was able to properly check out the car.

At that time, this 2007 model Brera Spider had 40,000 kms on its odometer. Somehow David forgot to tell Jay of his new Spider purchase until it arrived on the back of a truck to their place in North Fremantle. Jay asked David two questions: Was it air conditioned? Was it an automatic? Given the answers to both questions were positive, David got to keep it and matrimonial harmony returned.



David's original plan was to sell his newer Brera spider once the Kamm-tail was fully restored. However, that event never quite happened. Although the Brera spider was offered for sale and the expected sale amount was soon offered for his 6 cylinder, all-wheel-drive, automatic convertible, David wisely withdrew the car from sale once confronted by the reality of that opportunity.



*Jay and the Brera Spider – Tasmanian highlands 2016*

None of David's two spiders and two Moto Guzzis is concessionally licensed, despite the large annual registration bill that he pays. Jay also owns a Land Rover Discovery. This is the third Discovery that the Hamlyns have owned.

lot of Toyota Landcruisers, but he has found that the Discovery is a bit more refined, even though it has a similar level of capability otherwise.

So, what is it about geologists and the Land Rover Discovery? (Steve Sugden, who was interviewed for last month's Alfa Occidentale also has a prized Discovery). Over his working life, David has driven a

Regarding other car marques that the Hamlyns have owned, David admits to once having a Volvo, but not surprisingly, he says that the Land Rovers are a better choice while living out in mining areas, or for travelling to those surfing sites on isolated beaches.

When David first joined the Alfa club in 2004, he admits that he was there as one of those intermittent members who only went to occasional events. However, three years ago, at the club's AGM, he found that the Club was looking for additional committee members. At that time David was working part time so put his hand up and joined as a general member. Later, after Ian Glover resigned from the Committee, David took on Ian's role of Membership Secretary. David says that he is glad he did it.

In the Alfa club, David notes that you can easily decide to remain on the sidelines and not be too involved. However, once on the Committee, as you get to meet all the members, you gradually learn what activates them.



The Membership Secretary has a very busy time around the end of any financial year. Currently, David is heavily involved in completing membership renewals and in printing out and mailing the new membership cards. That plastic membership card was an innovation that the Committee implemented for the Club last year.

Meanwhile, this year, the WA Department of Transport (DOT) has decided on a state-wide review of concessional licenses, which David has just provided a formal response to on behalf of all WA Alfa Club concessional licence holders. This level of volunteer work is challenging, he finds, especially as David also works full time. He notes that the membership of the Club is in a good position with over 140 club members at the end of last financial year - and with many of them very active in the club.<sup>1</sup>

David remembers that, back when he was a less active member of the Club, he did enjoy the opportunity to read what was then a printed club magazine. He found it a good way to keep in touch with the Club and to know when a run might be occurring. Unfortunately, though, without attending that many events, he observed that he didn't get to know too many people in the Club. One or more runs per year does keep you on the margin, he observes.

David also argues that, in special interest car clubs, the people attending are really there to spend time in their own cars out on a run. As a result, there may be less time for conversations and general interaction. While attendees do get to view and know the various Alfas being driven, there isn't quite the same opportunity to get to know their drivers or their passengers.

David plans to continue working for another three years before retirement. The present work environment for geologists is very buoyant, although it has been harder to recruit geologists due to the pandemic. Yet, there is plenty of work and it is an exciting time for exploration companies, especially those in precious metals. In his whole career, he hasn't seen such a good time before, with plenty of investment going into the industry.



David's other outside interests have included distance running. Over the years, he has run a lot including a number of marathons. He continues to be a very active person. However, about 12 years ago, he had to give up running due to knee wear, though, with this knee damage, he soon took up some new activities.

*Kite boarding at Leighton Beach.*

Cycling has recently become very interesting and, before that, it was kite boarding. Having grown up in Queensland, David had been very keen on surfing. Now, he lives quite near Leighton Beach which is well-known as a great location for kite

boarding. David observes that kite boarding is a funny sport. Actually, at least according to David, it is not nearly as physically demanding as many people seem to think. He recommends it, although he notes that, with his surfing background, it was a natural progression and that it is a less demanding one than surfing.

While David is not in a motor bike club, he is involved in a close-knit small group he rides with. All of them are Western Australian Moto Guzzi owners. The Hamlyns also are members in a partnership that owns a

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<sup>1</sup> David Hamlyn was named as the 2021 AROCA WA "Sprit of the Club" award winner at the Alfa Birthday dinner on 30<sup>th</sup> July for his contributions as the club's membership secretary and for his work on the DOT's audit of concessional licenses.



boat. They usually take it on Swan River trips, but Rottnest Island and the horizon are on the agenda when the weather finally improves.



Although motorbikes have always been David's 'number 1' and of more interest than his cars, he does love his two Spiders. He notes that the 3.2 litre AWD Brera spider that came from Victoria actually is a pretty rare beast.

#### *The Italian themed garage*

David says that his cycling is mainly for exercise. But, next, we both talk about our electric bicycles. Jay gave David an Alfa Dolomiti off-road electric bike as a recent birthday present. Now, he likes to blow away the racing bikes while riding on the cycle path between Fremantle and Perth. He does a 35

km ride, 3 times per week from North Fremantle to the city and return. He also walks about 9.5 kms every other morning. Each day, David gets up at 4:15AM to walk or ride for around 75 to 90 minutes.

Clearly the new electric Alfa bike offers him an added exercise regime. Of course, he still owns his 'non-electric' bicycle too. Earlier, Jay had become the owner of a Fiat electric town bike. After they took their bikes out to Rottnest Island, where David found that Jay's electric bike made David's non-electric bike a bit problematic, his ownership of a new electric bike became inevitable.

Regarding that move towards electric vehicles, David has occasionally toyed with the idea of changing the Kamm-tail spider to electric drive. He did some research into this idea and came to recognise that there is a real dilemma about taking that lovely twin-cam engine out. Then there is the approximately \$40k cost of the change to the all-electric drive train. After that, he knows that he would then miss the noise, vibration and the smell of his Spider's current internal combustion engine.



Meanwhile, David is waiting to see what Stellantis and Alfa ultimately are able to achieve with their plans designed to keep Alfa motoring exciting in the electrified age. However, he mentions that, while at his most recent Phillip Island Moto GP, he saw simply zero interest shown by the assembled motorcyclists to demonstration laps being made by a few fast-accelerating electric-drive motorbikes. ♦

*David's Pagoda Yellow Alfa Kamm-tail Spider was seen on a mid-week run to New Norcia a few years ago..*



## 1 9 5 3   A L F A   1 9 0 0 C   G H I A   C O U P E

*Edited from an article by Jack Stewart in Collectible Automobile Magazine, June 2011*



*The 1953 Alfa Romeo 1900C Ghia Coupe*

In the early 1950s, Alfa Romeo sought to make a splash at the 35th Turin Automobile Show. It asked six coachbuilders to each build a custom body on the Alfa Romeo 1900 chassis. The six builders included Bertone, Castagna, Boneschi, Pininfarina, Vignale, and Turin's own Ghia.

Giacinto Ghia originally started to build car bodies on a small scale during World War I. He then prospered during the Twenties and Thirties. It is generally thought that Ghia did its best work with sporting bodies. As a result, Ghia coachwork had graced Alfa Romeos, Lancias, and other exclusive Italian sports cars. Ghia was also responsible for building sport coupes and spiders that were based on Fiat's reasonably priced, 508S Balilla chassis. (Actually, the Balilla was named after Mussolini's Fascist youth group.)



The Fiat business expanded Ghia's output, but then the Ghia factory was flattened by Allied bombing during World War II. Furthermore, Giacinto Ghia died soon after the war and his widow then soon sold the firm. While Carrozzeria Ghia was gradually returned to health thereafter, it was at a much lower volume.

American automakers were good opportunities for Ghia designs



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during the 1950s. Especially once the Chrysler Corporation discovered that Ghia could build show cars faster and cheaper than it could to do itself, in-house.

The result was that the Chrysler K-310, Dodge Firebomb, and DeSoto Adventurer, among other Ghia-built concept cars, all adorned the Chrysler stands at 1950s auto shows. Chrysler also tapped Ghia to build Crown Imperial limousines between 1954 and 1964, while Ghia also built 50 Chrysler Turbine cars in 1963, as well as the initial prototype.

A series of Dodge FireArrow show cars led to a contract to build the Italian-American Dual-Ghia. Although this car did prove to be popular in Hollywood (particularly with the "Rat Pack"), less than 150 were ultimately built over the period between 1956 and 1963.



For the 1955 auto-show circuit, Ghia built the bubble-topped Lincoln Futura, which was later turned into the 'Batmobile'.

For Packard, its last show car, the Predictor, was also constructed by Ghia for the 1956 Chicago Auto Show. Meanwhile, Ghia didn't neglect its history with Italian exotic cars, designing Ghia bodies for both Ferrari and Maserati.

Although Ghia was a successful builder of show cars and sports car bodies in small numbers, it didn't have sufficient facilities to build in any volume. Although Ghia created the Volkswagen Karmann-Ghia by scaling down the Chrysler D'Elegance show car, it certainly couldn't build it in the quantities that VW required. The result was Karmann received that job from VW and it was one that, in the end, totalled over 400,000 cars.

Although Ghia was a successful builder of show cars and sports car bodies in small

After Ford acquired Ghia in 1970, it became Ford's Italian design house for a while, as well as a new trim-level name that was applied to a number of Ford Motor Company cars. One example, the De Tomaso Pantera was a result of that Ford buyout. By 2010, the Ghia name had disappeared from Fords in the USA, although around that time, Ghia badges still appeared on a few Asian Fords.

The bodywork for the Alfa Romeo seen here was built by Ghia on a 1900C Sprint chassis. The 1900 was Alfa's moderately priced post-war sedan of the time. The 1900C Sprint version was built as a short-



wheelbase sportscar and was bodied by various coachbuilders with the aim being to revive Alfa's pre-war glamour. In the end, 1,796 coupes were built between 1951 and 1958. This compares to the 17,243 sedans that were made between 1950 and 1955.

Photographed here is a 1953 1900C coupe that was built by Ghia for the Turin show. (At least one copy of this style was also constructed.) When this car was photographed in 2011, it was owned by the Blackhawk Collection of California, USA. ♦



## ALFA ROMEO AT BATHURST PT. 3

By AROCA WA Life Member, Bruce Thomas.

In Part 2 of this story, that can be found earlier in this edition of the magazine, we told how in 1973 Alfa Romeo returned in force to Bathurst as, under the new Improved Production Rules, the recently introduced 2000 GTV was a strong contender in the 2-litre class. Alfa Romeo won this class in 1973, 1974, 1975 and 1977. In 1976 and 1978 the Ford Escort RS2000 was successful, and in 1979 the 2-litre class went to a Toyota Celica; a sign of things to come. Alfa Romeo also contested the 1.3 litre class in 1974, 1975 and 1976 with the overweight 1300 GT Juniors, but had no great success.

### 1980 - The Year of the Rock

CAMS had decided that only vehicles with a current body shape could compete at Bathurst from 1980. It was back to square one for many entrants who had to develop new cars. The Toranas were replaced by the new Commodores and Ford enthusiasts had to turn to the XD Falcon, both marques now being without the backing of their respective makers.

The classic 105 series Alfas were no longer eligible, and Ray Gulson who had been entering a 2000 GTV since 1973, turned to an Alfasud TI 1.5 in the new 1.6 litre class. Two Alfetta GTVs were also running in the 2-litre class.

In the race for outright winner, Dick Johnson, who was leading the field in the Tru-Blu Falcon, hit a rock which had rolled onto the circuit and retired. Peter Brock/Jim Richards came from behind in their Commodore, after a collision with a Gemini, to take a hard won first place for the third year running. In retrospect, 1980 was also the year that Dick Johnson began to replace Alan Moffat as the folk hero of the Ford supporters, Peter Williamson in the Celica looked like running away with the 2-litre class again, TV commentary and all, but retired with electrical problems, allowing another Celica (his 1979 car) to take out the class. The Warwick Henderson/Graham Harrison Alfetta GTV came in fourth in class behind two Escorts, and the Phil McDonell/Derek Bell Alfetta GTV retired after losing a wheel. The Ray Gulson/Paul Jones Alfasud TI 1.5 was fourth in the 1.6 litre class.

### 1981 - The Mountain Gods Smile on Dick Johnson

In 1981, the basis for classes at Bathurst was changed radically to the number of cylinders, regardless of capacity. All current Alfa Romeos obviously fell into the '4 or 5 cylinders' class, which was very much the 2 litre competitors as before. A single Alfetta GTV, driven by Gary Leggett and Phil McDonell, represented the marque, although an Alfasud had also appeared in practise.

In the race for outright victory, Dick Johnson's Falcon had emerged as the leader after early scrapping had resulted in accidents involving the other main contenders, Peter Brock in his Commodore and Kevin Bartlett in a Chevrolet Camaro. With these cars well behind on the road, Johnson's co-driver John French was comfortably leading when a major pile-up at the top of the mountain resulted in the race being declared after 120 laps, about three quarters race distance.

In the 4/5 cylinders class, the Peter Williamson/John Smith Celica was leading at the end, although earlier in the race one of a pair of factory entered turbocharged Datsun Bluebirds had headed the field until mechanical problems intervened - a sign of things to come. The lone Alfetta GTV came in a creditable second in class, though well off the winning pace.

### 1982 - Debut of the Alfetta GTV6

By 1982, the new Falcons and Commodores had become very competitive. In addition, there were other interesting contenders like the Chevrolet Camaro, the BMW 635 CSi and the Mazda RX7, which were



beginning to show outright potential after several years of development. The classes at Bathurst were changed again to a very simple system - under and over 3 litres.

In the 3-litre class, the traditional strength of the V6 Capris was threatened by the return of the two 'works' turbocharged Datsun Bluebirds, and two of the new Alfetta GTV6s made their first appearance at Bathurst. Unfortunately, one of the GTV6s driven by Gary Leggett was destroyed in practise, and the driver seriously injured.

The main race was a runaway win for Peter Brock and Larry Perkins in their Commodore, although early in the day Alan Grice had provided some strong competition in another Commodore, finally settling for second place.

In the 3-litre class, the Datsuns were clearly superior, with the Capris struggling to keep them in sight. The Masahiro Hasemi/Kazuyoshi Hoshino Turbo-Bluebird won easily (despite a 14-minute stop to replace a constant velocity joint) while the sister car, driven by George Fury and Fred Gibson, retired with a blown head gasket. The remaining Alfetta GTV6 of Ray Gulson/Bruce Lynton finished a disappointing seventh and last in class. Not an auspicious debut for the new Alfa!

### **1983 - The Year of the Mazda Challenge**

The excitement began even before the race, when Dick Johnson destroyed his Falcon in the Hardies Heroes runoff on Saturday. A replica was hastily prepared overnight by respraying another entrant's car for the race, but it was not the same, and Johnson retired early in the event. Alan Moffat headed a flock of 14 Mazda RX-7s and looked a strong outright contender. Peter Brook's Commodore set the early pace until it dropped a valve, whereupon Brock and his co-driver Larry Perkins commandeered team mate John Harvey's car and went on to win for the second year running. Moffat and Katayama came in second in their RX-7, though never threatening the leading car.

The turbocharged Datsun Bluebirds were back but now in the Over 3 litre Class where they never challenged. The Ford Capris dominated the smaller class, although a little Pulsar Exa initially led the pack before expiring. The lone Alfetta GTV6 of Ray Gulson/Gerard Murphy circulated quietly as faster cars fell by the wayside, working its way up to finish a solid second in class, three laps behind the Les Grose/Alan Cant Capri V6.

### **1984 - Farewell to Group C**

In 1984 at Bathurst there were just two classes, one for the outgoing Group C cars and another for the incoming Group A models which would replace them in 1985. There were no capacity-based classes at all.

The Group C cars were easily the fastest. After three years of development, the Turbo- Bluebirds finally showed their potential when George Fury put in a stunning lap to win the Hardies Heroes shoot out. In the main race, however, it was Peter Brock and Larry Perkins in their Commodore who set about winning for the third year running, after a strong challenge from Dick Johnson's Falcon ended in mechanical problems.

Group A was dominated by a pair of Rover Vitesse from Britain, one of which finally won the class ahead of a BMW 635 CSi and a Ford Mustang. Two Alfetta GTV6s appeared also, the Ray Gulson/Grant O'Donnell car finishing fifth in class. The Colin Bond/Alfredo Constanzo GTV6 suffered a cracked bell housing and after repairs (the engine had to be removed) was unable to cover sufficient laps to be considered a finisher.

### **1985 - A Moment of Glory for Alfa Romeo**

It was a whole new ball game in 1985 with the introduction of International Group A regulations as used since 1982 in the European Touring Car Championship. In honour of the occasion, a strong



contingent of International cars and drivers entered the event, which had long been considered the province of local competitors with hard won experience of the difficult Bathurst circuit.



*The Alfetta GTV6 of Colin Bond/Greg Hansford rounds Forrest elbow in 1985, coming in 8th outright*

The new contenders were four big Jaguar XJS V-12 coupes and an unprecedented collection of seven of the BMW 635 CSi coupes which were dominating Group A in Europe at the time. The defending local Commodores fought valiantly, with Peter Brock giving it his best shot until his car

expired. However, the two Tom Walkinshaw Racing Jaguars were clearly superior, finishing first (John Goss/Armin Hahne) and third (Tom Walkinshaw/Win Percy), split by one of the impressively reliable BMWs (Roberto Ravaglia/ Johnny Cecotto). The best placed Commodore could manage only tenth place.

Two Alfetta GTV6s were entered in Class B (2001-3000 cc), where the fastest cars in practise were the turbocharged Volvo 240T of Robbie Francevic/John Bowe and a pair of works Mitsubishi Starions which also benefitted from turbo-power. At the start of the race, the Volvo simply ran away from the rest of the group to mix it with the big boys.



However, within a couple of hours it was in trouble and the Colin Bond/Greg Hansford Alfetta GTV6 was leading the class, closely pursued by the Kevin Bartlett/Peter McKay Starion which was dogged by gearbox problems. And that is the way they finished, with the Ray Gulson/Frank Porter GTV6 in third after a day of annoying mechanical problems. The drought was broken - Alfa Romeo had its first class win since 1977, with the Bond/Hansford GTV6 placed eighth outright as well, ahead of all the Holdens.

## 1986 - A Tragic Bathurst

The Bathurst-winning TWR Jaguars did not return in 1986 to defend their title, but a large contingent of Commodores and big BMWs appeared, as well as a new challenger, the turbocharged Nissan Skyline GT. It was the Holdens which triumphed on the day, this time with the privately entered Chickadee Chicken Commodore of Alan Grice/Graeme Bailey having a very popular win. The race was marred, however, when Mike Borgmann in a Commodore lost control on Conrod Straight and was killed.

It was just as well that Alfa Romeo had seized its moment of glory in 1985, as by 1986 the standards had risen considerably in the 3-litre class. Three Alfetta GTV6s were entered but they were outclassed from the beginning. Facing them were two turbocharged Volvo 240Ts and four of the new Skylines which were



also outright contenders. In addition, a pair of normally aspirated Mercedes-Benz 190E 2.3-16s were impressively fast. As the race proceeded, two of the Alfas were in trouble - the Colin Bond/Peter Fitzgerald GTV6 retired with engine problems and the Ray Gulson/Frank Porter car was greatly delayed while a new clutch was fitted. The remaining Alfa of Lucio Cesario/Warwick Rooklyn finally finished fifth. The class-winning Skyline of Gary Scott/Terry Shiel was also third outright and an impressive six laps in front of the Denny Hulme/Franz Klammer Mercedes, which was second in class.

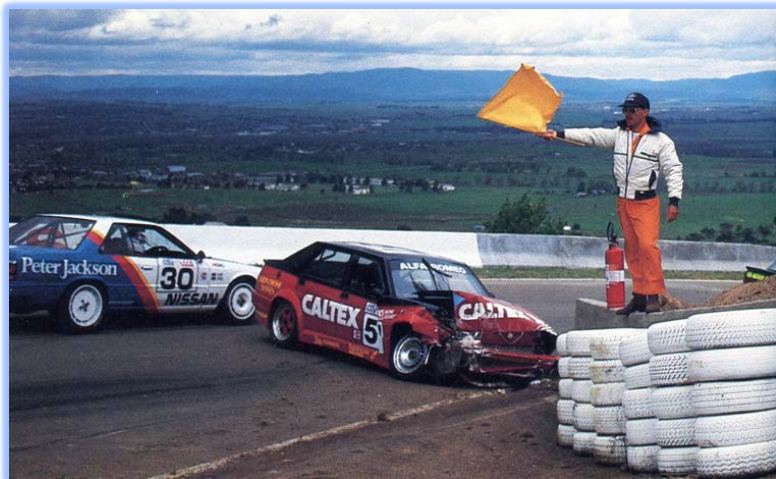
## 1987 - Final Appearance for Alfa Romeo

In 1986 a single Ford Sierra XR4i appeared at Bathurst but retired early in the race without making much impression. In 1987, the Sierra was the car to beat. The Europeans had returned to Bathurst in force, as the race was part of the new World Touring Car Championship. The latest model Sierra RS500 dominated the race from start to finish, with the Rudi Eggenberger prepared cars of Steve Soper/Pierre Dieudonne and Klaus Ludwig/Klaus Niedzwiedz coming home 1-2.

However, the black, Texaco- sponsored cars were later disqualified for illegal modifications to the rear wheel arches. On a count back, the outright winner became the Commodore of Peter Brock/David Parsons/Peter McLeod. Brock was doubly lucky, as he and Parsons had earlier transferred to McLeod's car when their original vehicle suffered engine failure, the second time he had won Bathurst under such circumstances.

On its first appearance at Bathurst, the BMW M3 took out the top six positions in the new 2.5 litre class with Frank Gardner's local cars first (Jim Richards/Tony Longhurst) and second (Robbie Francevic/Ludwig Finauer) ahead of all the European entries.

Alfa Romeo was represented by two cars in 1987. One of the latest Alfa Romeo 75s, driven by Colin Bond/Lucio Cesario, was entered in the 2.5 litre class. This car had a 1.8 litre turbocharged engine developing about 320 hp. Unfortunately, Cesario put the car into the wall on the top of the mountain



after only 34 laps, which ended its race. A European team also entered an Alfa 33 TI in the 1.6 litre class, but it was off the pace and retired early with engine trouble.

*Lucio Cesario put the 1.8 litre turbocharged Alfa Romeo 75 into the wall in 1987, the last appearance of the marque in the Great Race.*

As it happened, 1987 turned out to be the final appearance of Alfa Romeo at Bathurst.

For those who have a broader interest in the annual Bathurst 1000km race, I recommend the book 'Australia's Greatest Motor Race, 1960-89 - The First 30 Years', written by Bill Tuckey and David Greenhalgh. It was the principal reference I used for this series of articles.

Bruce Thomas.





## ALFASUD STORY RETOLD

Edited from an article in AROnline ([www.aronline.co.uk](http://www.aronline.co.uk)), dated 9 Dec 2019 by Keith Adams.

*The development story of Alfa's ground-breaking small family car of the 1970s. History might have judged the AlfaSud quite differently, but for poor rust-proofing and no hatchback at launch.*



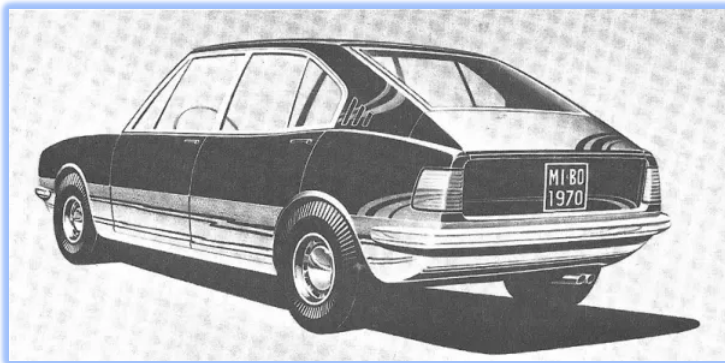
In 1971, major players in the car industry were making giant strides. However, mechanical straight-forwardness was viewed as an advantage. In the UK, fleet managers became scared by front-wheel-drive cars due to an intensive servicing regime, while in Europe, the market was driven differently by the demands of private motorists; i.e., those who ploughed their own money into cars and funded them from their own pockets. The idea of

company cars was just an English anomaly.

In the late 1960s, Alfa Romeo became keen to capitalise on a ballooning demand for lower-priced cars, as more people became sufficiently well-off to afford an automobile. The company had enjoyed past successes in racing and it boasted a range of beautiful sporting coupes and saloons, but for Alfa to survive and prosper into the 1970s, expansion was key. Therefore, Alfa decided that it needed a small car in its range.

Actually, Alfa had previously dabbled with small car projects. Back in 1952, it created a prototype 750cc car known as Project 13-61. Alfa's twin-cylinder, transverse-engined Mini competitor would have hit the market spot on and just in time for the 1956 Fuel Crisis. Sadly, the company wasn't blessed with clairvoyancy and the plug was pulled on the grounds of cost, thus leaving a booming Italian small car market completely to Fiat.

Another eight years later and the idea of a small Alfa was revisited with the Tipo 103 prototype. That scaled-down Giulia saloon featured an advanced 1.0-litre DOHC power unit and an 85mph top speed. Again, the promising project was eventually abandoned, this time on the back of Alfa Romeo and Renault's short-lived co-operative deal, which was intended to involve Alfa selling R4s and Dauphines in Italy.



Nonetheless, Alfa Romeo didn't fully abandon the idea of a small car and, as the need for one increased, so did Alfa's desire to develop something new and a bit special.

*After a little development, all the style and character of the Alfasud begins to appear*

In 1967, Alfa Romeo's then CEO, Giuseppe Luraghi, revisited the idea of the company building a small car. Little

did he know what a political storm he was about to create. Alfa Romeo had needed financial assistance



with the new car's creation, so Luraghi approached the Italian Government for help. The government, in the interests of developing the poorer southern region of Italy, stipulated that the loan to Alfa was subject to the new car being built in the deprived Naples region; i.e., 500 kms from Alfa's home base in Milan.

Luraghi agreed to build the new car at Alfa's little-used Avio facility in Pomigliano d'Arco near Naples. As a result, the entire project (factory and car) became known as 'Alfa Sud'. The Italian Government's loan ran to 360 Billion Lire, but it wasn't a happy situation, as the south of Italy had no real tradition of car manufacturing. This led to 15,000 unskilled workers needing to learn how to build a car.

That aside, Fiat's management was furious once it became aware of the details of the Alfa Sud project. Bad blood between the two companies worsened as the Torinese saw it as a break in a gentleman's agreement; despite Fiat earlier introducing their Alfa-rivalling 130 and Dino models.

Accusations included poaching, theft and treason; all of which seriously delayed the Sud's eventual release. That conflict further deepened when Alfa managed to persuade Austrian Fiat (and ex-Volkswagen, Porsche, Cistilia and Alfa Romeo) engineer, Rudolf Hruska, along with a number of his colleagues, to join Alfa to oversee the design of the car (especially as Fiat was also in the throes of developing its next generation of small front-wheel-driven family cars).



*Alfa Romeo's Pomigliano d'Arco factory was not without its issues...*

The hiring of Hruska, no matter how controversial, was a stroke of genius for Alfa. He became the mastermind of the Alfasud. His tight control of its remarkable technical package was a perfect example of the theory that the greatest cars are created by talented individuals, rather than by committees.

The team he assembled had true class:

Aldo Mantovani was in charge of engineering, assisted by Carlo Chiti (the former head of Autodelta); Carlo Bossaglia was responsible for engine development; and Federico Hoffmann devised the suspension.

Aside from creating one of the greatest handling cars of the 1970s, the most impressive achievement of Hruska's team with the Alfa Sud project was to keep it within budget and to deliver it on time. That talented team created the Alfasud, a clean sheet car, and then brought it to market within four short years. Back then, the industry average was a lot closer to six years.

While the 'Sud enjoyed a controversial gestation period, the end result was a technical tour-de-force. From his bureau in Milan, Hruska pieced together a fascinating technical package, clothed in a smart Georgetto Giugiaro suit. The main goal for the project was that the new small car should be cheap and easily maintained, but that it should also retain a typical fun-to-drive Alfa character. To achieve this objective, everything the company had done before was set aside.

Given Hruska's VW/Porsche background, it was not surprising that he decided to choose a flat-four engine to power the Alfasud. This engine configuration, combined with water-cooling and front-wheel drive, resulted in a low scuttle for good visibility, a low centre of gravity and interior space efficiency (Hruska's experience gained on the Fiat 128 project proved invaluable in this regard).



*Exceptionally space-efficient layout of the Alfa Romeo Alfasud in all its glory.*

The Sud had a short-stroke, free revving engine, longitudinally mounted, with a pair of equal-length driveshafts. Engine capacity was 1186cc, with maximum power of 63bhp. The engine was developed for ease of maintenance as

much as for anything else.

Although kerb weight had been well controlled, the aerodynamic body was still structurally rigid due to deep box sections, both front and rear. The suspension was conventional, with independent MacPherson struts at the front but with an innovative beam axle with Watts linkage at the rear. It was this rear set-up that led to the Sud's beautifully neutral handling.

Final performance figures were impressive: The top speed of this 1.2-litre car was 148 kph, well ahead of similarly sized opposition. The design was completed by the end of 1967. By November 1968, the prototype engine and body were married for the first time, after which Hruska took his first test drive. This was a quick development program for the time.

Eventually, the Alfasud was the sensation of the 1971 Turin Car Expo; a great achievement considering the Lamborghini Countach prototype was also unveiled at the same show. However, due to the last phase of Pomigliano d'Arco's development into a production facility, as well as a series of strikes and set-backs, Alfasud production didn't actually get underway until April 1972.



*'Sud was a revelation when it arrived on the scene in 1972...*

As soon as the testers got their hands on the Alfasud, they knew that Alfa Romeo had struck gold with its first small car. *Autocar* magazine was unstinting in its praise, concluding in its first road test: 'The 'Sud with front-drive, flat-four engine and roomy four-door body offers truly incredible handling, a comfortable and quiet ride and easy cruising.

Working in combination with the high-revving, exceptionally smooth and quiet engine, the crisp gearbox and light but effective brakes, it is a dynamic masterpiece.'

*Autocar* continued: 'That the car offers remarkable economy and reasonable running costs shows how comprehensively engineered the Alfa Romeo Alfasud is and just how practical an inspirational driver's car like the Sud can be when executed properly.'

Compared with that year's other debutantes, the Sud was on a different planet dynamically. Despite a higher price than its direct competitors, the demand for the Sud was high. However, strikes at the Naples plant were becoming a massive problem for Alfa and waiting lists built as the company struggled to keep its production lines rolling. Production volumes of 1,000 units per day were in the plan, but at the height of the strike season, the actual number was rarely better than a mere 70.





But that wasn't the worst. Once customers purchased their Suds, a horrible truth soon emerged. The low-quality Soviet steel used in its production, together with scant rustproofing, meant that this gifted little car soon became infamous for tin-worm as in damp Europe, Sud owners found that their new cars were quickly developing widespread corrosion, and that it could strike anywhere, all within a matter of months.



In the end, the rust problem became so well-known, that it irrevocably damaged the reputation of Alfa for a generation (or a lot more). Initially, the engineers devised a quick fix, but it turned out that this fix actually accelerated the corrosion process.

Meanwhile, with lamentable industrial relations and an indifferently skilled workforce, the Sud's troubles dragged on. Alfa Romeo suffered horribly from strikes during the 1970s. During its life, the Sud production line suffered 700 stoppages.

Despite being known as one of the rustiest cars ever to be built, the Alfasud remained a perennial favourite of motoring journalists and enthusiastic drivers. Throughout its life, the Sud was praised to the hilt for its flat, roll-free cornering, tactile steering and the rasping exhaust note – all of which meant that all manner of failings could be forgiven. Rivals gradually emerged, but the Alfasud saw them all off. Even 1974's much-vaunted Volkswagen Golf couldn't match the 'Sud on a twisting road, even if it did highlight two major shortcomings – its lack of a hatchback and the compromised driving position.

The sporting Ti (*Turismo Internazionale*) version was launched in 1973, pre-dating the Golf GTI by three years. It added a little spice to the range. Performance was boosted by the addition of a Weber twin-choke downdraft carburettor, upping the power of the 1186cc flat-four to 68bhp. This was just the beginning. The Giardinetta estate car version came out in the following year. The addition in 1976 of the gorgeous Alfasud Sprint heralded the arrival of the uprated 75bhp 1286cc engine which finally pushed the top speed of the baby Alfa to over 100mph. Like the saloon, the three-door coupe was styled by Giorgetto Giugiaro, and its scaled-down GTV style was handsome enough to win plenty of admirers, even if it wasn't the most practical proposition in the world, thanks to its fixed rear seat backrests.

In 1978, the wishes of keen drivers who wanted more power were partially met with the arrival of an uprated 1.5-litre engine with up to 85bhp. While they were at it, the 1286cc engine was upgraded once again – to 1351cc (which developed 79bhp in twin Weber form, and 71bhp with a single Solex). However, these changes signalled the 'Sud's gradual move upmarket. The 1.5-litre four-door was now available in Super form, while the Ti benefited from its first facelift, to become the Series 2.

By the turn of 1980, the 'Sud was still seen as the dynamic class leader. *CAR Magazine* declared it the 'Car of The Decade' and Ford used it as a benchmark for its front-wheel-drive Escort Mk III. Imagine how things would have been had the Sud not been so rust prone? A facelift in the same year tidied things up, and the 'Sud became the Series 3. While dropping the chrome bumpers spoiled the clean-cut styling for many purists, it kept the 'Sud looking fresh, and highlighted the brilliance of Giugiaro's original design.



The following year, the 'Sud gained a hatchback rear end (1981 for the three-door; '82 for the five-door), answering the car's main (non-rust related) criticism. The car put on an additional 25kg due to extra body stiffening, which slightly dented the performance...



*Alfasud finally realised its potential in 1981 when it received the hatchback rear it had been crying out for since 1971...*

In 1983, Alfa Romeo replaced the Alfasud with the new and rather wedgy Alfa 33, which, though it looked good and retained much of the 'Sud's technical features, failed to capture the hearts and minds of buyers.

The new 33's high price was a problem as it meant that those fans of the entry-level 'Sud were left without a choice in the Alfasud range. The 'Sud Sprint did live on until 1989, thanks to its

commonality with the 33, but even that glorious looking car struggled as the decade progressed. Somehow 1980s styling details and a delicate looking 1970s wedge just didn't seem to mix.

In the end, despite being an engineering marvel and a delightful driver's car, the Alfasud was an undoubted failure for Alfa Romeo. It was a serious loss-maker for the company from day one. The Sud's poor reputation tarnished the Alfa Romeo name badly, to the point that the company eventually had to be bailed out by the Italian Government. The commercial reality was that the Sud's excellence benefited the opposition more than its maker, since it drove Alfa's rivals to work harder to develop their own alternatives.

## OUR TRADE ACCOUNT AT BURSONS

To utilise this Cash Trade Account simply show your current AROCA WA Membership Card.

Cash Trade Pricing applies to all in-store products, including oils, filters, tools, accessories and a limited range of Alfa service parts - or for any other brand of vehicle that you may have.

**Supplier:** BURSON AUTO PARTS [www.burson.com.au](http://www.burson.com.au)

**Account Type:** CASH TRADE ACCOUNT

**Account Name:** Alfa Romeo Owners Club of Australia (Western Australian Division)

**Access:** Current AROCA WA Membership Card (must be shown)

**Availability:** Currently financial AROCA WA Members Only

**Locations:** Available at all Burson stores nationally, and, in WA at: Osborne Park, Malaga, Canning Vale, Bibra Lake, Belmont, Myaree, Joondalup & Midvale.





# Keith Martin's Sports Car Market

The Insider's Guide to Collecting, Investing, Values, and Trends

## TOURING FOR CARS OLD & NEW

*An SCM blog entry by Keith Martin on 31<sup>st</sup> May, 2021*

*Alfa Occidentale readers might like to read this blog entry by Keith Martin, founder of USA's "Sports Car Market" magazine. What could it mean for WA Alfa lovers? Perhaps not a long weekend in a grand hotel priced around US\$8000? But what about his ideas regarding the driving and social plans?*

I've been kicking around some thoughts about sports cars tours. I wanted to share them with you and get your reactions. I believe the future of tours will revolve around events that involve driving, immersion in the geography and the culture of the areas you are in, and nightly "Conversations with Collectors" with like-minded enthusiasts.

For instance, in the future, all SCM 1000 Tours will consist of hub and spoke routes. We will find a grand hotel to be our start and finish point each day. While this imposes challenges on the route master, we think the benefits of not having to unpack and pack each day will outweigh them. Tours will be limited to just 45 cars, to allow people to get to know one another and encourage camaraderie. Furthermore, our proposed format will be to drive for two days, have a day off, then drive another two days. On the day off, we will offer a variety of activities depending on the location. For example, in Oregon, options could include white-water rafting, horseback riding, scenic hikes and more. All of these would be available for you to choose from at the SCM concierge desk.

A key component to all SCM 1000 Tours will be the "Conversations with Collectors" that we plan to hold each evening. We will invite everyone to join. We will have a panel of experts drawn from the tour participants. We will ask for questions in advance, and they can be directed at specific panel members. We have found this makes for a very lively discussion, and we all come away a little better





informed about the collector car market. These all-inclusive tours won't be inexpensive though. They are costly to put on. We expect the cost of a six-day, all-inclusive event will be about \$8,000.

Keith says that he would like to hear the thoughts of SCM subscribers about this proposed tour format. At the moment, SCM is looking at tour locations in NW, NE, Central and SE locations across the USA over the years ahead. SCM's criteria will include a luxurious full-service hotel with four days of fabulous roads. "Are we on the right track?" asks Keith Martin.

## RECENT OVERSEAS ALFA SALES

Edited from the September 2021 on-line editions of Sports Car Market (SCM)

### BONHAMS AMELIA ISLAND, FL



**#188-1967 ALFA ROMEO DUETTO Spider.** S/N AR661927. Eng. # AR005-3610700. Dolce Crema/black cloth/red vinyl. Odometer: 20,099 miles. 1,570-cc I4, 5-speed. Restored Duetto with excellent panel fit and smooth Dolce Crema paint, better than new. No orange peel. Limited chrome mostly excellent, though windshield surround is not so good. Inviting interior in red, with attractive aftermarket wood-rim wheel. Smoking console worn. Engine

compartment very clean but not detailed. I consulted a knowledgeable Duetto owner at the auction who said that the engine compartment appeared to be almost entirely authentic. He noted one change from new was the common installation of ATE front disc brakes, which require later, slightly larger wheels and tires. ANSA exhaust. Sounds good running and no smoke observed. However, when Bonhams personnel went to move the car, the throttle stuck momentarily. New owner will want to make sure that was a one-time event. Cond: 2.

**SOLD AT \$49,280.** *Initially, I didn't pay much attention to this lovely Alfa, but while looking at an adjacent car, I was drawn to its romantic Pininfarina design, wonderful colours and fine restoration. I then planned to raise my bidder's paddle for it, but the bidding quickly exceeded what I was willing to pay and far exceeded Bonhams' oddly modest no-reserve estimate of \$25k to \$35k. The hammer price of \$44k was spot-on with the 2021 SCM Pocket Price Guide median price of \$45k. The all-in price was well-justified considering the car's overall excellent condition and consistency with other recent sales results. Fair both ways.*

### GOODING & COMPANY ONLINE



**#37-1961 ALFA ROMEO AUTOTUTTO** Romeo 2 minibus. S/N AR186154. Red/dark blue. Odo: 64,042 km. 1,290-cc I4, 4-sp. Alfa Romeo produced its utility vehicle in three platforms, and they were called "Autotutto" or "all-purpose" vehicles. They were front-wheel drive with independent front suspension. This nine-passenger example was painted in Alfa Romeo Corse livery and offered with sunroof. Paint showing a bit of wear and tear with scratches and chips. Brightwork tarnished and worn. Belongs in the SCM Alfa fleet for transporting the crew to various events. Cond: 3+.

**SOLD AT \$48,400.** *This was last seen at Bonhams' February 2016 Paris sale, where it realized \$70,878 (SCM# 6798931). A bit of a tumble here as the seller had the cost of moving it across the pond on top of a \$20k hit at the block. I hope it ended up as part of a large Alfa collection and can be used as the team hauler.*



**#52-1965 ALFA ROMEO 2600 Spider.** S/N AR192624. Graphite Gray/tan cloth/tan cloth. RHD. Odo: 36,018 miles. 2.6-L I6, 5-sp. A true garage find with one owner since new. Condition as expected for a vehicle that has been untouched in years. Disc brakes. Trim dented and oxidized. Paint cracked and faded. Seating and top tattered and torn. This car is a needs everything undertaking. "it is one of 2,255

built. Cond: 3.

**SOLD AT \$45,100.** *An all-in project, but just might be worth it, as examples can bring as much as \$250k. Appears a solid starting point, so looks like a good buy. Seller must be wondering what the heck happened.*

## U.K. ROUNDUP



**#181-1960 ALFA ROMEO GIULIETTA SS coupe.** S/N AR1012000115. Red/red & gray leather. Odo: 61,080 miles. 1,290-cc I4, 5-sp. Restoration project; paint is blistered, but the body doesn't look too rusty and it's all there, though bumpers are probably beyond saving and motor is corroded. Original airbox and trunking still in place. Carpets and rest of interior pretty good. Last tax disc expired in 1997. Cond: 3-.

**SOLD AT \$110,410.** *By Historics Auctioneers, Ascot, U.K., 5/15/21. Allegedly, once a concours winner sold by Christie's in 1992 after a restoration. Stored in 1998, but a tree fell through the roof of the garage it was in. Offered at no*

*reserve and sold for strong money. The vendor also sold a Duetto that had suffered the same fate. See more on this immediately below.*

## DUETTO AUCTIONED IN UK

Based on information found in an article in [www.historic.co.uk](http://www.historic.co.uk).

**Lot 143 - 1967 Alfa Romeo Spider 1600 Duetto. Sold, with no reserve, for £35,092.**

*An RHD Duetto is sold at an auction held at Ascot Racecourse on 15 May 2021.*

The *Duetto* Alfa Romeo Spider 1600 was manufactured in 1966 and 1967. *Semi-officially*, the *Duetto* name only applies to the round-tailed 1600 model; although there were two later variants, with different engine sizes; the 1750 Velocé and 1300 Junior - all now commonly called "roundtail spiders". (Apparently, in Italy, all 105 series spiders are quite commonly known as *Duettos*.)

This *Duetto* was marketed at auction as a unique opportunity to bring a rare RHD vehicle back to its former glory. First registered in May 1967, this car was fully restored in the mid 1970s by a previous owner, who later sold it on to the vendor in 1988. The car was a six times concours winner between 1981 and 1992.

Most of this concours documentation remains within the car's history file including scoring sheets, entries and pictures. The history file also includes photos of a bare metal restoration, along with virtually all the UK tax discs and MoT certificates up to the time that the car was laid up in 1998. Several publications that featured this particular car are supplied, including a copy from 1984 in *Classic and Sports Car* magazine where the car is shown on the front cover.

# ALFA OCCIDENTALE

Issue 52, September 2021



- *Genuine Right Hand Drive example.*
- *Former multiple concours winner/magazine featured.*
- *Ideal restoration project.*

So, how did such a beautifully presented car, with two fastidious long-term owners, fall into such disrepair? The story is that, after placing the car in the vendor's garage, along with a Sprint Speciale (which also featured at this auction), the vendor began to spend his time working outside the UK. As his career blossomed, time flew by.

Unbeknown to the owner, a tree branch had fallen and had put a hole in his garage roof. Vehicle deterioration quickly followed as the cars declined to their current state. The sale brochure argues that, on close inspection, both cars appear in better condition than an initial glance might indicate. The brochure also mentions that the paint has survived very well overall and that the boot and engine bay present well. While the interior is salvageable, the *Duetto* is clearly in need of a new hood.



At auction, someone decided that this beautiful and most desirable of 105-series Spiders - being complete, though in poor condition - offered a rare opportunity for the new owner to return a RHD *Duetto* to its former glory and then to write new chapters in the illustrious life of this little Alfa. ♦

## IT WAS A DARK & STORMY NIGHT

**Contributed by Gail Williams (WA Alfa club member, Mark Young's wife)**

*In which an encounter occurred between a well-loved Alfa 156 and an aging brittle Marri tree.*

It was a dark and stormy night when WA Alfa Club member Mark Young's 22-year-old Italian love affair came to a bitter end. And, it all happened while he was watching the television in his cosy Dunsborough lounge room, just four weeks ago.



For the last two decades, he had been steadfastly devoted to his shiny red Alfa 156, lovingly polishing and maintaining a vehicle that, in 1997, was once named the 'most beautiful car in the world'. Then it became the 1998 European car of the year.

Even though this love affair may have been slightly one-sided, the car did seem to return the favour by providing many hours of joy as Mark in his Alfa cruised over 150,000 km of life's highways together, while listening to Van Morrison on the car's (admittedly not-



so-great) sound system. The 156 had gradually worked its way up to becoming Mark's number one preferred drive – even in his personal Alfa fleet of three that included a 2015 Giulietta QV and a perfectly-restored 1750 GTV Series 1!

But all this love and devotion came to a sad and sorry end the instant that a huge Marri tree fell on to the car during a wild storm, squashing it and rendering it a complete wreck.

Mark says: "The storm had been raging for two days. I was aware that the car could have been in danger where I normally park it. I actually had moved it to another area, closer to the house, thinking that it would be safer there. In fact, I moved it straight into the line of a gigantic Marri which, it turned out, was rotten to its core.

"I was sitting inside watching television and heard a thud, not too loud, just a thud," adds Mark. "When I went outside, to my horror the tree had landed on the roof of the car. Luckily it narrowly missed the house."



It is only small compensation, but Shannons Insurance was amazing when it was contacted the next day.

"Within two hours someone organized by Shannons was on the spot, towing it away for an assessment," Mark ruefully says. "Shannons then declared it a write off, saying it was only worth \$300; while it would have cost me \$500 just to get it back to Perth."

Describing this event as devastating badly understates its impact on Mark who has had a long-time love affair with Alfas that

dates all the way back to his first Sud which he bought in Melbourne in 1976.

"I couldn't believe what a fantastic drive it was," he says. "You don't have to explain driving an Alfa to other Alfa lovers. They get it. .... the agile handling, braking, stability."



That first AlfaSud had cost Mark \$3,000, but it led to another six relationships with Alfas over the years; including one more Sud, a 1981 Giulietta, an Alfa 75, the 156, a GTV 1750 Series 1 – which he restored with a friend – and a 2015 Giulietta QV. But, perhaps inexplicably, his favourite was always the 156.

"I don't know," Mark confesses, "I just preferred driving that one. It just felt better. While it was a very simple car, it drove like a modern one, very comfortable



to sit in. Although, it did have a crap radio, no navigation, or other modern electronics.'

He continues: "The layout of the dashboard was very similar to my 1750 GT, including essentially the same dials and instruments. My newer QV tells me whether the tyres are flat and it has spaces for USB connection and so on, but I preferred the other one."

"I can tell you that losing a car can be emotional and a bit of a shock," he says. "But, in the grand scheme of life, it isn't really that important."



Daughter, Bronte, offered Mark sage advice to console her father, saying, "Dad, this is nature's way of re-calibrating. You never have let the new Giulietta QV shine. You were so focused on your old car."

Then Bronte delivers the kicker: "Nature has now taken all the decision-making out of your hands and has solved the problem. You can focus on your newest Alfa now and let it take over."

Wise girl, but her Alfa- (and daughter-) loving father still adds: "Then again, you can never have too many Alfas!"

## HOW AN ALFA RESURRECTED CASTAGNA VITTORIA

*Edited from an article in [www.topspeed.com](http://www.topspeed.com) by Dim Angelov, published 1<sup>st</sup> July, 2021*

Many might argue that aesthetics outlives everything. All cars eventually become old and obsolete in terms of their technical specifications, except perhaps for high-achievers, such as a McLaren F1 or a Bugatti Chiron SS. Eventually though, aesthetics become the definitive characteristic for most cars and this is what people actually remember. However, some cars are just weird, such as the Alfa Romeo SZ/RZ. And then there are other cars, such as the Alfa Romeo Castagna Vittoria, synonymously named after its coachbuilder from Milan. This Alfa is just as weird and, perhaps, it is even more obscure.

As a coachbuilder, Carrozzeria Castagna can be traced back to 1849 when Carlo Castagna first bought the Ferrari coachbuilding business. The company can proudly point to its role as the builder of the first coach automobile equipped with a combustion engine, the Benz quadricycle. The coachbuilder worked with various big auto manufacturers. Among the highlights were cars like the 1913 Alfa Romeo 40/60 HP Aerodinamica, the 1928 Isotta Fraschini Castagna Imperial Landauet, the 1933 Lancia Astura S2 Aerodinamica, and the 1939 Alfa Romeo 6C Castagna Berlinetta.

Unfortunately, in 1954, the company ended operations. However, in 1994, the company was brought back to life by the businessman, Uberto Petra, and the Italian automotive designer, Gioacchino Acampora. His first project in the resurrected Carrozzeria Castagna was the Alfa Romeo Vittoria of





1995. This design was essentially a re-bodied Alfa Romeo SZ, of which 1,036 were eventually made (as well as 284 RZ convertibles).



The Vittoria was first unveiled at the 1995 Geneva Motor Show. Uberto Petra had financed the project, Gioacchino Acampora had designed it, but then Vittoria, Petro's daughter, had named it after herself.

The SZ, and consequently the Vittoria, were both based on the Alfa Romeo 75 in terms of mechanicals and engine. However, for the Vittoria, the 3.0-litre Busso V-6 was tuned to

320 HP at 7,000 RPM and around 352 Nm, as opposed to the Alfa 75's 180-HP output, or to the uptuned 207-HP of the SZ/RZ. On the dyno, the Vittoria recorded just under 254.8 HP at 5,740 RPM. The engine had retained its single-overhead-cam design with power provided to the rear wheels through a five-speed manual transmission.

A car publication from 1995 had noted that the Vittoria could reach 97 km/h in just 5.6 seconds on its way to a 290 km/h top speed. The Vittoria also featured a stronger chassis, sportier suspension, and six-piston Brembo brake caliper brakes with cross-drilled and vented discs. It rode on a set of bespoke 18-inch magnesium wheels.

Like the SZ, the most distinctive feature of the Alfa Vittoria was its design. In particular, the front of the car featured a "beak" with the front bumper seemingly tucked in under the headlights, as the poor resolution photo above still clearly enough shows. The entire lower fascia is blacked out and so it almost seems as though a part of the front between the splitter and headlights might be missing.



From the side, it is noticeable how the lower half features an interpretation of the wedge design, while the upper part appears more rounded. The doors look to be quite similar to those that later appeared on the Alfa Romeo 8C.

Just like the front, the Vittoria's rear is mostly blacked out and it features quite thin tail lights. This feature is similar to the design of the Lamborghini Aventador, although with different proportions.

While the interior was very similar to the Alfa Romeo SZ/RZ, it was finished in green leather and Alcantara with wood inserts on the dashboard, giving it a more upscale appearance.


After joining the resurrected Carrozzeria Castagna, the Alfa Vittoria was actually the second project completed by the designer Gioacchino Acampora. His first endeavour was the 'Castagna Auge' which also came in 1995 and was based on the Maserati 3200 GT. A revised version of the Castagna Auge was later displayed at the 2002 Villa d'Este Concours d'Elegance, where it won the "Best in Show" award.



After its unveiling in 1995, the Alfa Romeo Vittoria was used by its designer as a personal car. Reports indicate that the car spent the most of its lifespan in Milan. In 2010, this example was fully restored, and then attended various events and exhibitions. The latest information on the Vittoria indicates that if one was heading towards the auction block, today it might be expected to fetch the equivalent of around US\$238,000.

The coachbuilding company Carrozzeria Castagna has continued to bring out interesting projects since the mid-1990s; for example, the Castagna Rossellini of 2003 and the 2005 Castagna Aria, that were based on the Ferrari 550 and 575M respectively. Other projects completed by Carrozzeria Castagna include a 2003 Bentley Continental GT Shooting Brake, the 2007 Castagna Aznom, based on a C6 Corvette, and the coachbuilder's most recent project; a Castagna Palladium of 2020, an all-terrain "hyper limousine" that is based on a Dodge RAM (*of all things!* - Ed). ♦

## PREFERRED PARTNERING FOR AROCA WA



### Preferred Partner Program

**Welcome to the Alfa Romeo® Preferred Partner Program**

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Just head to [www.alfaromeo.com.au/fleet](http://www.alfaromeo.com.au/fleet) using the Preferred Partner Login code below.

**Company Name: Alfa Romeo Owners Club of WA**

**Preferred Partner Login: APP6753**

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#### How to Redeem

-  Select the model you wish to purchase and click 'Redeem Offer'.
-  You'll then receive a voucher through email displaying your bonus offer.
-  Print the voucher and present it to an Alfa Romeo® dealership to redeem and purchase your new Alfa Romeo.



## LATEST CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
Kalbarri & Shark Bay Run – extended week-end away.	29 <sup>th</sup> April until 3 <sup>rd</sup> May, 2021	Eddie Bernardi <b>EVENT NOT HELD</b>	POSTPONED DUE TO CYCLONE SEROJA
May Pub Club Night	Tuesday 5 <sup>th</sup> May	John Reed, Greg Smith- <b>EVENT HELD</b>	Mount Henry Tavern Como – start time is 7PM.
British car day raid to GinGin	Sunday 16 <sup>th</sup> May 2021	John Reed, Ivan Olsen <b>EVENT HELD</b>	Meet at Stirling Square Guildford at 09:00.
New Members BBQ & Motor Museum Tour	Sunday 30 <sup>th</sup> May 2021	Ivan Olsen	BBQ/tour to Wightman Park Motor Museum including new members' Alfa display. Meet at Kings Park at 10:00.
Albany motor sport long weekend	5 <sup>th</sup> & 6 <sup>th</sup> June 2021	Andrew Murray	Sunday night dinner in Albany for event attendees.
Club mtg / Zoom Presentation	Saturday 25 <sup>th</sup> July at 4PM	Andrew Murray, Greg Smith	Includes a members meeting with drinks and snacks at Papagallo restaurant in Leederville.
Andrew Stevens talks about Alfas.			
Alfa Romeo's 111 <sup>th</sup> birthday dinner.	Friday 30 <sup>th</sup> July.	Andrew Murray, Greg Smith	Now rescheduled. If you booked, see you on Friday 30 <sup>th</sup> July.
Papagallo Leederville			
<b>August Club night</b>	<b>Tuesday 3<sup>rd</sup> August at 7PM</b>	<b>Greg Smith</b>	<b>Informal dinner and pub social gathering</b>
<b>Captain Stirling Hotel, Stirling Hwy, Nedlands</b>			
<b>Wildflower run &amp; woodfired pizza</b>	<b>Sunday 8th August</b>	<b>Eddie Bernardi</b>	See announcement below. Book via Trybooking at
<b>Red Shed, Bullsbrook</b>			<a href="https://www.trybooking.com/BSXET">https://www.trybooking.com/BSXET</a>
<b>AROCA WA AGM</b>	<b>Tuesday 7<sup>th</sup> Sept. 2021</b>	<b>Andrew Murray</b>	<b>AGM at WA Light car club, Bayswater – food &amp; refreshments provided.</b>
<b>Club run to Annual 'fly-in'</b>	<b>Sunday 17<sup>th</sup> October 2021</b>	TBD	We meet at a Perth location (TBD) to drive to Serpentine for the annual fly-in of the Sport Aircraft Builders Club.
<i>Serpentine Airfield</i>			
<b>Rotary Italian Car Day, Mulberry Estate</b>	<b>Sunday 14<sup>th</sup> Nov. 2021</b>	Andrew Murray	Date is scheduled, other details to come
<b>Annual Pasta Run</b>	<b>Sunday 5<sup>th</sup> December</b>	TBD	Lunch at Pasta in the Valley. Ferrari club is this year's Pasta Run organizer.
<b>Annual Christmas lunch</b>	<b>Date TBD</b>	TBD	Date and details to come
<b>50<sup>th</sup> AROCA WA Anniversary Dinner</b>	Mid-Feb. 2022	Andrew Murray	Venue TBD
<b>TO BE ANNOUNCED</b>			
1st Tuesday events each month in 2021	TBD, after May 2021	Club night events in development	Let the committee know of new ideas for club nights that you may have.
Other runs/EMRs	TBD	TBD	Always seeking new volunteers to help organize these events.
New Events	TBD	TBD	Please offer your ideas for new events & other meeting concepts.



## AROCA WA'S 3<sup>RD</sup> SUNDAY INFORMAL RUNS CONTINUE IN 2021

**DATE:** Every third Sunday of the month

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



Photo by Remi Dargegnan

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

Every 3<sup>rd</sup> Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park near the Boatshed café and the water ramp in the foreshore park. These informal trips depart soon after 10:00am.

A run can commence once participants decide to depart from this starting point. Either individuals or groups can do so as soon as they like after 10:00.

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

## AROCA WA COMPETITION EVENTS CALENDAR 2021

Date	Time	Organisation/ website	Event	Entry Closing Date
5-Dec-2020		Vintage Sports Car Club WA.	Hill Climb and Vintage Stampede	Completed December 2020
21-Feb-2021	08:00am	Triumph Sports Owners	Autokhana, Cycle Dome, Midland	15 <sup>th</sup> February 2021
16-Mar-2021	07:00	Jaguar Car Club of WA	Regularity, Barbagallo	
20-Mar-2021	TBA	Triumph Sports Owners Assoc of WA Inc.	Point-to-Point, Barbagallo	
5-Apr-2021	TBA	Vintage Sports Car Club WA. <a href="http://www.vscclwa.com.au/">http://www.vscclwa.com.au/</a>	Northam Flying 50/Regularity	
5-June-2021		Vintage Sports Car Club WA.	Mt Clarence/Hill Climb	
6-June-2021	TBA	Vintage Sports Car Club WA.	Albany Classic/Regularity	

Later events this year will be notified in future editions of the magazine.



**OTHER MONTHLY EVENTS**

Classic Cars & Coffee Next meeting is on Sunday 22<sup>nd</sup> August 2021.

The following Classic Cars & Coffee event will be held on Sunday 12<sup>th</sup> September.  
It will be a French Car Festival.

**CLASSIC  
CARS &  
COFFEE**



**9.30-11.30am**

**Sunday, August 22**

Note Winter start time

Next: Sept 26, Oct 17, Nov 21, Dec 27 + French Car Festival Sept 12

[classiccarsandcoffee.com](http://classiccarsandcoffee.com)

**Announcing...**  
**September 12 2021**  
9am-midday  
University of WA,  
Hackett Drive,  
Crawley

A special edition of **CLASSIC CARS & COFFEE**

**FRENCH CAR FESTIVAL**

**Free entry**

A side-profile illustration of a red classic car, possibly a Renault 5, with a black roof rack and white wheels.



## SUNDAY RUN & PIZZA LUNCH

Sunday 8<sup>th</sup> August, 2021.



Pizza Lunch at the "**Red Shed Pizzeria**" (formerly known as new Gargagno's), located at **1769 Neaves Road, Bullsbrook, WA, 6084.**

The WA Alfa Club's meeting point on **Sunday 8<sup>th</sup> August** is **Mia Cucina Restaurant in the North Car Park at Hillary's Boat Harbour**. We will meet at **10:30AM for coffee** before driving eastwards via Old Yanchep Road to Bullsbrook. John Reed has prepared a country route getting us to Red Shed Pizzeria in good time for the lunch around 12:30PM.

On arrival at **Red Shed** we will enjoy a Pizza lunch (plus appetizer and dessert). The cost per head is **\$25.00**.

Book here using TryBooking: <https://www.trybooking.com/BSXET>

This lunch price includes a starter of Garlic Bread and Italian Meat Balls which is served at the tables. Then Pizza will be served, with various varieties emerging from the wood-fired oven on an ongoing basis (including vegetarian options). Patrons should grab a plate and then select pizza slices of their choice. When you decide you want more, then, no problem, as it is a pizza buffet. A dessert of Affogato will follow (i.e., ice cream with coffee & liqueur). You may choose to have both coffee & liqueur in your affogato icecream, or perhaps only one option, or the ice-cream alone.

*There will be about seven types of pizza to choose from.*

You can bring your own wine, beer, bubbles, etc., as BYO out to Red Shed. Any other drinks, including soft drinks, mineral water, juices and coffee, are available on a "pay-as-you-go basis".

**Numbers are limited at the Red Shed Pizzeria. Do book early!**



## ANNUAL FLY-IN At Serpentine Airfield

SUNDAY 17<sup>TH</sup> OCTOBER 2021



We will meet in the city (details TBD) and then drive down on a club run to the Serpentine Airfield where we can view the annual fly-in of the WA Sport Aircraft Builders Club.

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

A food stall is available, but perhaps you might consider bringing a picnic. Although there isn't a formal flying display scheduled, in the past, many pilots have sought to impress

attendees with impromptu flying displays.

The fly-in and display at Serpentine Airfield begins at 10:00 and runs until 16:00. Some attendees at last year's event reported that it was a great day full of amateur aviation bravado and excitement.





# ALFESTA

2022

port macquarie

NEW SOUTH WALES



**14 - 18 April 2022**

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



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



Select and pay for your accommodation directly with the hotel



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

Visit the Alfesta 2022 website at [www.alfesta2022.net](http://www.alfesta2022.net)  
Email any questions to us at [admin@alfesta2022.net](mailto:admin@alfesta2022.net)





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

ABN 75 478 073 135

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

[www.alfaclubwa.com.au](http://www.alfaclubwa.com.au)

## N O M I N A T E F O R T H E 2 0 2 1 - 2 2 A R O C A W A C O M M I T T E E

**Election of the 2020/2021 committee will be conducted at the WA Alfa Club's Annual General Meeting on Tuesday 7<sup>th</sup> September 2021; 7:00 for 7.30pm**

**Venue: WA Light Car Club, 22 Moojebing Street, Bayswater, WA.**

The WA Alfa Club's activities "don't just happen". They depend entirely on the active club members who contribute to the running of the club, either as an office-holder or as a general committee member.

With that in mind, you are invited to nominate for election onto the Club's Committee for the current financial year using a Nomination Form which is provided below.

As a WA Alfa Club Committee member, you will have the opportunity to help improve club activities. At the same time, you can enjoy the camaraderie of engaging with other dedicated Alfa enthusiasts; all of whom are working towards the success of the club.

You are encouraged to seek election, or perhaps to work with the committee in another volunteer role.

Each year, it is usual for the club to also anticipate a few committee retirements and/or to some needing to readjust their commitment levels due to work, travel or, perhaps, relocation.

The Annual General Meeting represents a great time for you to decide how you might best help AROCA WA enhance its future activities as an Alfa Romeo auto enthusiast group.

The club is currently seeking multiple nominations for all of AROCA WA's committee positions.



## Nomination Form for Committee of AROCA WA

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

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

*(Please Circle)*

President	Secretary	Treasurer
Membership Secretary	Social Secretary	CMC Representative
CAMS Representative	Web master	Competition Secretary
General Committee Member (x 2)		Club Shop

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

**Seconded by:** ..... **Membership number:** .....  
*Being a financial member of AROCA WA<sup>2</sup>*

---

### **Acceptance of Nomination:**

I accept nomination for the position(s):

**Name:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Signature:** \_\_\_\_\_  
*(Signature of person being nominated)*

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

**Email to:** [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)

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

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

***All written nominations should be received by C.O.B. Friday 28<sup>th</sup> August 2020.***

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<sup>2</sup> Note that a "financial member" above named as a nominee, nominator and/or seconder, for the purpose of this nomination, is limited to being either a Full, Associate, or Life Member of AROCA WA.



## NEW MEMBER APPLICATION AND CURRENT MEMBER RENEWAL

Dear current AROCA WA members and others considering applying for membership in AROCA WA,

**NOTICE TO CONCESSIONAL LICENSE HOLDERS:** *Those AROCA WA members who make use of Western Australia's concessional licensing system to register their historic Alfa Romeos must remain as financial members of the club into each new financial year so that their vehicle's concessional license remains in tact.*

**NOTICE TO NEW MEMBERS:** AROCA WA seeks to increase the number of WA Alfa Club members among Western Australian Alfisti.

Whether you wish to become a new AROCA WA member, or if you need to pay your AROCA WA Subscription for the present financial year, please complete the information request shown over-page and pay your subscription amount to the club, following either of the methods outlined below.

The annual fee continues to be \$80.00 for the financial year, 2020/2021. **Please note that AROCA WA membership renewal for all existing members falls due on 30<sup>th</sup> June each year.**

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

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



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

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

**Membership Fee: \$80 (1<sup>st</sup> July 2021 – 30<sup>th</sup> June 2022)**

**Associate Mbr Fee: \$80 (1<sup>st</sup> July 2021 – 30<sup>th</sup> June 2022)**

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

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 [secretaryarocawa1@gmail.com](mailto:secretaryarocawa1@gmail.com)

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

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

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



## OWNER DECLARATION – CODE 404 CONCESSIONAL VEHICLE LICENCE

I declare that the vehicle, as listed below, is in factory standard specification. I acknowledge that, if the vehicle is modified, then it no longer complies with the regulations and cannot be used under Code 404.

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

Name of Owner:.....

Alfa Club Membership number:.....

### Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

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



## DRIVING YOUR CONCESSIONALLY LICENSED ALFA

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

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

**MEMBER'S FIRST NAME(S):** \_\_\_\_\_

**MEMBER'S SURNAME:** \_\_\_\_\_

**MOBILE PHONE:** \_\_\_\_\_

**AROCA WA MEMBER NUMBER:** \_\_\_\_\_

**VEHICLE TO BE DRIVEN:**

VEHICLE

BUILD YEAR

REGISTRATION PLATE

CONCESSIONAL REGO.  
@ AROCA WA

**TRIP DETAILS:**

**TRIP DATE:** \_\_\_\_\_  
(DD / MM / YYYY)

**DESCRIPTION:** \_\_\_\_\_  
*Purpose of trip in a few words only.*

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

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

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



## AROCA WA MEMBER PROFILES PUBLISHED IN PAST ISSUES

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

All profiles can be found on the club's website in the filed back copies of Alfa Occidentale. The issue and page number of each profile is shown below.

See...<https://www.alfclubwa.com.au/newsletters/>

Profile	Issue	Page	Comment
<b>Glen Phillips</b>	5	22	<i>Glen is AROCA WA life member #2. A club hero of the WA Alfa &amp; WA Fiat/Lancia clubs – both are surprised by how much Glen is involved in the other.</i>
<b>Bruce Thomas</b>	6	20	<i>Bruce is an AROCA WA foundation member. He has owned his beautiful green 105 GT which he bought brand new while in the UK.</i>
<b>Norm Craven-Kelly</b>	7	15	<i>Bruce Thomas recalls the late “Il Presidente”, a key founder at both the Vic. &amp; WA AROCA divisions and a larger-than-life character.</i>
<b>John Schoen</b>	9	17	<i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>
<b>John Court</b>	12	21	<i>Renovator of Alfas, classic British cars and military vehicles owner, many of which are in his lock-up factory, south of Fremantle.</i>
<b>Andrew Murray</b>	13	24	<i>Present AROCA WA president, Andrew has owned many important Alfas and other classic cars. He is a walking encyclopaedia on all matters Alfa – especially if these matters concern any 105s.</i>
<b>Michael Barrenger</b>	15	8	<i>Michael Barrenger writes about his “Alfettish” and the acquisition of sought-for cars he now has in renovation or modification.</i>
<b>Leon Cottle</b>	18	21	<i>AGOG founder, AROCA Vic Goldfields group convenor and serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>
<b>Greg Smith</b>	19	13	<i>Greg recalls his Alfa 75 QV in snowy New Jersey and its sad demise on the NJ Turnpike (on his birthday, but now 26 years ago!)</i>
<b>Ivan Olsen</b>	19	15	<i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa in Perth in 2009.</i>
<b>Ugo Sivocci</b>	25	13	<i>Early 1920s Alfa racing driver originated the Quadrifoglio Verde badge – absence of which coincided with his death while driving.</i>
<b>Keith Martin</b>	28	8	<i>The founder of “Sports Car Market” magazine, multiple Alfa owner, US car concours judge and appraiser, talks about his recent stroke.</i>
<b>John Reed</b>	33	7	<i>Ex-Royal Navy engineer, John has built a 105 GTA replica and fully renovated his favourite Giulia Sprint GT – not just once, but twice!</i>
<b>Paul Blank</b>	34	10	<i>WA’s classic motoring events organizer extraordinaire, Paul loves all types of classic cars, has owned many, and owns an Alfa too.</i>
<b>Keith Martin (update)</b>	35	24	<i>Keith describes replacing his long preferred manual Alfas with automatic classic cars due to the limitations caused by his stroke.</i>
<b>Rachelle Domansky</b>	36	10	<i>Rachelle says: “At last, a female is profiled among all those male Alfa car addicts!” She owns a white Duetto named “Audrey”.</i>
<b>Piero Pagano</b>	37	13	<i>New WA AROCA member, Piero’s love of cars started very early. His career has always been in automotive electrics.</i>



Profile	Issue	Page	Comment
<b>Scott McKivett</b>	38	10	<i>Scott is also new to AROCA WA. An auto mechanic with a life-long love of cars, he is currently restoring his 1973 105 GTV.</i>
<b>Anita Percudani</b>	40	10	<i>Anita joined AROCA WA in 2018. She has owned her 1969 Alfa 105 GT Junior since she first qualified for her WA driver's license.</i>
<b>Kyle Atwood</b>	42	14	<i>New AROCA WA member, Kyle, drives a 2003 Alfa spider. An auto photographer, he has made many impressive car photoshoots.</i>
<b>Peter Mathews</b>	44	22	<i>In 2020, Peter became national coordinator of AROCA. He has owned some very well-prepared Alfa Romeos over a long period.</i>
<b>Aidan Daly</b>	47	12	<i>IT security guru and AROCA WA member, Aidan Daly, talks about the new Stelvio QV he recently drove out of the showroom.</i>
<b>Sam Calabro</b>	48	18	<i>Long-term AROCA WA member, Sam can't count how many 105 series Alfas he has owned (plus the Porsches, Alpines, Ferraris, etc.)</i>
<b>Enzo Simeone</b>	49	16	<i>Enzo loves driving his new Giulia QV, but worries about his beloved 105 GTV, which still waits for him, idle under its dust cover.</i>
<b>Andrew Stevens</b>	50	13	<i>Former club secretary, Andrew has lived in the UK since 2006. He drives his 1750 GTV to car events everywhere across Europe.</i>
<b>Steve Sudgen</b>	51	10	<i>Club committee member and Alfa representative to the CMC, Steve Sugden loves his long-owned Alfetta GTV 6</i>
<b>David Hamlyn</b>	52	10	<i>Membership Secretary, David Hamlyn has many non-work interests including MotoGuzzis, Alfas, Electric Bikes, Kite Boarding, etc.</i>
<b>Someone you know ?</b>			<i>Alfa Occidentale is keen to interview more Club members to further extend this series of profiles.</i>

## T H E L A S T P A G E

