



The AROCA WA committee extends its best wishes for the 2020 festive season to all members of AROCA (both those in the WA Division and those elsewhere across Australia).

We also remind you that February 2021 marks the commencement of the 50th year since the formation of the WA Alfa Club. AROCA WA is the second oldest division of AROCA. Its first meeting occurred in February 1972. Our celebratory 50th year will culminate in AROCA WA reaching its Golden Jubilee at an important club celebration night in February 2022.

An article, republished in this issue and originally written by club cofounder Bruce Thomas in June 1992, retraces the first 21 years of AROCA in WA, starting from our club's first formative steps.



This is the **44th edition of ALFA OCCIDENTALE**, the electronic magazine of the Alfa Romeo Owners Club of Australia (Western Australian Division). It includes currently available program information for the WA Alfa Club's planned activities during 2021.

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JANUARY 2021 OUTLOOK FOR AROCA WA ACTIVITIES

- The current version of our 2021 calendar for the Club is provided in this edition. Check the announcements below for details regarding bookings for lunches (etc.) at these events.
- The 2020 National Pasta Run Rally and Lunch was held on Sunday 22nd November. The pasta lunch was at the Black Swan Restaurant in Henley Brook. A morning run was held before the lunch, starting from the Midland Shopping Centre and progressing on a very enjoyable observation run tour route through the Perth Hills to the lunch location in the Swan Valley.
- Photos appear below from “Celebration of the Motorcar” held at the Cottesloe Civic Centre on Sunday 29th November. A group of Alfas represented the marque at this great annual car show.
- The Alfa Club’s December Club Night was held at the WA Light Car Club on 1st December. Ross Zampatti described his car racing experiences in Europe. Wine, beer and pizza were served to the 26 club members attending.
- Our Sunday morning Christmas Club Run & Lunch was held on a cooler, damp Sunday 13th December. Fifty-one AROCA WA club members and their partners registered to attend the lunch at the Vineyard Kitchen restaurant. John Schoen organised the Sunday morning tour from Gosnells through the hills to the Brookside vineyard/restaurant in the Bickley Valley. Due to rain, our planned lunch in the garden was moved indoors. Photos appear below.
- The Club’s next event is a **fish and chips riverside dinner on the Swan** to be held on **Thursday 14th January 2021**. Bookings for your preferred version of fish and chips can be made using the Trybooking link shown here: <https://www.trybooking.com/BNPRP>
- AROCA WA is holding a **sunset run and buffet dinner on Thursday 4th February**, starting from Fremantle and ending at the Marmion Angling and Aquatic Club. Bookings for dinner can be made via Trybooking at: <https://www.trybooking.com/BNQVY>
- **ALFESTA 2021** will be held at McLaren Vale on South Australia’s Fleurieu Peninsula over **Easter 2021**. If you want to attend 2021’s great national Alfa Club event, book very soon as only 7 spaces remained as of last week. Some WA members have already booked to attend.
- As February 2021 represents the beginning of the AROCA Western Australian Division’s 50th year of existence, a year of celebration will start in Feb 2021. Bruce Thomas writes about the early days of the club, from its beginning activities of early 1972, until it achieved its 21st anniversary in 1993. AROCA WA plans a season of events celebrating the club’s 50th year which will continue through to its golden jubilee 50th anniversary night in February 2022.
- Most importantly, as part of the club’s golden jubilee celebrations throughout 2021, Eddie Bernardi has organized an **extended club run, which leaves Perth on April 29th, drives to Kalbarri for an overnight stop, then continues to Denham and Shark Bay** for two nights, including a whale watch boat trip. We return via an overnight stop in Dongarra. This club trip runs over 5 days, returning to Perth on 3rd May. Register to attend this 2021 Autumn expedition by providing a \$100 holding deposit per couple to secure your place using this Trybooking link: <https://www.trybooking.com/BNPTW> ///



CELEBRATION OF THE MOTORCAR AT COTTESLOE ON 29TH NOV.

This annual event was held on Sunday 29th November 2020 at the Cottesloe Civic Centre. About 150 classic vehicles were invited to attend, including a small group of Alfa Romeos that had been selected by the organisers to represent the marque.

Event Director (and AROCA WA member) Paul Blank noted that many cars were presented this year that had never been shown before, or which had not been displayed for many years. He observed how challenging a year 2020 has been for classic car events around the globe, with many being cancelled. This includes the famous Pebble Beach event, the Concorso at Villa d'Este, and even Motorclassica in Melbourne. However, "Celebration of the Motorcar" was successfully run and enjoyed by many attendees at Cottesloe, given the success that WA has achieved in managing the COVID 19 pandemic.

Award Winners at "Celebration of the Motorcar" included:

- Prewar Sports Car Class Peter & Robin Briggs Award
1924 Ballot – Ken & Andrew Hill
- Prewar Luxury Car Class Shannons Award
1931 Cadillac V16 – Warren Crawford
- Classic Sports Car Class Classic Cars & Coffee Award
1976 Maserati Merak – Lucas Wilk
- Classic Luxury Car Class Quartermaine Travel Award
1959 Cadillac Eldorado Bairritz – Matt Keady
- Modern Sports Car Class Automotive Events Management Award
2020 McLaren Senna GTR – Laurence Escalante
- Modern Luxury Car Class Brian Greenwood Award
2018 Bentley GTC Supersports – Racheal Gilchrist
- Event Director's Choice Wheels for Hope Award
1959 Facel Vega HK500 – Wolfhart Putzier
- People's Choice
1931 Cadillac V16 – Warren Crawford

A series of photographs from the "Celebration of the Motorcar" are shown below.



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NATIONAL PASTA RUN RALLY HELD ON SUNDAY 22ND NOV.

The “national pasta run rally” was held on Sunday 22nd November. A two-hour observation run in the Darling Ranges preceded the pasta lunch. The run started from the Midlands shopping centre carpark, ending up at the Black Swan Vineyard and Restaurant in the Swan Valley for the lunch. The weather was fine, the chosen tour route included great scenery, plus some challenging observation questions. While the pasta lunch at the Black Swan proved to be very busy (as was all of the Swan Valley that day it seemed), all attendees found both the pasta run and the lunch very enjoyable.



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Among the Italian cars present were many Alfas, Fiats and Lancias, as well as quite a number of Ferraris and several Lamborghinis.

A few drivers of vintage Alfa Romeos found themselves passed up to four times during the run by that group of Lambos which decided to stop at various intersections, perhaps to read their navigation instructions or to check out the observation run questions. Every time the older cars overtook the stationary Lambos they knew that very soon those three cars would be charging past them yet again.



The magazine editor would like to thank all those who provided photos for the Pasta Run including Rob Rowbottam of the Fiat Lancia club, as well as Richard Peirce and Ivan Olsen of the Alfa club.



CHRISTMAS CLUB RUN & LUNCH AT VINYARD KITCHEN, DEC. 13TH



Sunday 13th December 2020 dawned very cloudy and occasionally a little damp. About 50 AROCA WA members and partners initially met at the Gosnells Railway Markets for coffee and a brief market exploration, before the morning club run to the Christmas Lunch began in convoy into the hills and then on to the Vineyard Kitchen restaurant. After a sometimes very hot week in Perth, Sunday morning was a lot cooler. While the weather was still not that unpleasant, most of the drivers in Alfa convertibles thought it was not warm or dry enough for them to drop their cars' hoods.

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The Alfa club members and partners attending the Christmas Lunch enjoyed this year's event which was held inside the winery's old packing-shed restaurant. At one point, it rained heavily outside and indoors dining, rather than in the usual garden setting, suddenly was increasingly appreciated.



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Much vigorous conversation occurred during this lunch at the Vineyard Kitchen, held in the concrete-floored packing shed.

At one point, Steve Sugden decided to check the noise level using his Apple watch and found it heading towards 90 Dbl; i.e., towards rock concert sound levels. Presumably, the high noise level indicated how good a time everyone was having at the Club's 2020 Christmas Lunch.





NEW TRADE ACCOUNT AT BURSONS

Eddie Bernardi has established an AROCA WA Cash Trade Account with Burson Auto Parts.

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

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

Supplier: BURSON AUTO PARTS www.burson.com.au



Account Type: CASH TRADE ACCOUNT

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

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

Availability: Currently financial AROCA WA Members Only

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



Is this Nick Rahimtulla driving very enthusiastically at Targa West when seen in a photo taken by Kyle Atwood?



AROCA – THE WESTERN AUSTRALIAN DIVISION

Formation and the Early Years

By Bruce Thomas

(AROCA WA Co-Founder and Life-Member)

Bruce Thomas first wrote this article in June 1992 in recognition of AROCA WA's 21st anniversary. It is reproduced here as a lead-in to AROCA WA's 50th anniversary celebration year.

(Written in June 1992): As next year, the WA Division of AROCA will celebrate the 21st Anniversary of its formation, it may be of interest to recall the early club history for more recent members – and to remind the older ones of those heady days. The WA Division was the second to be formed in Australia.

In 1969, Norm Craven-Kelly was a foundation member when the Victorian branch of AROCA was formed. He is now one of their 12 life members. Norm was later transferred by his employer to Perth and, in early 1992, he advertised in the "West Australian" for people interested in forming an Alfa Romeo club in his new state.

As a result, in February 1972, an outing of about six Alfas drove down to Mandurah. At a meeting on 10th April, a committee was formed to establish the club with Craven-Kelly named as its President. However, the initiative then stalled, when Norm returned to Melbourne on business in July 1972 for three months. In his absence, the newly formed committee failed to function. Once he returned, a meeting was called for November, but only four persons attended. The December meeting had much the same result, although the year ended with a Christmas party at the Presidential home.

It was apparent that the club had to be promoted again. So, a further series of advertisements was placed in weekend newspapers. There was little response to these, but tickets placed in windscreen wipers brought better results.

At this stage, there were no financial members as such and no constitution. However, in March 1973, the club had developed a list of 25 interested persons and it finally asked for an annual subscription of \$10.00.

Although the committee elected in 1972 technically still existed, some members of this initial committee had already left Perth. When these vacancies had been filled, the effective foundation committee consisted of:

President	Norm Craven-Kelly
Secretary	George Gridley
Treasurer	Bruce Thomas
General Cttee	Danny Campagnoli
General Cttee	Ron Blizzard

Throughout this period, contact had been maintained with the Victorian club. The first subscription was partly to finance our participation in Melbourne's "Cross & Serpent" club magazine, as, at this



stage, AROCA WA had no magazine. For most of 1973, there was a WA Division report presented within “Cross & Serpent” and the Victorian magazine was distributed to Perth-based members.

At that time, the assistance from Victoria was most welcome, although it only had been intended as an interim measure. In June 1973, the WA Division began its own magazine/newsletter, called simply “Alfa News”. This event coincided with the election of a new club committee for the financial year 1973/74. The writer became the club secretary, as well as the editor of the new publication.

In volume 1, issue no 2, of “Alfa News” a list of 17 financial members as of 30th June 1973 was published. These foundation members, together with their cars of that time, were as follows:

Ron Blizzard	City Beach	1750 GTV
Phil Brown	Booragoon	1750 Berlina
Danny Campagnoli	Wembley	1750 Berlina
Tony Coddington	Wanneroo	Porsche 356, Audi Super 90
John Edmunds	Forrestfield	2600 Berlina
George Gridley	Hammersley	Giulia Super
Phil Giambazi	Floreat Park	1300 GT Junior
Norm Kelly	Karrinyup	Giulia Super
Frank Large	Booragoon	1750 GTV
Allan Pope	South Perth	Giulia Super
Basil Ricciardello	Perth	1600 GTA
Andy Riedel	Perth	1300 GT Junior
Barry Robinson	Attadale	1750 GTV
Mirlutin Stanimirovic	Mount Lawley	1750 GTV
Bruce Thomas	Booragoon	1300 GT Junior, Porsche 912
Mit Vaughan	Booragoon	1600 GTV
Bruce Wood ¹	Applecross	1750 GTV

1. Bruce Wood later transferred to Adelaide due to a work assignment. In 1976, he founded the SA division of AROCA.

Early club magazines show that, from the beginning, the club organized a wide range of events, both social and competitive, in an attempt to gauge the interests of its membership. A feature of the early club was its enthusiasm for long distance touring, particularly for ‘Il Presidente’ Norm Craven-Kelly and club secretary, Bruce Thomas.



Left: Bruce’s 105 GT is at the WA/SA border, Eucla, 1972. Note that his sills are covered in masking tape to minimise stone chips. Right: Norm’s Giulia Super is at the Twelve Apostles, Great Ocean Road, Victoria, 1973.



In the early seventies, the Nullarbor crossing was a long, lonely and hazardous journey, as the main part of the Nullarbor Plain from Eucla to Penong (near Ceduna) was still a dirt road and it was very rough. When the club was formed, Norm had already made one crossing with his family in his then current 1750 Berlina. This had replaced his first Alfa, an early Giulia 1600 Ti, which he had brought to Perth from Melbourne.



Left: 100 mph indicated, east of Ceduna, SA, 1972

In November 1972, when the club could have held its meetings in a telephone booth, Bruce Thomas announced that he planned to drive to Brisbane and back in his 3-year-old 1300 GT Junior (which he still owns in late 2020! – Ed.) Norm quickly offered to be the co-driver and a new partnership began. The trip was uneventful, although the Nullarbor Plain section did chew out the rear shock absorbers and it also holed the fuel tank. We averaged 26 mpg for the 7,100 mile round trip.



Left: Road conditions, Nullarbor Plain, 1972.

Craven-Kelly was not impressed. He argued that his latest Alfa, a burgundy Giulia Super, would do it in more comfort and achieve 30 mpg into the bargain. So, a year later, we set out again for Brisbane, this time driving non-stop and taking advantage of the Super's reclining seat for the co-driver to sleep while on

the move. The trip to Brisbane took 53½ hours, including meal breaks and, on one occasion, a short stop when we both felt the need to sleep at the same time.

Our return journey was via Melbourne, where we made contact with the Victorian Club. Later, on the way back from Melbourne, the brakes failed completely and the speedo cable was broken. However, up until this point, our average fuel consumption had been 27 mpg; only slightly better than the Junior. We returned to Perth, continuing without anchors, but who needs brakes out on the Nullarbor?

Norm subsequently made other trans-Australian crossings in Alfas as diverse as a 1300 GT Junior Zagato and a turbocharged Alfetta GT. But, perhaps one of the most important trips was in 1975 when a party comprised of Craven-Kelly, Thomas and Bruce Wood attended the first Alfesta which was held at Lake Boga (near Swan Hill) in Western Victoria. Alfesta had grown out of the Victorian Division's annual weekend away on the Queen's Birthday weekend in June. The 1975 event was the first one to be called "Alfesta" and it was the first to attract representatives from interstate clubs. In addition to the delegates from Perth, there were also attendees from the Sydney club which was just then in formation.

The Alfa chosen for this trip to the inaugural Alfesta was another of the many Craven-Kelly-owned Giulia Supers; this one white. Our return trip was not uneventful! Firstly, the exhaust was left on the median strip in Adelaide, then a front shock absorber was torn from the body while on the dirt section



out on the Nullarbor. Finally, we ran out of petrol only to be rescued at dawn by a passing local – a rare thing on the Nullarbor.



Above: At Eucla, en route to Alfesta in the Barossa Valley, 1976.

The early copies of the club’s magazine (which became a more elaborate “Alfa Romeo News” in June 1974) contain a number of passionate articles debating the relative merits of the Giulia Super versus the more stylish 105 Bertone coupes. In addition to “Il Presidente”, another vigorous supporter of the Giulia Super was John Crute, also known by his pen name as the “Wily Klute”, who wrote a famous piece entitled “A Short Discourse on a Long Intercourse with Julie”.

The same debate continues today (i.e. in both 1992 and 2020 – Ed.) in the club, as sound examples of both types are sought out and lovingly restored. For the record, though, John Crute eventually surrendered his dark green Super for a 1600 GT Junior which he still uses today (i.e. in 1992). Strangely, then as now, the more expensive (when new) Berlina did not attract the club enthusiast in the way that the “ugly duckling” Giulia Super did. But then, with the arrival of the Alfettas in 1974, to the true believer, almost any 105 was a superior option to the new generation.

A recurrent problem in the early days of the club was the relatively small membership and the difficulties in raising the number of members in order to justify the organization of club competitive events. We found that this problem was also held in common with a number of other smaller one-make clubs based in Perth. In 1976, this led to the Alfa Romeo Owners Club taking the initiative with the support of the Austin-Healey club, to form the Combined Car Clubs Association (which is still in existence in 2020, (but is now known as the WA Council for Motoring Clubs or “CMC” – Ed.) Eight clubs in this (initial) successful arrangement took turns in organizing events to which all member car clubs were invited. At that time, AROCA WA had just succeeded in organizing access to a hill climb venue on private land near Jarrahdale. This event became our contribution to the Combined Car Clubs calendar. The association continues to prosper today (i.e., in 1992), 16 years on.

(Writing in 1992) This account of the early days of the club is based on a fading memory and a set of club magazines from the period 1973-78, when the writer was either the club secretary or the magazine editor.

It would be appropriate to mention all of those enthusiastic early members who established the club, which has now endured for over 20 years. There is always a risk in this of leaving out some important contributor, yet, on reflection, in terms of regular participation in the club and its events, you have only to look at the names of the committee members. For in those days, largely, they were the club.

So, for the record, listed below are the committees during the first six years of the club.



Committee Role	Year: 1972-73	Year: 1973-74	Year: 1974-75
President	Norm Craven-Kelly	Norm Craven-Kelly	Norm Craven-Kelly
Secretary	George Gridley	Bruce Thomas	Bruce Thomas
Treasurer	Bruce Thomas	Andy Riedel	Tony Coddington
Editor	--	Bruce Thomas	Bruce Lindsay
General Member	Danny Campagnoli	Mit Vaughan	Peter Krutsky ¹
General Member	Ron Blizzard	Tony Coddington	John Krute
General Member			Bruce Wood ¹
Committee Role	Year: 1975-76	Year: 1976-77	Year: 1977-78
President	Bruce Wood / Norm Craven-Kelly ² .	Norm Craven-Kelly	Norm Craven-Kelly
Secretary	John Crute	Peter Ferguson	Peter Ferguson
Treasurer	Stephen Day	Warren Milner	Warren Milner
Editor	Bruce Thomas	Bruce Thomas	Bruce Thomas
General Member	Peter Ferguson	John Crute	John Crute
General Member	John Keenan / Matt Robertson ³ .	Tony Coddington	Tony Coddington
General Member		Stephen Day	Danny Lyon

1. In February 1975, Bruce Wood replaced P. Krutsky who had moved interstate.
2. In November 1975, N Craven-Kelly again became president after B Wood resigned to move to South Australia.
3. Also, in November 1975, M. Robertson replaced J. Keenan who had resigned.



Left: Bruce Wood, club gymkhana, Maida Vale, 1974.



Right: Early club run to Lancelin, 1973.



Left: Club run to Guilderton, 1975.



Right: Harry Horry, Norm Craven-Kelly, Bruce Wood, 1975.

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Left: Car graveyard, Ivy Tanks, Nullarbor Plain, 1976.



Right: Somewhere in western New South Wales, 1973



Left: Warren Milner, club hill climb, Jarrahdale, 1976.



Right: John Crute at the club concours, Perry Lakes, 1974.
The lake today no longer contains water.



Left: Club gymkhana, Maida Vale, 1974.



Right: Club committee 1973/74 - Andy Riedel, Bruce Thomas, Norm Craven-Kelly, Mit Vaughan, Tony Coddington.

Note that the two black and white photos above were taken by club member Ron D'Raine.
He was a photographer for the West Australian at the time.



PROFILE OF AROCA NATIONAL COORDINATOR, PETER MATHEWS

Peter Mathews is interviewed by Greg Smith. Early in 2020, Peter, a Queenslander, became AROCA's National Coordinator. He has owned some great Alfas - both now and in the past.

Peter Mathews was appointed as the National Coordinator of AROCA early in 2020. He took over from Victor Lee, who had retired from the role after a long period of AROCA service.

Peter was born in Brisbane. He has spent his entire working career in Queensland, beginning in the shipping industry, where he worked in operations and marketing roles with a large shipping agency for 11 years. During this time, he completed a part-time Bachelor of Business at QUT, and, subsequently, an MBA at the University of Queensland. He next joined the Queensland Department of Transport. He later moved into consulting at Touche Ross-KPMG, in organisational and operational consultancies.

In the early 1990's, Peter worked in two Government Owned Corporations, progressing through senior executive roles, to GM positions. In 2009, he opened a consultancy, "Workplace Edge", with two business partners. Today, he continues this business consulting in organisational/operational review, change management, culture development, HR advisory, workplace investigations and in infrastructure and regional economic development.

As the pandemic has continued in 2020, Peter has sought to ensure his business weathered the decreasing level of work. Now, since lockdown conditions have eased, Workplace Edge is in a re-building mode. He plans to stay with Workplace Edge over the foreseeable future, although he is gradually easing over leadership to his business partner.

Peter is very enthusiastic about both classic cars and boats. When 10 or 11 years old, in the mid 1960s, Peter's cousin owned a mid-blue Fiat 1500. They sometimes also went to the Lakeside Track to watch car racing, which also spurred his auto interests.

At times, at school during his teenage years, Peter would quietly design cars and boats. Various of his school friends' parents also owned interesting cars. The father of one owned a gun metal grey Mark 2 Jaguar as well as an S-type. Peter was very attracted to these cars and to the Jaguar marque.

However, Peter's automotive interests became directed towards Alfa Romeo after viewing the movie "The Graduate", in which a young Dustin Hoffman drove an Alfa Duetto Spider pretty much everywhere. At the Brisbane showrooms of the auto dealer, John French, during the 1970s, Peter would often visit just to look at a GTV 2000 or an Alfa Spider, although they were both beyond his budget at the time.



Peter's blue Alfasud ti, seen in the late 1970s.

In the end, in 1977, he began his Alfa Romeo ownership experience, but with an Alfa Sud TI. However, after the third wash of his new Sud, he began to notice orange spots emerging. He recognised that rust on the car's shell had been painted over. After debate and negotiation with his Alfa dealer, he was able to exchange the white Sud for a navy-blue car. This second Alfa didn't dissolve as quickly, and Peter had a wonderful six years enjoying every aspect of the Alfa Romeo marque.



After marrying and becoming the sensible parent of young children, Peter's Alfa ownership temporarily ended. For a while he mostly drove company-owned cars. Perhaps that was not so exciting, but it made for good economics.

Peter did not return to Alfa ownership until 1996, after his kids had reached a certain age. He purchased a white Alfa Spider 2000 from AROCA QLD member, Rowan Jackson. This well sorted example had a great smell and feel, plus the beautiful 105 spider driving experience. In 2001, however, he eventually sold the Spider and then spent another Alfa-less period.

Peter mentioned how he prefers a Toyota Prado as his daily driver. In fact, he now owns his 5th Prado! The various Alfas he has owned all were used for social and fun driving. Business driving requires a larger SUV with its reliability and ruggedness, especially for rural and on the beach travel, he says.

Nonetheless, Peter's auto interests continue to involve old Alfas. He is passionate about the brand, although he does note that Alfa's somewhat chequered history in Queensland may have led to difficulty for the marque. He fears that, in Queensland at least, it hasn't been easy in recent years for Alfa to release models and then to provide the right level of service and local support for its customers across his state. Sadly, FCA only has one dealer in Queensland at present which is in Noosa on the Sunshine Coast. These

days, there is no Alfa dealer in Brisbane or the Gold Coast. That is a disappointment and a serious missing element for Alfa in Queensland, he notes.



1974 Alfa Spider 2000 Veloce

Queensland auto buyers have made consequent shifts with a number moving from the vision of owning a new Alfa towards purchasing German cars. While Peter confesses that he has looked at both the Stelvio and Giulia, given the level of after-sales support locally available, finally, he decided to choose German and Japanese cars for his daily driving needs.



Nonetheless, Peter enthusiastically notes that he has owned some great Alfas. In 2010, he decided to return to owning an Alfa after his life changing experience of recovering from testicular cancer. He decided that he wanted another Alfa spider. Eventually, he found one available in Canberra.

Peter & Robyn-Ann on Mt Wellington in a blizzard

The urge to buy another spider, came from a run in his old spider which he sold to a friend

in Brisbane. Peter said it was the smell of the car, which is quite unique in each old Alfa, that re-kindled the passion and desire to have another one.



Early in 2012, Peter and his wife took their spider down to Tasmania to participate at the Turismo Tasmania tour held there that year. We both recalled that Peter and I had met there when we had driven our spiders in Tassie where we both greatly enjoyed Mark Baigent's Turismo Tasmania. Peter regards "Turismo Tasmania" as one of his greatest Alfa highlights. It was an absolutely wonderful event, he says, and it was so well organised. He recalls driving up Mt Wellington with the roof down while it was fine, only to find a snow blizzard at the top! Additionally, driving down from Launceston to Hobart, they drove with the roof down but with sleet on the windscreen – they were very rugged at the time!

Over a few years, Peter spent a lot of money improving his spider, eventually to the point where he owned a concours level Alfa, before he then decided to sell that too. He was forced into the unfortunate



realisation that, while he dearly loved this spider, a person with red hair, living in Queensland, at the bare minimum needed a very large Panama hat in order to drive a convertible during much of the year.

Peter with his concours 75 Potenziata

With his pale complexion, perhaps ownership of a rag top was not the wisest decision any longer. Therefore, he bought an Alfa 75 Potenziata, again from fellow Alfista, Rowan Jackson. As well as a hard roof, this 3 litre Alfa also had reasonable air conditioning. Peter improved this car up to concours level. Later, after selling it to a NSW-based collector, this car earned second place (missing by only one point) at a Spettacolo in Melbourne.



Peter's 1983 Alfetta GTV6

Peter had always wanted to own an Alfetta GTV6. Admittedly, he really had stumbled into the Alfa 75. With help from Victor Lee, Peter had searched and inspected many Alfettas in Melbourne and Sydney, but hadn't found one that was tidy enough or original.

So, when Richard Anderson mentioned a very nice Alfetta to him that a client had brought in, Peter quickly snapped it up. This Alfetta GTV6 had been only driven occasionally in sprint races and it was still very original. Only 95,000 kms travelled, with original logbooks and a sales letter, it also had matching engine and chassis numbers. Peter really liked the look of this great condition, straight-bodied, rust-free car, although its motor had been modified for racing.

After purchase, the Alfetta's motor was rebuilt to standard specification. The car was taken back to original spec elsewhere too and returned to an excellent condition. Recently, he has completed a full repaint. He notes that the trim, still unchanged since purchase, is in the best and most original condition he has seen. These days, he uses this Alfetta GTV6 at AROCA and other club events, but it is no longer used for racing.

At AROCA QLD, Peter most recently was the social convenor. Before that, he had served as AROCA QLD's president for two years. He has been "member-at-large" for a number of years; helping with social



activities and runs, although, this year, he has withdrawn from his prior roles on the Qld club's committee. However, this supposed easing back hasn't been that significant when you consider his current role as the new AROCA national coordinator, begun during the pandemic, using Zoom meetings with the AROCA Division presidents.

I asked Peter how he views the AROCA National Coordinator role. He first commends Victor Lee, who, he says, did a great job as the previous National Coordinator. Victor set a high standard for him to emulate.

Peter noted that, with the passing of time, the average age of many auto clubs' members has continued to increase. This trend follows the aging of the baby boomer generation, while younger members are not joining clubs at the same rate as older members. There are many aging clubs; not just car clubs, including others like Rotary and Lions clubs too.

He believes that a key to AROCA's future in all states is the attraction of more new, younger members and then getting them closely involved in their clubs early. He thinks there will be a need for clubs to include new types of events, designed to attract the coming generation. This might include early morning runs, dawn breaker runs, visits to Alfa dealerships and to repair shops in the cities.

Peter is concerned that, in South East Queensland, with no Alfa dealership south of Noosa, it has become harder to develop Alfa Romeo marque interest. Apparently, the inside story is that the recently departed Brisbane Alfa dealer had developed a new display centre in which the new Giulia and Stelvio models were featured, but this investment lost money. With not enough Alfas being sold (and not just in Queensland), high discounts have been on offer for nearly new cars, but this cheaper entry price hasn't enhanced the desirability of the marque's current offerings.

We talked about the challenges facing all types of club committees. The potential replacements for the long-standing contributors on the committees of various AROCA divisions aren't that evident. Gen X and millennials may not be as interested in becoming committee members. A big challenge is to attract new people with passion who can give back to the organisations they join. One of the challenges Peter has accepted as National Coordinator is to work with the Divisions to consider how best to attract young people onto the various AROCA division committees.



Other challenges that Peter has recognised include how to improve engagement with FCA in Melbourne in order that it may encourage local Alfa dealer and related company involvement in all states; including working out a strategy that can attract new members nationally.

Peter and Robyn-Ann about to depart from Devonport on the ferry.

Peter's last objective is to consider how to support enhanced auto-sport competition across AROCA in Australia. In NSW, Vic and SA,

a twin spark cup has been moving forward. Meanwhile, in Qld and WA, it seems that club competition activity is dwindling.

Building and maintaining a real national competition may be a hard objective, which he already understands after his discussions with the club's division presidents. A process for awarding Alfesta trophies, including the Bob Gardiner trophy for competition, isn't fully agreed. Peter believes that a



nationally-agreed decision should be reached concerning Alfa competition that will give club competition participant members, across all divisions, the chance to become the national champion. In the meantime, however, AROCA may have to continue its competition activities annually at Alfesta with its current Divisional points system used in order to make trophy award decisions.

We talked about Peter's favourite Alfa Romeo. He has two, the Alfa 33 Stradale, and the Alfetta 158/159 in which Fangio won the world championship. He does prefer the version of the 33 Stradale in that mid-blue colour, rather than the more commonly seen Alfa red version. The Alfetta 158 and 159 represented the peak of the halcyon days for Alfa Romeo in racing. To be able to obtain over 400hp from a 1.5 litre engine in the Alfettas of the early '50s was remarkable. The pure sound of the Alfetta 158/159 in YouTube clips that show Fangio driving is unbeatable and intoxicating.

While Peter's real passion is the Alfa Romeo marque, he does love cars in general. The Alfetta GTV6 is a long-term keeper and the nicest thing about his GTV6 is the wonderful way it drives and handles, with that sweet Busso 2.5 V6, and functional air conditioning - which is a must in Queensland!! It is without doubt the best Alfa he has ever driven, and the Giugiaro design is so unique and timeless.

Peter's other interests include driving his Toyota Prado, particularly on beach fishing expeditions, either on Fraser or Stradbroke Islands, which he has done for the last 25 years. He thinks that Toyota and Mercedes Benz produce the most reliable cars. His passion is saved for Alfa nonetheless. Even though the brand hasn't been as well supported as others, no car quite stirs the passion for Peter like an Alfa, even the Porches and Ferraris he has driven.

The interview ended with a conversation about potential future changes in travel and touring due to environmental, legislative and economic impacts. Peter observed that emerging European standards are an issue; diesel fuel is now out of consideration there and the emphasis on electric vehicles is rapidly growing. He mentioned a RAV 4 hybrid SUV order, but as a 10 month-long wait progressed, he rethought this hybrid option and went back to diesel, making another Prado purchase. In rural Australia, he believes that diesel will continue for quite a while. While the change towards hybrid and electric cars is certainly underway, he observes that a hybrid or electric Land Cruiser has a big hurdle to jump to achieve high popularity in the hinterland.



For Australian car clubs, the values of classic cars are likely to continue increasing. There is a great passion for classic cars across the country and some amazing historic cars collections do exist, though many of them are privately and very quietly held. He wonders whether we will be allowed to drive these old cars in the future? Old cars and their level of environmental friendliness clearly are growing issues.

A 76cm tailor recently beach-caught at North Stradbroke.

Peter used to be a yachting and crewed in ocean races. He remains a golf hacker, but only socially. He loves cycling, but has had some close calls which have led him to leave the road-bike in the shed.

Other than his car hobby, he loves fishing off the beach and is very keen on catching large Tailor. These days, he says North Stradbroke island is a better place than Fraser Island to fish for Tailor.

Peter does lead a very full life!

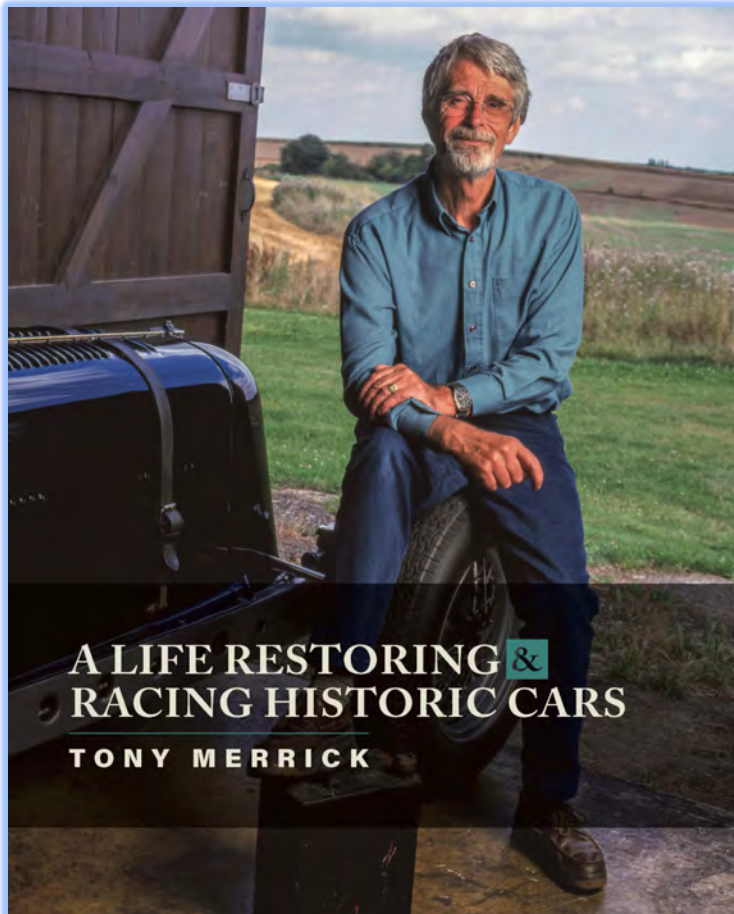
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TONY MERRICK ON RESTORATION & RACING

Edited version of an article first appearing in www.VeloceToday.com dated 20th October 2020. It reviews a new book written by the noted restorer, Tony Merrick. Review written by Peter Vack.

BOOK REVIEW



Books by and about mechanics might not be at the top of your Christmas reading list, but they often are very good.

Tony Merrick played a leading role as a mechanic, restorer and driver during the heyday of the vintage car racing movement in the UK between 1960 and 2000.

In this book, he reviews his life restoring historic racing cars. It is a unique insider's examination of the upper echelon of vintage racing and restoration.

It took Merrick 20 years after his retirement to get around to writing about his life. However, the effort was ultimately worth it in the view of reviewer, Peter Vack.

Knowingly or not, Merrick draws the reader into his life. From the lead photo of a group of cars under tarpaulins, to bits and pieces of his

life, while growing up running the family garage, readers are gradually drawn into the vortex of his amazing existence.

Clients of Tony Merrick Racing and Restoration have included such people as Robin Lodge, Peter Sachs, Hubertus von Dönhoff, Carlos Monteverde, Mercedes Benz, Yoshiyuki Hayashi, Bernie Ecclestone, Terry Cohn - and many more. In addition, the cars, are all at the top of the ladder; Alfa P3s, 8C2900s, the two Mercedes Benz 300 SLR Coupes, Ferrari Grand Prix cars and every form of Grand Prix Maserati, the diabolical V16 BRMs, and perhaps his favourite, a number of ERAs.

Merrick was not just a top restorer. His restoration business was located in the English countryside. While he maintained and supported his customers' cars, he also hauled them to major events in a restored transporter and, in many cases, raced his clients' cars after they had been restored by his own firm. Total service indeed!



Just your typical restoration shop, with the client's cars suitably covered.

Together, we cautiously defined late 20th century vintage racing as the heyday, a pinnacle. Although, thankfully, today vintage racing is just as eventful and 'grid-filled' as ever, we did agree that what made the last century's vintage racing special was a feeling that it was mostly supposed to be fun and it was then very clubby.

That said, it might seem an idyllic life, to live and work in the gorgeous English countryside, restoring the world's greatest race cars during the week and then competing successfully in vintage races, usually driving your customers' cars!

One of the highlights of Tony's life was driving the ex-Fangio Maserati 250F on the old Ring circuit. As Merrick writes, "In 1991, while at the Eifel Classic with Robin Lodge, Hartmut Ibing kindly offered me his ex-Fangio 250F. This was the car that Fangio had won the German Grand Prix with in 1957, one of, if not his best drives ever, so it was a greatest honour for me to drive this car on the old circuit.



Those five laps, in this most famous car, will never be forgotten."

But with the covers off, it becomes an Aladdin's cave, full of treasures. A Maserati 8CL, the Alfa 158 Alfetta, a Ferrari Dino.

Tony Merrick has laid out a somewhat unusual format for his book. In Chapter 1, the story of his life is told including his many adventures as a restorer and driver, together with a series of vignettes that include asides about his clients and the cars they found, bought, and asked Merrick to restore and drive. There are plentiful anecdotes, ranging

from helping Tom Wheatcroft find the edges of the old Donnington racetrack, to many visits to the delightful hilltop town of Langenburg, dominated by a huge castle owned by Kraft Hohenloe, where Hubertus von Dönhoff kept many of his cars in the museum.

Merrick describes how his business gradually grew, and finally making the decision to retire from both competition and the restoration shop in 2000, at age 61, following the experience of a couple Transient Ischemic Attacks. Perhaps what appeared to be an idyllic life was actually pretty stressful? After all, catering to rich clients with demanding deadlines, transporting their cars across Europe and then racing them, might even get to stress the calm, stiff-upper-lipped Merrick.



Chapter 2 is devoted to a discussion of each and every car Merrick had his hands on during his career. The date, the owner, serial numbers and the work completed by his shop are part of this fascinating look at what it takes to keep a temperamental Italian race car in running order.



The house on Scarlett's Farm dates from 1530. The shop buildings are behind the house.

While chapter 2 does provide a very interesting read, it also includes fair warning to those who might contemplate buying a vintage Grand Prix car.

Chapter 3 lists all the races that Merrick competed in, the car, the owner, and the result. How he managed to run a 24/7 business and participate in a full schedule of vintage race events, winning many, just boggles the mind.



Merrick had a lot of success driving this Ferrari Dino, Sn 0004 (R) which was one of the two cars resurrected by JCB in 1970 using many original parts. He began racing it in 1989 and continued to use it until his last appearance with the car at a demonstration at Shelsley Walsh in 2001.

Finally, Tony Merrick provides an index of cars by make and model, then by owner, plus an index of personalities and a complete worksheet of every car that passed through his shop. Perhaps one should expect no less from a master mechanic who knows the value of making careful notes of everything!

Merrick's book offers an incredible account of a life well lived. Looking back, particularly when viewed today, during this much shortened Covid affected season, vintage racing and restoration during the years Tony worked really was a special time. As de Cadenet wrote: "Virtually all of the cars that Tony performed his magic upon were readily available to all and sundry not so many years ago. If you were broke, then you may have

had to make do with a tasty Riley or an MG. Little did any of us realize that these days would be numbered." Tony Merrick's excellent book is a wonderful view of those numbered days.

A Life Restoring & Racing Historic Cars by Tony Merrick.

416 pages, 240mm x 300mm, in full colour, hardbound, with over 500 photographs.

Prices, inclusive of post and packing to your destination: UK £90 | EU £100 | USA £120

ISBN 978-1-5272-6069-6

Enquiries to info@merrickbook.co.uk



AN AUCTION FOR AUTO ARTISTS

Edited from an article written by Simon Kidston. It appeared in Sports Car Market's January 2021 on-line edition.



Picture the scene: a quaint cobbled London mews that once housed the horse stables of the Kensington aristocracy, but which had since become a mecca for classic car collectors; a global centre in the trade for million-dollar carriages of the horseless variety.

There is a small pub opposite, frequented by students from the local university, who hang around outside on most afternoons, chatting over a pint.

A lumbering covered truck hisses as it eases to a stop at the entrance to the mews and its

parking brake is applied. The driver gets out. He disappears around the back for a few minutes to unload his mysterious cargo.



While the pub's drinkers are immune to most sights - and may even profess to regard cars as a symbol of decadent capitalism - nothing has prepared them for what emerges from the truck that crisp spring day.

Gradually something is lowered from the ramp at the rear into the sunlight which glances off its bizarre surfaces. Is it a car? A plane? A spaceship?

The wild curves of dazzling metallic paint and the swooping glass don't fit with any convention of elegance or automotive form. And hang on, are there two of them? Or even a third? Jaws drop in silence. Pint glasses are set aside. The crowd approaches for a closer look. The B.A.T. Alfas have landed in 1990s London. Little did those students in Kensington know that they were witnessing another unlikely chapter in the life story of three unique cars, originally created in Italy 40 years earlier as the result of a collaboration between one of history's great sportscar makers, Alfa Romeo, and the ambitious coachbuilding firm seeking to woo it: Bertone.

In the 1950s, Italy was obsessed with space travel, speed, American popular culture and glitz, with eager carrozzerie vying to outshine each other with ever-more-daring show cars whose real purpose was to



create a buzz and perhaps generate other, more commercial commissions, either from manufacturers or from the remaining private buyers who could afford “bespoke.”



The B.A.T.s — the Berlinetta Aerodinamica Tecnica cars, — were claimed to illustrate how modern aerodynamics could improve performance without needing to resort to tuning or engine displacement.

If contemporary press claims can be believed, drag was up to 38% less than the modest Alfa Romeo 1900 saloon with the same underpinnings. The third of the trio, B.A.T. 9 (the missing numbers never made it past the drawing board), did actually influence the design of the Alfa Romeo Giulietta Sprint Speciale, a quirky-yet-effective weekend racer model. However, otherwise, the BATs had disappeared into obscurity as emphatically as they had appeared on the mid- 1950s motoring stage.

Colourful Chicago entrepreneur Stanley “Wacky” Arnolt, one of Bertone’s biggest customers (literally and financially) bought B.A.T. 5 after its show tour ended. Afterwards, he would occasionally commute in it, but then the next owner left it in storage for 29 years.

The B.A.T. 7 made an appearance at Pebble Beach. It was also raced at Palm Springs (unremarkably for the winners, but memorably for the public). Later, it was shorn of its wild fins and then forgotten until it was sold to the Mexican collector Lorenzo Zambrano in 1987.



The final B.A.T. 9 ended up enticing buyers into a Dodge-Plymouth dealership in Michigan. A local 16-year-old was entranced by its “eerie” looks. Despite being dismissed with “it is not for sale,” he earned enough money from a popcorn stand outside his parents’ gift shop to be able one day to walk into the showroom with a bag of cash, supplemented by a parental loan. This purchase was all on the condition that he parked the BAT 9 in front of the family store. He kept it for decades. Ultimately, its sale helped extend his wife’s life by funding her cancer treatment.

Reunited after three decades

How did the BATs end up together? Well, credit goes to Pebble Beach, which managed to secure all three for display in 1989, where a Japanese investor, walking the field, was stopped in his tracks by the sight of the trio. The first purchase was expensive. The second, when the owner discovered the man had already bought one BAT, was eye-watering. The third BAT owner was able to name his price. But the full set was complete after more than three decades apart.



Fast forward to that day in London, after the market had crashed and the Japanese were shedding boomer assets as fast as possible. Our author, Simon Kidston, then working at that mews emporium, was responsible for auctions and the occasional private sale. He had earned the Japanese owner's trust by selling his Ferrari 250 LM. The BATs were to be offered as a single package, priced at \$5 million.



They created a huge stir on a bespoke stage at the Birmingham Classic Car Show, but Kidston noted that his company found itself one car space short on the return truck, at which point he would have driven BAT 9 back to London - if only the rear lights had worked! The next stop was Chris Evans' live breakfast TV show, which must have amused early-morning viewers, but it did not unearth their next millionaire BAT buyer. After that, Kidston was on standby to truck the BATs to a private airport so that the Sultan of Brunei could glance at them before boarding his 747, but he heard that the Sultan must have changed his mind and so the BATs didn't leave the showroom.

Kidston next took them to a wet and rainy Ministry of Defence test track for a pre-arranged photo shoot, where he learned how his clothes must feel in the washing machine after lumbering around in one of the B.A.T.s, its lumpy 4-cylinder vibrating through the claustrophobic cabin with water pouring in from every opening. However, in London, the traffic stopped when the cars drove back in convoy to the Louis Vuitton Concours, including making a detour along the famed Kings Road. Kidston recounts how they were forced to use the only set of trade plates that they could find: with one for the nose of the lead car and the other stuck on the back of the rear car. Meanwhile, the BAT 7 was sandwiched in the middle.

Bargain or batty?

Kidston's company never did manage to sell the 3 BATs, but he has followed their progress keenly ever since. First, to a discreet Dutch Alfa collector, who he doubts ever drove them, and then to a reclusive collector in Asia who thereafter tested the market quietly several times over the years, including at a showing at Phillips auction house in London in November 2019. Seeing the BATs in the metal again after 25 years didn't diminish their impact. These are truly automotive sculptures. Kidston says that he struggles to name any car — much less a triptych — with the same visual impact, at any price level.

When the 3 BATs were sold late in 2020 at a New York art auction for \$14.8m, Kidston felt a pang of regret at not being able to buy them for himself. Yes, they're next to useless as cars, he agrees (due to lack of power, visibility, turning circle, handling - or basically anything except a concours stage) but does that matter in the context of history and design? Although cars haven't yet transitioned to become art, as



older cars are gradually legislated off the roads, they might well do so. In that context — and for less than the price of a single McLaren F1, or maybe for the same price as an Alfa 33 Stradale, BAT designer Franco Scaglione's other masterpiece — it is likely that, at least for the right person, the 3 BATs were, if not such a bargain, then at least an enlightened long-term purchase. ♦

When I sold the BATs by Bill Noon (who has bought, sold & raced classics for 30 years at Symbolic, San Diego).

I remember being at Pebble Beach for the first time in 1990 when I first saw photos and posters of the Alfa Romeo B.A.T. cars, which had been gathered together the previous year for a special showing. While this was the first time that I became aware of them, it would hardly be the last. These exotic machines were futuristic beyond anything I had seen before. I imagined incredible performance and handling, which, of course, shows you how little I actually knew about them. Their underpinnings were nothing more than regular Alfa 1900 production pieces.

It turned out that, after the show in 1989, one of the B.A.T. owners was able to purchase the other two, and they were soon added to the hundreds of other cars in his collection in Japan. Yoshiyuki Hayashi, the new owner, had reached his collecting pinnacle, with multiples of every exotic Alfa imaginable. Apparently, no comprehensive list was ever put together of everything he had acquired. I only know that boatloads of them started arriving not long after we opened our doors in La Jolla, CA, after taking over the old Ferrari showroom there and keeping the name, Symbolic Motor Car Company.

The BAT cars arrived separately, two at once and then the third; along with 25 other collectible Alfas. To say I was disappointed would be an understatement. Not a single one of them ran. They all appeared beautiful on the outside and the inside, but mechanically they were far from sorted. Brakes were locked up, shocks frozen and while the motors would turnover they did not fire off. Pushing them around our parking lot and getting them photographed was daunting enough.

They were initially on consignment, but then Symbolic's principals negotiated a purchase option that led to our eventual ownership. After many months of advertising them, interest finally started to trickle in. Every morning, I would eagerly check voice messages and our ever-busy fax machine. A few interested buyers came or sent representatives to inspect the cars and then try to strike a deal. But the simple fact was the market had turned, the cars had already been shown at all the best concours, and they all needed total mechanical restoration.

None of the known collectors in the USA expressed further interest. The sale of the cars stalled, until one day, a very short message arrived by fax. It came from a Belgian attorney in the UK who wanted to discuss a potential purchase. Nothing more, other than his phone number.

This was one of the strangest sales I participated in. The purchase was completely emotionless. The buyer was never identified, although negotiations lasted more than a month. The buyer's interest in these rare concept cars was carefully filtered through his attorney. They cared nothing about the cars' condition, only about price. When the amount requested was finally lowered to \$1 million for the trio, the sale was closed and payment completed. The cars were shipped off to the UK. I did not see them again until they were reunited and shown once more, after being completely and carefully restored - mechanically this time as well as cosmetically.

To me, the recent RM Sotheby's sale was remarkable, but only because it actually happened. A successful result was achieved where others had tried and failed because Sotheby's knew how to promote and market such vehicles. It was the collector-car community's worst-kept secret that these machines had been for sale for the past five years. So, when the auction was first announced, my gut feeling told me that US\$15 million would be the likely top bid. I thought that might be optimistic, but looking back, now nearly 30 years since my own involvement, perhaps I was hoping for a strong sale in order to make up for my past less-than-stellar efforts.



LATEST CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR & STATUS	COMMENTS
December Club Night <i>Light car club, Mooj-ebing St, Bayswater</i>	Tuesday 1st December	Andrew Murray EVENT HELD	At the WA Light car club, with pizza, beer and wine. Ross Zampatti spoke on his car racing experiences in Europe.
Annual Christmas Sunday Run & Lunch	Sunday 13th December 2020	Greg Smith EVENT HELD	Held at the Vineyard Kitchen in Bickley Valley.

2021 EVENTS SCHEDULE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
Fish & Chip night - Swan River, South Perth	Thursday 14th January 2021	Sam Calabro	Beside the Swan River at the end of Coode Street in South Perth. Book via TryBooking. (See below).
AROCA club night - sunset coastal run and dinner	Thursday 4th February 2021 TBD	Greg Smith & Richard Peirce	Marmion Angling and Aquatic Club. Revised trip route sorted. Book via TryBooking. (See below).
March AROCA club night at WA Light Car Club, Bayswater	Tuesday 2nd March.	Sam Calabro	Presentation and discussion on 105s restoration led by John Reed. (Wine, Beer & Pizza provided by the club.)
Dawn Raid Run. (NEW)	Sunday 20 th March – early morning only	Greg Smith & Aidan Daly	Early morning dawn run to end with a breakfast. Details to follow.
Cuore Sportivo and Alpine Alfisti runs to McLaren Vale	Vic, NSW and SA, Late March, 2021	Peter Atkinson.	Run by Alpine Alfisti – info to be provided
April Fools Day Dyno Test Night	Tuesday 1 st April	Steve Boyle / Andrew Murray	Are you brave enough to put your Alfa on Steve's dyno? The club will provide food and refreshments.
Shannons Classic Car Show, Ascot.... about 1000 cars, with ? Alfas	Sunday 18 th April 2021	??	Are you interested in displaying your Alfa? See announcement below.
Auto Italia Canberra, Exhibition Park, ACT.	Sunday 18 th April 2021	Book tickets directly through Auto Italia	Check with Canberra chapter of AROCA NSW for more information.
Alfesta McLaren Vale	Easter 2021	Some WA members attending.	See brochure
Mount Ommanney hillclimb	Saturday 10 th April 2021	VSCCWA	See: www.vscwa.com.au
Club run to Northam Motor Sport Festival, via Noble Falls Tavern.	Sunday 11 th April, 2020	Steve Sugden	Sunday Club Run breakfast at Noble Falls Tavern at 10:00 en route?
Northam Flying Fifty	Sunday 11 th April, 2021	VSCCWA	See: www.vscwa.com.au
Kalbarri & Shark Bay Run - extended weekend away. (NEW)	29th April until 3rd May, 2021	Eddie Bernardi	See brochure below. Please pay a deposit by Trybooking to reserve accommodation.



British car day raid to GinGin	16 th May 2020	TBD, Richard Peirce (?)	TBD
Albany motor sport long weekend	5 th & 6 th June 2021	Andrew Murray	Sunday night dinner in Albany for event attendees.
Young members event (NEW)	TBD	TBD	TBD
2021 New Members night	Mid-June	Who	Details to follow - Oxford Hotel, or where?
Alfa's 111 th birthday dinner, at the Acqua Viva on Swan.	Saturday 11 th July, 2021	Greg Smith	Tentatively booked at Acqua Viva again. Trybooking to be set up.
Wildflower run, inc. rustic pizza lunch at Gargagnos, Bullsbrook.	Late August or early Sept.	Eddie Bernardi, Greg Smith	Timing is important for this event for the best wildflower showing. Trybooking link will be set up for lunch prepayment
AROCA WA AGM	Tuesday 7 th Sept. 2021	Andrew Murray	At WA Light car club, Bayswater - food & refreshments provided.
Rotary Italian Car Day, Mulberry Estate	Sunday 7 th November (?)	Andrew Murray	Date now scheduled, other details to come
Annual Pasta Run	Sunday mid to late November	TBD	Date and details to come
Annual Christmas lunch	Sunday 5 th or 12 th December	TBD	Date and details to come
TO BE ANNOUNCED			
1st Tuesday events each month in 2021	TBD, after May 2021	Club night events in development	Let the committee know if you have a new idea for club nights that you would like to see initiated.
Other runs/EMRs	TBD	TBD	Always seeking new volunteers to help organize these events.
New Events	TBD	TBD	Please offer your ideas for new events & other meeting concepts.

AROCA WA'S 3RD SUNDAY INFORMAL RUN – WILL IT HAVE TO END?

DATE: Every third Sunday of the month

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

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

Every 3rd Sunday an informal run can start from the South Perth foreshore at 10:00AM. Park near the Boatshed café and the water ramp in the foreshore park. These informal trips depart soon after 10:00am. A run can commence once participants decide to depart from this starting point. Either individuals or groups can do so as soon as they like after 10:00.

Please note that this informal run system may end next year, if proposed changes to the current Code 404 program come into effect.



AROCA WA PICNIC EVENING THURSDAY 14th JANUARY 2021



DATE & TIME: Thursday 14th January, starting at 6:00 PM

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

FOOD: Use the Trybooking link below to order your quality West Australian sourced fish, either in batter or grilled. It comes with a serving of chips. Orders will be delivered as we picnic near the river. Note that the Trybooking link will close at COB on Friday 8th January.

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

WHAT TO BRING: Members should bring their own nibbles and drinks, plus glasses, etc. You may also want to bring a picnic table and chairs, as you prefer.

CAR PARKING: Plenty is available close by, near to the river.

CHECK THE GOOGLE MAP REF:

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

BOOK NOW VIA "TRYBOOKING" :

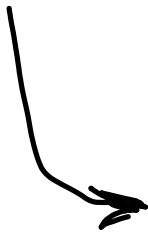
<https://www.trybooking.com/BNPRP>





THURS 4 FEB 2020 - CLUB NIGHT SUNSET COASTAL DRIVE & ITALIAN DINNER

Meet in car park on the North Mole Breakwater towards the ocean end of Rouse Head

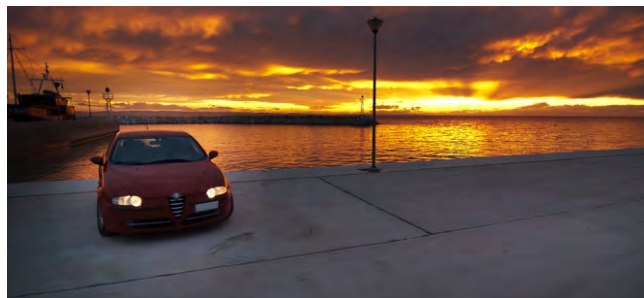


DATE: Thursday 4th February, 2020.

STARTS: 18:00 (i.e., 6:00PM) sharp.

MEET: Car Park on North Mole at the end of Rouse Head, Fremantle.

Map shows meeting point near the end of North Mole breakwater for Fremantle harbour views. Instructions re how to get to North Mole appear immediately below.



START POINT: North Mole Car Park, Fremantle See map above.

From Stirling Highway in North Fremantle, turn onto Tydeman Road, heading west towards the Ocean. At T-junction, Tydeman Road ends. Turn left at the T onto Port Beach Road. After 1.0 km, heading south on Port Beach Road, turn right, just before the Caltex service station on the right, at the T-intersection onto North Mole Drive (note there is no direction sign there). After another 1.0 km, pass Carnegie Wave Energy. Proceed adjacent to ocean rock wall as the

ALFA OCCIDENTALE

Issue 44, January 2021



road narrows for the next 1.0 km. Arrive at North Mole carpark. Park your Alfa facing in, to form a row of cars for club photos before our sunset drive departure.

DRIVE TO: Our sunset drive will be mostly along the coast, from Fremantle via Cottesloe, on to Swanbourne, then inland to Perry Lakes and Raebold Hill, back out to City Beach, along the coast again to Scarborough and Trigg, watching the sunset as we near Marmion Angling and Aquatic Club (MAAC); the location for our February 2021 club-night and buffet dinner.

DINNER: **At MAAC, Marmion.** Two course buffet dinner: Antipasta appetizer, then your choice of buffet meals in a private Alfa club dining room at Marmion Anglers Club while we watch the sunset. The dinner price is \$42.00 per head. All drinks are available at Anglers Club bar prices.

BOOKING: Via TryBooking at: <https://www.trybooking.com/BNQVY>





AROCA WA'S GRAND TOUR TO KALBARRI & SHARK BAY 29th April til 3rd May 2021.



Club Treasurer, Eddie Bernardi, has organized a driving tour for AROCA WA Members and their Partners. Our 2021 Shark Bay expedition will travel via a stopover at Kalbarri, on to Denham and Shark Bay. On the return route, the overnight stopover will be at Dongarra.

This multiday tour will provide an anchor event for the coming year's 50th anniversary year celebrations of the WA Alfa Club. We hope you can join this extended club trip northwards.

PROVISIONAL ITINERARY:

29 th April, 2021.	Depart Perth; drive north via the coast to overnight in Kalbarri.
30 th April, 2021	Tour Kalbarri, then drive to Shark Bay, overnight Palm Resort, Denham.
1 st May, 2021	Stay on at Palm Resort, Denham. 2-hour Boat Trip to view whales etc.
2 nd May, 2021	Drive from Shark Bay back south to Dongarra, overnight at Dongarra.
3 rd May, 2021.	Continue from Dongarra, returning to Perth.

ACCOMMODATION & BOAT TOUR:

Accommodation costs will be about \$110 per couple at both Kalbarri and Dongarra, but \$190 per night at the Shark Bay resort in Denham. The ocean whale watching cruise costs about \$200 per couple; i.e., a package total about \$800 per couple (before fuel costs, food, etc.)

RESERVE YOUR PLACE ON THIS GRAND TOUR FOR WA ALFAS:

By paying your \$100.00 deposit per couple before Friday 15th January 2021, you will make a priority reservation on this late April/early May tour. Meanwhile, your club can also determine the interest level existing among members for this extended tour.

RESERVE NOW:

Use this Trybooking link: <https://www.trybooking.com/BNPTW>



OTHER MONTHLY EVENTS

Classic Cars & Coffee is held at UWA's Business School Carpark on Hackett Drive, Crawley. **The next meeting will be held, immediately post-Christmas, on Sunday 27th December 2020.**

CLASSIC CARS & COFFEE

8.30 - 10.30am
Sunday, September 20,
Next: Oct 11, Nov 15, Dec 27
Plus special Classic Cars & Coffee French Car Festival September 27th, 9.00-midday
UWA Business School Carpark, Hackett Drive, Crawley

\$10 entry per car supporting The Prostate Cancer Foundation of Australia

[f](https://www.facebook.com/classiccarsandcoffee)

AROCA WA COMPETITION CALENDAR 2021

2020	Event	Organiser	Website

Details of the planned 2021 Competition Program will be published in the next issue of Alfa Occidentale



2021 CLASSIC CAR SHOW

ASCOT RACECOURSE
SUNDAY 18 APRIL

ADULTS \$10, AGES 16 & UNDER FREE!
10AM - 3PM • FREE PARKING

PROUDLY POLISHED, FUELED AND ROLLED OUT BY:

SHANNONS INSURANCE
SHARE THE PASSION

COUNCIL OF MOTORING CLUBS
OF AUSTRALIA

EVENTS AT ASCOT

Richards **Tyrepower**

The poster features a central image of a classic car, possibly a Ferrari, with a checkered flag and the Shannons Insurance logo in the top left. The background is a collage of blue and green tones with geometric patterns and a large wheel graphic on the right.



The Alfa Romeo Owners' Club of Australia (SA Division) Inc. presents:

Alfesta 2021

on the Fleurieu Peninsula!

The AROCA Nationals
return to South Australia
1st-5th April 2021

In 2021 Alfesta comes to McLaren Vale on the Fleurieu Peninsula, an internationally renowned wine region and gateway to some of South Australia's finest coastal, scenic and culinary experiences, not to mention home of the **TARGA #LEONIE**!



For more information, go to:

www.alfesta2021.net
email: alfesta2021@alfaclubsa.org.au



SCAN ME

BE SURE TO BOOK VERY SOON AS ONLY A FEW PLACES REMAIN



FINANCIAL REPORT MID - DEC '20

Treasurer's Report, dated Thursday 10th December 2020



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

Treasurer's Report as at 9th December 2020

Opening Balance b/f 19/11/2020 \$4,984.37

INCOME

Memberships

19/11/2020	S.Faranda		\$80.00	
20/11/2020	Demosthenous		\$80.00	\$160.00
30/11/2020	Josh Greaves	Pasta Run		\$100.00
7/12/2020	TryBooking	Xmas Lunch		\$2,500.00
Interest Received				
30/11/2020				0.15
Total Income				\$2,760.15

PAYMENTS

7/12/2020	TryBooking Fees	Xmas Lunch	\$62.50	
3/12/2020	Light Car Club	Rent Oct - Dec	\$135.00	
3/12/2020	S.Calabro	Reimb Members Night Expenses	\$292.50	
3/12/2020	D.Hamlyn	Reimb Badgie Consumables	\$177.92	
9/11/2020	The Vineyard Kit	Xmas Lunch	\$2,500.00	

TOTAL PAYMENTS **\$3,167.92**

Net Movement

-\$407.77

Closing Cash Book Balance \$4,576.60

Closing Balance Westpac 9/12/2020 \$4,576.60

Reconciliation Variance \$0.00

INVESTMENT ACCOUNT

Opening Balance b/f 18/11/2020 \$14,178.38

Interest Received 30/11/2020 \$0.60

Closing Balance c/f 9/12/2020 \$14,178.98

TOTAL FUNDS AVAILABLE **\$18,755.58**

EDDIE BERNARDI
TREASURER
9th December 2020





NEW MEMBER APPLICATION AND CURRENT MEMBER RENEWAL

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

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

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

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

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

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

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



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

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

Membership Fee: \$80 (1st July 2020 –

30th June 2021)

Associate Mbr Fee: \$80 (1st July 2020 – 30th June 2021)

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

Andrew Murray.
President, AROCA WA.

ALFA OCCIDENTALE

Issue 44, January 2021



FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

ADDRESS: _____

_____. POSTCODE: _____

LANDLINE: _____ MOBILE: _____

EMAIL: _____

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

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

Manufacturer	Type	Year	Colour	Registration OR Concession Plate # <i>(if applicable)</i>

Please complete the above form and email it to AROCA WA at secretaryarocawa1@gmail.com

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

If you are a concessional registration plate holder, note that data on your concession registration has to be provided annually by the club to fulfill Western Australian state regulatory requirements. The due date for this information provision falls immediately after 30th June. Therefore, be sure to renew your membership before the end of each financial year in order that your concessional vehicle registration remains current. Otherwise, as a non-financial member who owns a Code 404 concessional registered vehicle, you will be deemed by the WA Department of Transport to be unlicensed.



OWNER DECLARATION – CODE 404 CONCESSIONAL VEHICLE LICENCE

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

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

Name of Owner:.....

Alfa Club Membership number:.....

Vehicle Details:

Make:.....

Year:.....

Model:.....

Chassis Number:.....

Engine Number:.....

Registration Plate:.....

Signature

Date

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



DRIVING YOUR CONCESSIONALLY LICENSED ALFA

Dear AROCA WA Club Members,

This letter and the Code 404 forms will be updated soon, as the new regulations for the Code come into effect sometime in the new year. In the meantime, the WA Alfa Club wants to remind you, particularly if you are a member who drives a concessionally licensed Alfa Romeo, that Code 404 concessional registration still allows you to drive your car on *AdHoc* day trips; at least for a few months more.

You can do this, at any time, provided you submit to the club a completed trip application form; a blank copy of which appears on the following page. Note that DOT currently maintains that *AdHoc* trips can only be for a one-day duration. If you intend to be on a multi-day trip, then, at present, separate trip application forms are required for each day of the trip.

Additionally, *at least for some months more*, you can still use your concessionally registered car for all of the following activities, and you can do so without the need to notify the Club beforehand:

- Taking your car out for repairs and maintenance.
- Driving within a 30km radius of your registered address for the purposes of routine maintenance (e.g., keeping the car running reliably, battery charged, refuelled, etc).
- Attending any advertised Alfa club event, or another Car Club's formally advertised event.

The Club Committee recommends that you make best use of your Alfa with the ongoing easing of Covid 19 virus related conditions in WA. However, be sure to practice "social distancing", should you ever need to leave your car during that trip for sight-seeing, a coffee break, etc.

Regards,

Greg Smith
AROCA WA Secretary



At a tour stop during the 2018 "Grampians Gallivant" weekend in Western Victoria.



“ D R I V E M Y C A R ”

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

But, note that it will be modified quite soon.

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)

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.



PROFILES OF AROCA MEMBERS PUBLISHED IN PAST ISSUES

In many of the club's past issues of Alfa Occidentale, profiles were published of individual Alfa Club members, both long-term and new, mostly from the WA Division, although some did come from elsewhere. Please find below a full listing of these profiles and where you can find them. At the club's website <https://www.alfclubwa.com.au/newsletters/> you will find all the back copies of Alfa Occidentale and, therefore, copies of all of these profiles, which are now readily available on-line.

Profile	Issue #	Page	Comments
Glen Phillips	5	22	<i>Glen is AROCA WA's life member #2. He is a club hero of both the WA Alfa & WA Fiat/Lancia clubs – both are surprised by how much Glen is involved in the other.</i>
Bruce Thomas	6	20	<i>Bruce is an AROCA WA foundation member. He has owned his beautiful green 105 GT since he bought it brand new while he was working in the UK.</i>
Norm Craven-Kelly	7	15	<i>In this article, Bruce Thomas recalls the late "Il Presidente", a key founding member in both the Vic. & WA AROCA divisions and a larger-than-life character.</i>
John Schoen	9	17	<i>Past AROCA WA club champion and the present or past owner of so many Alfas, John reviews his life involving classic sports cars.</i>
John Court	12	21	<i>Renovator of Alfas, classic British cars and an owner of old military vehicles, many of which he keeps in his own lock-up factory, south of Fremantle.</i>
Andrew Murray	13	24	<i>Andrew is the present AROCA WA president. The owner/past owner of very many important Alfas and other classic cars. He is the club's walking encyclopaedia on all matters Alfa Romeo – and especially if these matters might concern any 105s.</i>
Michael Barrenger	15	8	<i>Michael Barrenger writes about his "Alfettish" and how he has acquired his much sought-for cars which are now in renovation or at various levels of modification.</i>
Leon Cottle	18	21	<i>The AGOG founder (Alfa GT Owners Group), AROCA Vic Goldfields group convenor and a serious Alpine Alfisti, Leon drives his cherished 3.2L GT everywhere.</i>
Greg Smith	19	13	<i>Greg recalls his Alfa 75 QV ("Milano") in the snowy winters of New Jersey and its sad demise on the NJ Turnpike (on his birthday, but now 25 years ago!)</i>
Ivan Olsen	19	15	<i>AROCA WA past president, Ivan, rallied an Opel in wintry Scandinavia before buying his first Alfa after he arrived in Perth in 2009.</i>
Ugo Sivocci	25	13	<i>This Alfa racing driver of the early '20s was an originator of the Quadrifoglio Verde badge. The absence of that lucky charm coincided with his death while driving.</i>
Keith Martin	28	8	<i>The founder of "Sports Car Market" magazine, long time multiple Alfa owner, famous US car concours judge and appraiser, talks about suffering a recent stroke.</i>
John Reed	33	7	<i>Former Royal Navy engineer, John has built a 105 GTA replica and has also fully renovated his favourite Giulia Sprint GT – not just once, but twice!</i>
Paul Blank	34	10	<i>Paul is a confessed lover of all types of classic cars, the owner of many, and an Alfa owner too. He is WA's classic motoring events organizer extraordinaire.</i>
Keith Martin (update)	35	24	<i>Keith describes how he really needs to replace his long preferred manual Alfas with automatic classic cars due to the limitations caused by his stroke.</i>
Rachelle Domansky	36	10	<i>Rachelle says: "At last, a female is profiled among all those male Alfa car addicts!" She owns a white Duetto named "Audrey". Her interview appears in issue 36.</i>
Piero Pagano	37	13	<i>Piero is a new WA AROCA member, but his love of cars started very early. His career has always been in automotive electrics.</i>
Scott McKivett	38	10	<i>Scott is also new to AROCA WA. He is an auto mechanic with a life-long love of cars and is currently restoring his 1973 105 GTV.</i>
Anita Percudani	40	10	<i>Anita joined AROCA WA in 2018. She has owned her 1969 Alfa 105 GT Junior since she first qualified for her WA driver's license.</i>
Kyle Atwood	42	14	<i>Kyle is a new AROCA WA member who drives a 2003 Alfa spider. His hobby is automotive photography. He has made numerous, impressive car photoshoots.</i>
Peter Mathews	44	22	<i>Peter became the national coordinator of AROCA in early 2020. He has been the owner of some very well-prepared Alfa Romeos over a long period.</i>
Someone you know ?	When ?		<i>We are keen to interview other Club members for this series of member profiles.</i>