



*Who are all these youthful AROCA WA characters?*

*Glen Phillips notes that, back in the 1990s, the WA Alfa club was keen on rallying.*

*Long-time WA Alfa club member and former West Australian newspaper photographer, Ron d'Raine, took this group photo of some of the club's well-prepared Alfas, plus their very appropriately dressed pilots and navigators, while out on a club rally.*

*No doubt, AROCA WA took along some of its own Alfa Italian Polizia cars just to ensure that road speed limits were closely observed at all times. In fact, a few well-known and not-so-slow WA Alfa drivers are also present in the photo.*

# ALFA OCCIDENTALE

Issue 58, February 2022



This is the **58<sup>th</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 activities.

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## PROGRAM FOR OUR 50<sup>TH</sup> ANNIVERSARY CELEBRATIONS

The club's recent and upcoming events and meetings program is listed in this issue. Please include these events in your calendar.

Do note that these activities are outlined in more detail later in this edition of the magazine, including various brochures, any needed booking links and detailed announcements.

### Fish & Chip Evening Picnic held on the Swan River Foreshore on Tuesday 11<sup>th</sup> January

Thirty-five members and partners came to the annual fish & chips picnic held in the park beside the Swan River in South Perth on 11<sup>th</sup> January. It was a warm night. Everyone enjoyed the social picnic location while watching the sun set over the city.

Sam and Maria Calabro efficiently arranged for pick-up of the personal fish & chips packs for all attendees and quickly distributed them to everyone from the back of their Alfa, immediately after their arrival in the park.

Unfortunately, this year, everyone seemed so busy enjoying themselves that no-one thought to take any photos. (Sorry!) Hence this year's event does not have a photographic record appearing in the pages below.

### Our 1<sup>st</sup> Tuesday club meeting for February '22 will be an evening meal at the Parkerville Tavern.

- John Reed has organized our February club night to be a dinner on Tuesday 1<sup>st</sup> February 2022 at the Parkerville Tavern.
- A free Trybooking link has been set up for us to advise the Tavern how many will be attending. Please complete this Trybooking link:  
<https://www.trybooking.com/BWKNM>
- We will all meet at the Tavern by 7PM. Note that the kitchen does close at 8PM.

### 50<sup>th</sup> anniversary of AROCA WA Special Lunch at Perugino Restaurant on 20-February 2022.

- **Bookings have sold out** for our 50<sup>th</sup> anniversary lunch on Sunday 20<sup>th</sup> February 2022 at Perugino Restaurant in Outram Street, West Perth.
- Although bookings have closed, should you still be interested in attending, you can join a wait list in the event of any booking cancellation. If interested, please let the club secretary know.

### Our March Club night is at the WA Light Car Club on Tuesday 1<sup>st</sup> March.

- We will meet again at the WA Light Car Club in Moojebing Street, Bayswater on Tuesday 1<sup>st</sup> March at 7PM for club sponsored drinks and pizza while discussing Alfa-related matters.

### In April 2022, a club run will be organized out to the Aviation Museum in Bull Creek.

- Details available next month.

### Alfesta 2022 will be held at Port Macquarie, NSW over Easter 2022

- An article on the 2022 event and the associated post-Alfesta driving tour is included later in this edition of the magazine. A few additional tickets remain due to recent booking cancellations, but these tickets are in short supply!

### Shannons Classic Car Show will be held on Sunday 1<sup>st</sup> May 2022

- The Shannons Classic Car Show again will be held at the Ascot Racecourse on May 1<sup>st</sup>. ♦



## IL PRESIDENTE, NORM CRAVEN-KELLY, IS REMEMBERED

### A Profile of Our Club's Co-Founder and Long-time AROCA WA Club President.

*This profile of Norm Craven-Kelly was written by life member, Bruce Thomas, whose personal recollections of the late "Il Presidente" first appeared in Alfa Occidentale issue #7 in July 2017. As part of AROCA WA's 50<sup>th</sup> Anniversary celebrations, a mildly revised version of this profile is republished in honour of Norm; the prime instigator of AROCA's early establishment in WA.*

The first association of Norm Kelly (later Norm Craven-Kelly, after he re-married) with the Alfa Romeo Owners' Club of Australia occurred in 1969, in Melbourne, when Norm was one of the foundation members of that club. The first president and founder of the club in Victoria, the first Alfa Romeo Owners Club in Australia, was the late John Edwards. Interestingly, John subsequently moved to Perth too and joined AROCA WA.

When Norm's company, Humes Limited, a producer of concrete products, transferred him from Melbourne to Perth, Norm came overland in his first Alfa Romeo, an early Giulia 1600 TI sedan. The Giulia 1600 TI had a full load, with Norm, his wife Elizabeth and their three children. In those days, the Nullarbor Plain was no easy undertaking - there was still a stretch of rough gravel, 250 miles long, extending from Penong to Eucla. This rough road was a potential a car-breaker, as clearly shown by the yard full of abandoned vehicles at Ivy Tanks.



*Giulia Super on Great Ocean Road, 1974.*



*Giulietta Sprint, Mooliabeenie, 1976.*

On Saturday 19<sup>th</sup> February, 1972, Norm advertised in the West Australian newspaper, seeking people who might be interested in forming another Alfa Romeo Owners' Club, this time in WA. This resulted in only a small response - predictably perhaps. Alfa Romeos weren't too common in Perth in 1972. They had only been available in Australia since 1965.

Anyhow, a committee was formed to pursue the establishment of the club, with Norm becoming inaugural President of the Alfa Romeo Owners Club of Australia (Western Australian Division). Naturally, Norm became member no. 1, while this article's author, Bruce Thomas, one of those who responded to Norm's newspaper advertisement, became member no. 3.

By the time of AROCA WA's formation, Norm had already sold his Giulia TI and bought a second hand 1750 Berlina, perhaps to better accommodate his growing family.





Norm was a competent, self-taught Alfa Romeo mechanic and the only person I have ever met who took the head off his engine to inspect it because it was running so well. Norm was delighted to find hone marks still visible in the bores of his Berlina's motor after that engine had registered 40,000 miles.

I soon found that Norm and I shared an interest in long trans-continental journeys. In late 1972, I told Norm that I was planning to drive my 1300 GT Junior overland to Brisbane to see my family after several years away from them, both overseas and interstate. To my surprise, Norm offered to come with me on this 5,500 mile round-trip. Our first trip together began an enduring partnership, as we travelled together across the country several more times, often in one or another of Norm's many Giulia Supers.

I should explain that while Norm had countless Alfas over the years, he was particularly addicted to Giulia Supers, which do excel in touring on the open road. He always bought them second hand and would then pull the engine down, perhaps replace the rings, before saying to me "let's go for a test drive" – to Melbourne and back!

In December 1973, Norm and I again drove from Perth to Brisbane, this time virtually non-stop, taking turns at driving while the other rested. We timed our journey so that the 250 mile-long rough gravel stretch across the Nullarbor was driven at night, when dust hazards were minimised (but not the kangaroos – Ed).

That trip to Brisbane took us about 50 hours. We subsequently returned to Perth, driving in a more leisurely fashion via Sydney, Melbourne and Adelaide, covering a total of about 6,000 miles.

In Adelaide, the car began to lose its brakes. Nonetheless, we continued on, across the Nullarbor (where this was no great impediment), finally creeping tentatively into Perth using the engine and hand brake to slow the car down, whenever necessary.



*Alfa Romeo 6 at Alfesta in Fremantle, 1993.*



*Giulia Super Polizia, Alfesta at Echuca, 1996.*

Norm had a very quirky sense of humour. On our long, shared journeys, he would stop promptly at noon - if necessary in the middle of nowhere - and tune the car radio in to the ABC so that he could intently listen to the Goon Show for half an hour. He was a Goons fan, who, at any time, could happily imitate his favourite characters, e.g., Eccles or Bluebottle.

For many years, Norm was a keen squash player and so he would look out for a squash court in any of the towns that we stayed at overnight while on our long drives. In later years, he transferred his racquet skills to the more refined sport of tennis and became a member of the Kings Park club. Norm was also an active member of Rotary during his time with Humes Limited.

In 1975, we made another trans-Australia journey, but in a different Giulia Super, also owned by Norm. Together with Bruce Wood, we represented the Western Australian Division at the first Alfesta, held over



Easter 1975 at Lake Boga, near Swan Hill, in Victoria. Notably, Bruce Wood would cofound the South Australian Division of the club in 1976, after his company transferred him to Adelaide.

Unfortunately, our return journey to Perth was not free of incidents. In Adelaide, we tore off most of the exhaust system when Norm took a short cut across a median strip. We drove on, but with an open exhaust.

On the Nullarbor, the rough conditions also took their toll, tearing one front shock absorber from its mount. Then, finally, nearing Caiguna, we ran out of petrol. We had been driving through the night, with the three of us taking turns and each trying to get a little sleep in between. In Melbourne, the boot of the car had been filled with jerry cans full of cheap fuel, as a petrol price war was then underway in Victoria. On the other hand, petrol out on the Nullarbor was always notoriously expensive.

When I went to the boot to find a fresh can of petrol, there was none left. The previous driver had not told me that he had used the last can and, sadly, we could have filled up earlier at the Cocklebiddy roadhouse. It was just dawn with very few cars on the road in those days, but, to my delight, a 'local' soon came chugging along in his ute and drove me into Caiguna. Thankfully, it turned out that was only a couple of miles further down the highway. We had been through an unlucky patch. After the petrol tank refill, we continued on to Perth without any further problems, except that, for the next 24 hours after our return, my ears kept ringing from the hammering of that open exhaust.

The AROCA national event, Alfesta, developed from an earlier Queen's Birthday long weekend away that had previously been organised by the Victorian club. In 1975, it became an interstate event, with attendees from Western Australia and New South Wales also attending. At that time, in NSW, a small group was in the process of forming another division of AROCA.

The term 'Alfesta' was apparently coined by the late Bob Gardiner, then-president of the Victorian Division, who was later killed while racing his Alfa Romeo at Sandown. By the mid-1970s, Alfa Romeo clubs in the USA were holding an annual national gathering that they called the 'Alfa Festa'; so that may have been what inspired the name of the Australian annual Easter event.

Norm attended many subsequent Alfestas and was a great supporter of the National AROCA organisation, serving on its committee for some time. In 1990, Norm, along with all remaining Foundation Members of AROCA Vic, was awarded Life Membership of the Victorian division at a lavish celebration held on its 21st birthday, in Melbourne.

Eventually, in 1993, Alfesta came to Perth, after sufficient AROCA members in the Eastern States expressed interest in holding the annual event in the West. Norm led the committee for this spectacular occasion, which featured live camels and a notorious karaoke session. The event also celebrated the 21<sup>st</sup> birthday of the WA Division. Alfesta returned once more to Western Australia in 2000, this time with the late Eric and Liz Langdon leading the WA organising committee.

Norm owned at least three 1750 Berlinas. He was not really a sports car fan. However, on one occasion, he cheaply purchased an accident damaged 1600 GTV, together with the remains of a 1750 GTV which had been stolen and then suffered a fire in its cabin. Norm proceeded to build one car out of the best parts of the two. Should you ever come across a 1750 GTV with the cabin fittings, including dashboard, of a 1600 GTV, plus a 1600 engine, then, most likely this is the car that Norm built!

Norm suggested that we might drive this hybridized GTV around Australia, but I balked at this opportunity. In those days, there were long stretches of gravel road in the north-west, which I had already seen in the course of some of my working experiences. I actually suggested to him that something like a Peugeot 504 might be more appropriate.



When the Alfettas arrived in Australia in 1974, Norm bought one of the first to be sold in Perth. He then proceeded to put an enormous mileage on that car, with long solo journeys around Western Australia and over to the Eastern States. He revelled in its high-speed touring abilities.

In 1975, the Alfetta GT was introduced. Norm soon traded in his Alfetta sedan for the GT version. As the State Manager of Humes Limited, Norm had considerable freedom. On some occasions, he drove east in his Alfa when he was required to attend business meetings in Melbourne.

When he felt his Alfetta GT lacked enough acceleration, at least once above 100 mph on the Nullarbor, he fitted it with a turbocharger to give it the necessary 'lift'. There were some teething problems though, as on one occasion he had an engine compartment fire when the lining under the bonnet caught alight. Norm even persuaded Humes Limited to buy him a 116 Series Giulietta 1.8 as his company car, rather than to provide him with the usual Holden or Ford corporate diet.

In 1976, at Alfesta in Tanunda (SA), I heard of a 101 Series Giulietta Sprint available for sale in Melbourne. Finally, I decided not to pursue it due to a lack of garage space, so Norm bought it instead, entering it in the first 'Round the Houses' event in York and keeping it for many years. He later dismantled it for restoration, but finally sold it, partially rebuilt, to WA club member, Rod Quinn, who finished the project.

Norm also acquired two other 101 Series Alfas, a Giulietta Spider and a Giulia Spider; both basket cases. The more complete one, the Giulietta, has since been beautifully restored by Bruce Wood in Adelaide (and, by the way, it was greatly admired when seen at the 2021 Alfesta Show'n'Shine in McLaren Vale – Ed.). Norm's 101 series Alfa interest has included a conversion to right hand drive using genuine Alfa Romeo parts obtained from South Africa, where, at one time, RHD Giulietta Berlins were sold.

In the early 1980s, Norm owned another interesting Alfa Romeo, a 1300 GT Zagato coupe. He converted it to right hand drive, painted it black and fitted a 2-litre engine, rear axle and brakes. Norm could see no point in paying anyone else to do something he could do himself. He always did his own mechanical work and at one time he even took 6 months of long service leave while he built his home in Applecross. Later on, Norm even began crafting his own line of gold jewellery, generally with an Alfa Romeo theme, of course.



Norm served as the President of the WA Division of AROCA for many years and was very protective of his beloved WA Alfa Club. In later years, whenever Norm thought it might beginning to move in the wrong direction, he wouldn't hesitate to speak out. Norm was our club's patriarch, sometimes referred to as 'Il Presidente', but just as often, he was simply 'Uncle Norm'.

*Norm Craven-Kelly (left) and Craig McLennan.  
Alfesta, Margaret River, 2000.*

While Norm worked for Humes Limited, club committee meetings were held at his company office building in Wembley. However, when a company take-over occurred, Norm took early retirement. Thereafter, as he needed to keep busy, he set up a small business, Allmake Brakes and Parts, which he based in Victoria Park. Initially, he sold brake parts, but later added light industrial equipment. Ultimately – and perhaps not so surprisingly - he included spare parts for classic Alfa Romeos.

Norm became the Australian agent for Re-Originals, the Texas-based company which specialises in spare parts for Italian cars. He developed a close relationship with its owner and, on one occasion, they met in Italy. Together they drove a support vehicle for an entrant in the Mille Miglia re-enactment. Thereafter,



they toured around northern Italy visiting various businesses which provided spare parts to Re-Originals. Norm returned from Italy greatly impressed with the large variety of spares available for older Alfias, including a lot of parts strangely described as 'new, old stock'.



*Tom Swanson, John Schoen, Norm Craven-Kelly, 2003.*

During the 1990s, Norm returned to his first love, the 105 Series Alfa Romeos. He restored yet another Giulia Super and became a regular entrant in the 'Classic Rally' with former club president, Tom Swanson, as navigator. Norm later replaced the Super with a 1750 Berlina which had been owned for many years by an early club member, Danny Campagnoli. This car was later beautifully restored by WA club member, Ron D'Raine.

Another of Norm's cars during the 1990s was a rare Alfa Romeo 6, a model never sold in Australia. The Alfa 6 was a large, luxury car with a 2.5 Litre V6 engine and an automatic gearbox. Alfa had intended that it would compete in Europe with similar models from Mercedes-Benz and BMW. Norm's car was a right-hand drive model, apparently brought into Australia from Singapore. It was one of only two in the state.

In his later years, Norm flirted with several Japanese cars, and particularly with a Subaru Impreza WRX. In that car, he attended track days at Wanneroo raceway with Mathew, his elder son from his second marriage; the two of them taking turns to do laps. Ultimately, Norm returned to the fold when he bought an Alfa Romeo 156.

In his later years, Norm had various health problems. He underwent a serious heart operation, from which he seemed to recover well. But later he developed Parkinson's disease, which progressively affected him, so that his attendance at club events became less frequent.

Norm finally succumbed to a major infection which he had contracted during a stay in hospital. He passed away in 2009. Today, the AROCA WA club remembers Norm each year through the presentation of the annual "Spirit of the Club" trophy, which he donated.

The WA Alfa club's honour board, mounted on a wall in the club's meeting rooms at the WA Light Car Club, proudly records the many years that Norm served as "Il Presidente".

*Bruce Thomas, 2017.* ♦

## AROCA WALIFEMEMBER, BRUCE THOMAS IS PROFILED

*This profile of Bruce Thomas first appeared in Alfa Occidentale, issue #6, published in May 2017. Republication of Bruce's profile in this edition of the magazine recalls his role as a co-founder of AROCA WA during our celebration the 50<sup>th</sup> Anniversary of the WA Alfa Club.*

Bruce Thomas grew up in Brisbane, where he learnt to drive in an early side valve Morris Minor, owned by his mother. Later, he bought his own Morris Minor. However, one day, he was taken for a ride in a VW which he considered much superior, particularly in Australian conditions.





Subsequently, he bought a second-hand VW while studying geology at the University of Queensland. Given his growing “Beetle” experience (he even experimented with supercharging that car), Bruce’s ultimate ambition became to own a Porsche, which he viewed as the ultimate expression of rear-mounted, air-cooled, engine design.



Bruce also went to occasional motor racing events at the Lowood and Lakeside circuits, near Brisbane. At one event, in 1966, he watched Kevin Bartlett driving impressively in one of the Alec Mildren Alfa 1600 GTAs. This led Bruce to think that he might like an Alfa Romeo himself one day.

*An Alec Mildren GTA seen in action in 1966.*

After completing his degree and finding employment, Bruce began saving and planning to drive overland from India to England; an ambition he had held since high school days.

While he thought that his VW Beetle might be ideal for this adventure, he then met up with a work colleague, Stuart Harper, who was intending to undertake a similar trip. Stuart had already bought a 1961 Fiat 600 Multipla for the journey. The Multipla, although a slow but economical car, had plenty of room for luggage and camping equipment, particularly after folding down the rear seat of the vehicle. But first the car had to be rebuilt in preparation for their extensive trip, as Stuart had bought it very cheaply for only \$175 (which perhaps is the equivalent of \$2,000 in today’s money).

It was important for the economics of the enterprise to have a very low valuation on the car as an international carnet (involving the deposit of 180% of the value of the car as surety) was required before driving it through various countries along their planned route.

*The Multipla, photographed in India.*

Finally, in 1969, they drove the car from Sri Lanka, across the Indian sub-continent through the Middle East, into Europe and on to England, covering a very eventful 14,500 miles (23,200 km).



Bruce maintains a Flickr website<sup>1</sup> that provides an excellent photographic record of this trip, as well as covering some other motoring topics. Bruce’s Flickr site has been widely viewed by car lovers worldwide. It is recommended for your perusal. It is also noteworthy that a limited edition 1:43 miniature model of Bruce and Stuart’s Fiat 600 Multipla was released a few years ago by the Italian company, Brumm.

On his arrival in the UK, Bruce found employment on offshore drilling rigs in the North Sea and in Africa, off the Western Sahara coast (formerly the Spanish Sahara). A year into this work, Bruce had accumulated sufficient savings to buy a new car and to fund a planned thirteen week-long tour of Europe.

<sup>1</sup> See <https://www.flickr.com/photos/96982658@N05/>



Initially, he considered a Porsche 912, but found that the local Porsche dealer in London wanted a premium above the duty-free factory price that he had been quoted in Stuttgart; even though the 912 was already a discontinued model, with only a few still left unsold. After doing his sums, Bruce decided that if he bought the Porsche, then the travel would become unaffordable.

As a result, he looked at less expensive vehicle options. The choice came down to an Alfa Romeo coupe, an MGB GT/MGC GT, or a BMW 2002. At the time, there were two Alfa Romeo coupe models available - the 1300 GT Junior and the 1750 GT Veloce. After driving both, Bruce decided the 1300 cc model was his preference as he liked the free-revving engine and classic step-nosed shape which reminded him of Kevin Bartlett's competition car, back in Queensland.

He ordered a dark green 1300 GT Junior, duty free, and used it during the following summer for three months, touring and camping around Europe (also well depicted on Bruce's Flickr site).



At the end of 1970, Bruce was offered a job with WAPET in Perth. He returned to Australia in early 1971, with the car shipped back by the company.

Initially, Bruce had intended to keep his first Alfa Romeo for only a few years and then to sell it profitably. However, 52 years later, he still holds the car, owned since new. Meanwhile, Bruce wasn't entirely sure about the Alfa's long-term reliability and trustworthiness and there was that Porsche ideal, still in the back of his mind. Ultimately, he did buy a Porsche in 1972. This car was the only Porsche 912 in Perth at the time. He kept that car for a couple of years before it was replaced by a Porsche 356B, taken in part exchange for his 912. The Porsche 356B was later sold near the end of the 1970s for about twice his purchase price; such was inflation during that period.

The 1300 GT Junior became Bruce's 'daily driver' for about 20 years until 1990, except for a three-year break, while he was on an overseas assignment with Shell Exploration in Stavanger, Norway.

After his Nordic expatriate posting, Bruce returned to Australia in 1985, but his company chose to send him back to Melbourne, rather than Perth.

Around that time, the GT Junior had a minor accident. During the required panel beating exercise, he was advised that replacement body panels were becoming hard to find for the coupé, so Bruce decided that, after repair, he would keep the car solely for weekend driving in future.

For his daily driving purposes, Bruce then looked for another low mileage 105 series Alfa. He found an American Spider from Arizona with only 22,000 miles recorded. In the late 1980s, some US cars were being brought into Australia and converted to RHD. His red 2000 Spider Veloce had a black hard top (handy in damp Melbourne weather), but also a few performance-hindering features, as was required then in the USA, including its mechanical Spica fuel injection.



His dealer in Melbourne, Beninca Motors, removed the US anti-smog gear from the car, fitted a European exhaust system and recalibrated the Spica fuel injection. Bruce then drove this car daily for a trouble-free 45,000 miles between 1990 and 1996. Being of US-origin, the car also had electronic ignition, so tuning consisted of only very occasional plug changes. Finally, Bruce sold the Spider, when he discovered that an old friend in WA, John Crute, was parting with his 1600 GT junior, after owning it since almost new. Bruce shipped this GT Junior to Melbourne and used that car daily thereafter.

After his move to Melbourne, Bruce joined the AROCA Victorian Division, where he became a committee member. He notes that he was on the AROCA Victoria Spettacolo committee during its 1997 gala event at which the 75th anniversary of the Alfa Romeo RL series cars was celebrated. On Bruce's living room wall, a beautiful poster from that event can be seen.



Eventually, Bruce returned to WA in 1999. Thereafter, he sold the 1600 GT junior (after holding it for 14 years) once he had retired and found that he was not using it. That car still resides in Perth.

When Bruce was working in Norway, he also owned an Alfasud Ti. During the week, Bruce's wife Valerie would drive the Alfasud, while Bruce drove a 3 series BMW. However, he thought the Sud was rather more sporting and, on weekends, he would drive it enthusiastically around the mountains near Stavanger. In Norway, it was normal practice to have two sets of wheels for each car, the second set fitted with tungsten-studded winter tread tyres for use in the snow. The front wheel drive Alfasud was much more surefooted in the snow than was the BMW, which required a slab of concrete in its boot to tame some oversteering tendencies.

In 1972, the Alfa Romeo Owners Club of Australia (Western Australian Division) was formed after Norm Kelly (later Norm Craven-Kelly) had advertised in the West Australian, to find people interested in forming an Alfa car club in Perth. Bruce was one of a small number of individuals who responded to that advertisement and became a foundation member of the club, holding membership number 3. He is proud to say that he is now the oldest surviving member of AROCA WA.

Norm Kelly had lived in Melbourne before arriving in Perth in 1969. In Victoria, Norm was a foundation member of Australia's first Alfa Romeo Owners Club.

In the late 1960s, the Victorian club was just named AROCA (without the appended "Vic"). The AROCA WA Division became the 2<sup>nd</sup> Alfa club formed in Australia, despite the then small population of Alfa Romeos in the state.

One of Bruce's old university mates, Bruce Wood, who was then living in Perth, had been convinced to sell his Volvo, buy an Alfa and also joined the new WA Alfa club. Interestingly, in 1976, Bruce Wood's company transferred him to Adelaide, where he then formed the SA division of AROCA.





AROCA WA founders driving their Alfas disguised as Italian police cars.

Bruce Thomas fondly remembers the first Alfesta, which was held in 1975. He, Norm, and Bruce Wood drove across Australia to be present at that event. Alfesta had started out as a long weekend away for Victorian club members, well before it settled into its now traditional annual rotation of state-by-state national events. The first "Alfesta", so named, was held near Swan Hill, close to the Murray River at Lake Boga. Three members attended from WA. Others were present from

Sydney, then in the process of forming the NSW division of the club.

On several occasions during the 1970s, Norm Kelly and Bruce Thomas drove across the Nullarbor Plain to the eastern states.

Sometimes their trip involved nonstop travel. For example, in late 1973 they drove from Perth to Brisbane non-stop in 50 or so hours, arriving in time for Christmas. In those days, a long section across the Nullarbor still had a very rutted gravel surface.

Bruce is very pleased to see that AROCA WA has not only survived but prospered for nearing 50 years now. It was only a very small club in the early 1970s with Norm Craven-Kelly serving as president for many years. During this time, Bruce served, at different times, as treasurer, secretary and magazine editor, before moving overseas in 1982. Initially the club was principally a socially oriented one, but later, in line with members' interests, it became more competition-driven.



Today, Bruce's impression is that the WA club has a well-balanced and broad array of events on its calendar, and that was particularly so in 2017. Bruce notes that the WA Alfa Club wasn't always an "older person's club". In the early years of the club, the average age of the club's membership was much younger than it is now.

Alfas were first sold in Australia in 1965, when the Lightburn company in South Australia became the first Australian agent for Alfa Romeo. Those early Alfa cars were very popular with people keen on motorsport.

Bruce describes how, in his view, Alfas aren't quite as sporting today as they used to be. The marque now has shares attributes that are similar to various other European luxury brands; although with the 4C is an obvious exception. In their day, the 105 series cars were very quick (and there was nothing faster with a 1.6L engine, except for the highly specialised Lotus Elan). The 105s even competed in Bathurst 500 endurance events, and in 1967, the 1600 GTVs came close to winning.





Alfa sedans of that time were true sports sedans which all handled very well. However, then Alfa released the Alfetta; a car intentionally designed to appeal to a broader audience (so that the car maker could achieve a higher sales volume). From then on, the Alfa brand began to change.

Today's Alfas (with the notable exception of the new Giulia Quadrifoglio) are not so leading edge, Bruce argues. In the 1960s, the 105 series engines were unique, being all alloy with twin overhead camshafts, coupled with 5-speed gearboxes, which, in those days, were not available in other marques, except for Ferrari and Porsche. Even the four-wheel disc brakes of the Alfas were uncommon at the time. Today, there are many very good cars available, to the point that Bruce believes that if Alfa Romeo wishes to succeed in a very competitive marketplace, it will have to stand out again by offering something unique compared with competitors, just as it certainly did in the past.

When asked what he would choose if he were to buy another car today, Bruce noted that he currently has a Mazda 6, a prototypical family car, as his daily driver. The Thomas family has already owned it for 10 years. Basically, it is not a lot different from an Alfa in many senses; it handles very well (for a front wheel drive car), has a lively, free-revving 2.3 litre engine and is a very well made car, built in Japan.

Bruce notes that the old Alfa Romeo company was run by engineers, who created superb designs, but not so profitably. After financial difficulties, Alfa was taken over by Fiat and Alfas became less distinctive. However, the new Giulia is a sign that Alfa Romeo is seeking to re-establish its reputation as a performance brand. For many years, Bruce been looking for a true successor to the 105-series coupe. He wonders how far the new Alfa Romeo Giulia front engine/rear drive platform will move the company in that direction.

Throughout its wonderful long life, Bruce has maintained his 1300 GT Junior himself, except for more serious mechanical work, since it left warranty. He notes that when he bought his 105, the factory warranty was only for 6 months, but with unlimited mileage. With that in mind, he arrived at the factory in Milan a week before the warranty expired, after nearly six months of extensive touring and driving, but with only a few minor matters in need of attention.

With respect to the longevity of an Alfa Romeo, during its long life to date, Bruce's car has covered 190,000 miles (over 300,000 km) in all conditions. It is still a delight to drive. Bruce intends to drive it well beyond the date of its 50 years in his ownership, which occurred in January 2020.



*A few years ago, the Italian model car company, Brumm, reproduced a model of Bruce and Stuart's Multipla commemorating their 1969 India to England trip.*

Greg Smith, May 2017. ◆



## ALFA ROMEO WAGONS

By Paul Blank

Australia was always a nation that loved wagons. Today, that mainly means SUVs, which aren't quite the same as the station wagon; a more practical and spacious version of a sedan.

Alfa Romeo was not a company which produced wagon variants of many models over the years, although certain Italian coachbuilders would occasionally convert sedans into 'Giardinettas' (Italian, meaning 'garden cars').

The first production wagon was based on the Alfesud. Curiously, it was only available as a 2-door. These were not sold in Australia. I have only ever seen one in Australia, which Canberra dealer Ray Gulson used to own (perhaps he still does) and it was much modified.

A 4WD wagon version of the 33 was marketed in Australia, but it failed to make much of an inroad against the technically similar Subaru wagons of the era. A few are still on the road, including at least one in our club in WA.

In the European Market, the 2-door wagon-shaped 145 hatch was introduced, but we never saw any version of that model sold in Australia. (However, Frances Guinness, the magazine editor for AROCA NSW, does own one that was often seen during Alfesta in Tasmania at Easter in 2017. A very appropriate stuffed toy Tasmanian Tiger sat in the 145's boot-space and, unsurprisingly, Frances became the very popular winner of that year's 'Spirit of Alfesta' prize – Ed.)

The first Alfa Romeo wagon to see success in Australia was the 156 Sportwagon, which was sold in both early and late versions, and was followed by the larger 159 wagon. They were the design work of Giorgetto Giugiaro's Italdesign. Many remain in the hands of enthusiasts around Australia today (like my 2005 manual 156 Sportwagon).

It is fascinating to look at the various conversions which were completed over the years. As an Industrial Designer, I've always been interested in specialist conversions and have built several myself, but never achieved building a wagon – though I'm keen to have a go one day. For years I've collected details of various wagon conversions. Here are half a dozen interesting Alfa Romeo conversions from bygone eras.



### 1. 1952 1900 by Viotti.

Long established Turin coachbuilder Viotti was more familiar with building sports models, but Viotti fashioned this wagon in the traditional American style of a timber-framed 'Woody'.

*Alfa Romeo 1900 Viotti wagon.*

In 1952, the 1900 was Alfa's large car, and so was well suited to such a conversion; possibly commissioned by a wealthy landowner. Viotti also built similar bodies on Lancias.



## 2. 1957 Giulietta Weekendia by Boneschi.



Boneschi was another traditional coachbuilder, based in Milan, and a maker of some wagon conversions. This coachbuilder's cutely named Giulietta "Weekendia" had a notably narrow opening rear tailgate.

*Giulietta 'Weekendia' by Boneschi.*

The company 'Gulp' produced a very limited edition 1:43 scale model of this car recently. Boneschi still exists today, but is now building commercial vehicles.



## 3. 1960s Giulia Promiscua by Colli.

More commonly, this style is seen as a service van with panelled-in rear side windows (see below), but there were wagon versions of this curiously-named model. Colli, Introzzi, Giorgiotti, Grazia, and Marazzi all made Giulia wagons – the first two firms in the greatest quantities.

*Alfa Romeo Giulia Wagon*

Colli had previously built wagons based on the older Giulietta. At least one service van came too. Authorities on the subject vary in their estimates, but a few hundred were made of 4-door vans and

wagons.



## 1968 1750 Giardinetta Veloce by Carrozzeria Pavesi.

Again, one of the coachbuilding greats, Pavesi, built just three of these Berlina-based wagons. Reinforced to carry an additional 50kg over the Berlina, this wagon had a 2-piece rear tailgate set-up.

*Alfa 105, 1750 wagon.*

The section holding the taillights and numberplate flipped down, while the rest hinged upwards. The Giardinetta

Veloce cost another 50% over the Berlina base car.





#### 4. 1970s Alfetta 1.8 Wagon.

In the 1980s, I saw and photographed this car in Melbourne. I don't know any details of it, but surely someone will know. I am keen to find out more!

*Alfetta 1.8 Wagon*

In Italy, Zagato built only one wagon, based on a later 2-litre Alfetta, but with different rear end treatment. Alfetta-based models of the 75 and 90 were also the subject of wagon conversions, but only in tiny numbers and produced by a variety of firms.



#### 5. 1985 164 Wagon.

Pininfarina is one of the best-known Italian coachbuilders and a company with a long association with Alfa Romeo. Their proposal for a 164 wagon looked very smart, but it went no further than a design study.

*Alfa 164 Wagon*



At the same time as the Pininfarina 164 design study occurred, this coachbuilder was assembling the Alfa 33 Sportswagon that the company had also designed.

Pininfarina also manufactured a wagon version of the Lancia Thema which used the same underpinnings as the 164. It was an attractive design.

Interestingly, the front cover of a recent edition of the AROCA Vic magazine, 'Cross & Serpent', pictures the well-known and frequent award winning RHD Colli Alfa Giulia wagon, owned by Jock Main. Jock also owns 'Jock's Icecream', based in Albert Park, Victoria.

His Colli Giulia story was featured in an article in the Sydney Morning Herald published way back in September 2006.

See: <https://www.smh.com.au/national/the-italian-job-20060913-qdodl6.html>







## THE EXOTIC LIFE OF COUNT TROSSI'S ALFA ROMEO 6C-2500

*Edited from an article by Mick Walsh appearing in [www.classiccar.com](http://www.classiccar.com) on 29<sup>th</sup> June 2021*

The road car choices of race aces are fascinating. Many champions decide to select something discreet, refined and relaxing to drive after the drama of their track experiences. But, for a works driver, that choice was often limited to the company for which the racer competed – that is except for the fabulously wealthy Italian Count Carlo Felice 'Didi' Trossi. He had sufficient resources to pick anything that tempted him, or even to decide to commission a bespoke build.



The most famous of his road cars was a custom-bodied [Mercedes-Benz SSK](#). This spectacular black beauty looked like an *Art Nouveau* Batmobile. It is now one of the stars of the Ralph Lauren collection.

Although Trossi's father died in a car crash that didn't quash his interest in fast machines. As well as a pair of SSKs, the garages at his family castle housed diverse vehicles, such as luxurious Packards, compact Fiats and prototype Vespas.



During the final years before the Count died of a brain tumour at the young age of 41, Trossi preferred a more discreet coupé; the stylish grey [Alfa Romeo 6C-2500 Sport](#) that is pictured here. This 6C-2500 was delivered to Trossi in 1942, during WW2. It was one of the most exclusive Italian road cars of the 1940s, produced a decade before Trossi's old associate Enzo Ferrari began to think about building the GTs that would fund his racing.



It was developed as a quality car to supplant the 6C-2300B and the exotic 8Cs. When first introduced in 1939, the 6C-2500 featured independent suspension all round. The chain-driven twin-cam engine powered a wide range of models, from a limousine version to the range-topping, triple-Weber 110bhp Super Sport.

As the last Alfa to be sold with a separate chassis, the 6C-2500 was bodied by a variety of Italian coachbuilders, but the Milan-based Carrozzeria Touring created its most distinguished form.

The final incarnation of the 6C-2500 was the ultra-stylish Villa d'Este Super Sport, which Touring's newly promoted director Carlo Felice Bianchi 'Cici' Anderloni regarded as one of his proudest achievements. His twin-headlight style actually had its origins in Trossi's coupé.



During WW2, while the Count was closely involved with Alfa Romeo's racing department, his primary commitment was to flying duties with the Italian Air Force. Imagine Trossi, landing his Macchi Veltro fighter at a Milan airfield, then lighting his distinctive pipe before driving back to the family castle near Biella. Arriving at the fortress, Trossi would sound the Alfa's horn to alert his staff to drop the electrically operated drawbridge that permitted entry.

After the war, Trossi joined with Achille Varzi, Giuseppe Farina and Jean-Pierre Wimille to drive the fabulous Alfetta Tipo 158s, starting with the '46 Grand Prix des Nations in Geneva. Trossi finished second behind Farina. On the way back to Biella, discussion in the Alfa's snug cockpit may have centred around the baulking antics of his old adversary Tazio Nuvolari, who was black-flagged during that particular event. Trossi won with the Alfetta in the 1947 Italian and Swiss Grands Prix, proving that he hadn't lost his edge on street circuits.



With his relaxed, aristocratic aura and hawkish features, Trossi always had a distinctive style marked by his slicked-back hair, the favourite raincoats, cool Persol Ratti sunglasses, plus his Patek Philippe watch - always worn outside the cuff. Enzo Ferrari called him a great driver who wasn't hungry enough. "He was a man from whom drama bounced back as from rubber," Ferrari apparently once stated.

Trossi famously imported a vintage [Duesenberg](#) with a Clemons 4½-litre straight-eight, which was developed by Scuderia Ferrari. Although rapid at Monza, it proved unreliable.

Within the castle's basement workshop at Gaglianico, Trossi and Augusto Monaco developed an aircraft-inspired *monoposto* prototype with a supercharged, two-stroke radial 16-cylinder engine and an innovative space-frame chassis. Despite hitting 155mph while testing at Monza, it was never raced. Later, it was gifted to the Biscaretti museum in Turin.





Trossi was born in 1908 and came to England in the 1920s where he studied textile engineering in Leeds. He remained a lifelong Anglophile and was a friend of many English racers. Whether in competition cars, aircraft, prototypes, or speedboats, Trossi was always interested in the engineering as much as the performance. Although easily dismissed as a rich dilettante, the Count was generous and courageous.

The current owner of the 6C-2500, Raoul San Giorgi, *seen adjacent*, long wanted to take the Touring-bodied 6C back to Biella to visit the

Trossi family, view the archives and to recreate the poignant shot originally taken in 1945 of this Alfa parked on the castle bridge. San Giorgi says “We’ll take her back next time I drive to Italy,” then adds, “The Alfa is one of my favourite cars and it definitely is not for sale.” It was his first car restoration and San Giorgi’s family became very attached to it, particularly his daughter Chiara. While sitting at lunch one day when he was phoned with a fantastic offer for this Alfa, he says, “Chiara looked at me sternly as she said, ‘If you sell it, I am no longer your daughter.’ Today, her feelings remain just as strong.”

San Giorgi has made several memorable trips in the Trossi coupé. He has done about 22,000km since the rebuild and the car has been very reliable. While, in his view, it is not a sports car, he finds it perfect for touring. It really starts to awaken when the oil warms up after around 25 miles.

Over the past 40 years Giorgi has managed many significant restorations and currently has seven projects underway with a Rome-based specialist, including a 6C-2500 Pininfarina drophead.



His passion for the unsung 6C-2500 began three decades ago. “During a visit to London, I went for a stroll around the mews in Kensington to look in the showrooms. On this walk, Giorgi saw a beautiful 6C-2500 Touring coupé and immediately fell for its style and quality.

“Upon first seeing the 6C I knew it was for me. They are perfect long-distance cars, and although not particularly fast, due to their weight, they have lots of torque and very forgiving handling. The engineering is superb with quality details.”

At first, he had no idea of the Trossi coupé’s history. “I had become good friends with Alfa specialist Fabio Calligaris, and in 1989 I agreed to buy a client’s unfinished 6C-2500 project on the condition he would restore it. It was complete, but in need of a full rebuild. The car had matching numbers, but the roof had been cut off to convert it into a cabriolet.” Only during the restoration did Giorgi discover the 6C’s connection to the famous Count Trossi.

After checking the chassis number, 915 510, with the Automobile Club d’Italia records, they found that Carlo Felice Trossi was listed as the first owner. “His registration was VC 14726 and the colour was listed as *grigio*. We then contacted the family, who confirmed this and supplied the photos which provided key details for the restoration.”



Giorgi contacted Anderloni at Touring, who recalled the special order. Apparently Trossi, in his original build notes, stated 'no polished finish'. Italy was having a tough time economically and Trossi didn't want to be seen as a show-off.



Although the car was finished in November 1942, the 6C featured a chassis built pre-war with the desirable floor shift. Alfa had been forbidden to build new frames during the war, so it used up old stock from the first 6C series.

During the rebuild, areas of the original grey paint were found and became a reference for the repaint. Just as Trossi requested, the

bodywork wasn't polished. Despite its authentic flat grey paint, the stylish 6C has been a regular winner at concours events including a best in class at Pebble Beach.

But Giorgi, himself a respected concours judge, prefers to drive his cars. One of many highlights was a solo trip back from Italy to his home in Belgium. "I'd been to the 6C-2500 Register rally. As I left Milan it started raining cats and dogs. When the driver's-side wiper failed, the vision was hopeless – I had to lean across to the passenger side to get a clear view.

"It was hellish" Giorgi says, "and I started asking Trossi to help me make it home. The storm continued all the way to the Gotthard Tunnel but, amazingly, when I exited in Switzerland on the



other side, the weather had changed to beautiful sunshine. After a night in a hotel, I did the run back to Brussels in one go."

"As I parked in my home garage, the engine suddenly cut out on its own and then wouldn't restart. A spring in the points had broken, which could have happened anywhere across Europe. Trossi's 6C has always been lucky for me."

Images: James Mann. ♦

## CLASSIC DRIVE - ALFA 147 GTA

Edited from an article in [www.carscoops.com](http://www.carscoops.com) by Chris Chilton appearing on 1<sup>st</sup> Jan 2022.

Hot hatchbacks don't often come with six cylinders or look and sound as good as the Alfa Romeo 147 GTA. But, despite its undeniable charisma, the GTA wasn't universally loved when new and so it sold in smallish numbers.





Time, and improvements to the car, courtesy of the aftermarket, passionate owners and specialists, do show the hottest 147 GTA in a different light today. Chris Chilton sat behind the wheel of one car which then led him to be able to explain why, nearly two decades later, Alfa Romeo's 147 GTA deserves further consideration.

We are all used to hot hatchbacks with over 400 hp these days, but in the early 2000s, 200 hp was widely seen as the maximum power that could drive the front wheels of a car without putting a road-side ditch at peril from the aftermath of massive understeer. The Mk1 Ford Focus RS changed all that, with 212 hp kept in check by a limited-slip front differential. Well in theory, at least; add any camber or bumps and it was still a wrestling match, even though it was also lots of fun.

Meanwhile, Volkswagen chose to use four-wheel-drive to tame the R32 Mk 4's 237 hp VR6 engine, so when Alfa turned up with a 247 hp 3.2-litre Busso V6, with neither of these torque-steer mitigation techniques, eyebrows rose.

Predictably, understeer was prominent in the stock 147 GTA, and, although comfortably the fastest of the 147/Focus/Golf trio, as demonstrated in a *Top Gear* video of the period, containing all that power at times could be beyond the 147 GTA as produced in standard form.



Worse still, the open differential had a reputation for breaking and taking the gearbox with it. Still, it looked great, sounded fantastic, and had chromed engine parts: the 147 GTA may have been flawed, but it was loveable.

Most cars came with a six-speed manual, although a semi-automatic option was also available. Never a strong seller, 147 GTA production wrapped up in 2005 after a three-year run with a little over 5000 built, 10% of which were equipped with the Selespeed paddle-shift transmission.

A bit of a disaster, then? No! Much like other venerated Alfa Romeos, they achieved their greatness with further fettling and tuning achieved by enthusiasts and independent specialists after they had left the showroom floor.

The first major improvement came with the Q2 torque-biasing limited-slip differential, which was first introduced on the Bertone GT 1.9 turbodiesel. This also fitted the 147 and 156 GTAs perfectly, doing much to diminish any inherent nose-heaviness. It really should have been there in the first place.

Over time, most GTAs have been upgraded to the Q2 or Quaife differential as they not only make the GTA better to drive, but also offer a cure to any propshaft/ gearbox detonation problem.

Other common upgrades include aftermarket suspension – and this GTA, owned by a fellow motoring journalist, also has added an Eibach Pro-kit coil-over suspension kit, as well as thicker anti-roll bars and EBC Brakes Yellowstuff pads. Most of the 147 GTAs you will find today will have at least the Q2 diff and an aftermarket suspension setup.



In the interior, the look at the sculpted dash binnacle, the plush two-tone leather seats and a just-right-sized steering wheel first attract. This car's owner has prioritized mechanicals rather than aesthetics as his car nears 145,000 kms after five years' in his ownership, but it still feels very much like a mini-Maserati, only with far more leg and arm space than any Modena machine built in the same era.



After firing up the 3.2-litre V6, there is a refined low burble; particularly because this car has a Regazzon stainless steel exhaust. It isn't quite as expressive as other systems, but it still sounds mean. As I drive out in search of better roads, it seemed surprising to find just how sharp its steering is. With only 1.75 turns lock-to-lock, it has Ferrari-like sharpness at speed, but an oil tanker-sized turning circle when slow.

The suspension on this example is similarly pointy when driven at low speeds, but the standard suspension is hardly comforting. The owner assured me the poor low-speed ride in this 147 example is worth it, especially when it flies past any speed limit sign.

The 147 GTA is still firm as the numbers on the speedo increase, but there is a big change compared with the standard 147 GTA in terms of how much more connected to the road it feels. The standard GTA can feel a little more remote and during mid-corner bumps the steering can lose feel, which is not what you want in a car with all its weight in the nose.

Although it had been a few years since I drove a stock GTA, the owner's revised suspension kit seems to have worked wonders, bringing a much greater depth and clarity about what is happening through the steering wheel. You can feel the limited-slip diff doing the hard work, wrenching the car through corners at speeds that could leave the standard car talking to livestock in a field.

While this 147 GTA still lacks the sharp, nuanced pliancy of a Renault Sport Clio or Megane, that isn't really the point. This car is all about the big silly grin it puts on your face, rather than any po-faced chassis acuity. This GTA almost feels unstickable in the dry, even on full throttle, thanks to that diff. However, sometimes neck muscles might feel like giving up before the front wheels do.



But this really is a car that is dominated by its engine. Although 247 hp might not seem very much, the car is fairly light (at around 1,300 kg) compared to today's hot hatches - and it certainly knows how to use those horses.

The V6 revs to 7,000 rpm and sounds absolutely glorious as it gets there. You can hit 100 km/h in 6.3 seconds (according to Alfa), although I remember recording 5.9

seconds to 96 km/h with an original test car back at Autocar in 2004 – and that was without the help of the limited slip differential. The top speed is still decent at 241 km/h.

The most surprising thing about this modified 147 GTA is the torque. This car is a high-revving, naturally-aspirated hot hatch, but it also has a wallop of torque in gear, which, because it's not turbocharged, means you can enjoy all of the revs up to 7,000 rpm. From 80-113 km/h will take around three seconds, which gives the car a real hooligan edge. With such a broad torque range (as opposed to a turbocharged hyper-hatch), the GTA seems very alert at all times, ready to sledgehammer the horizon.

The problem in those markets which currently can access the GTA these days is the availability of a supply of parts. While the car is still too new to be a classic, it is a little too old to have much in the way of spares still left on the shelf and several parts are no longer available, at all. The most troubling of these absent spares are the main ECU and the body computer. The former can fail due to a melted capacitor and the ECU costs US\$2600 to US\$5200 to replace, should you find one. While aftermarket solutions are available, they will cost around the same amount.

These are cars that prefer regular use and don't like being sat around outside. Cambelts need changing every 3 or so years. This is an all-day job costs US\$1300 at a specialist (maybe somewhat more in Australia!). With so much power and weight going through the wheels, front tire wear can be high. After adding the Q2 diff, if you are sufficiently enthusiastic, then burning through a set of tires in only 6,000 kms can be done. If using track-friendly tyres, like the ones on this particular GTA, they can become baldier than Jeff Bezos in less than half that low number. There is some good news though, in that Stellantis is carrying more parts for the car now. For example, you can order fresh front and rear bumpers direct from FCA Heritage.

If you aren't put off by the above commentary, then perhaps you are now wondering how much this pocket GT might cost in today's market. In the UK, a decent manual 147 GTA will cost between £9000-15,000 (US\$11k-20k) if it has less than 160,000 km on its odometer. In Europe, great a sub-20,000km LHD car will cost between €35,000 to €50,000, although a good car with less than 150,000 km on the clock only cost between €15,000 and €25,000.

The Alfa Romeo 147 GTA may not ideally suit everyone. It isn't a nuanced, beautifully poised hot hatchback, nor is it as solid or as dependable as its great period rival, the VW Golf R32 MkIV. Additionally, a modern track-focused machine like the latest Honda Civic Type R could toast it on a circuit or a twisty road.

But, really, it that the point? The owner of this 147 admits that if he had to use his GTA for every day travel, he might hate it. While he thinks that a VW R32 is a better daily car, it doesn't hold a candle to the Alfa for visceral thrills. As a practical weekend dawn thrash car, the 147 GTA offers him a sledgehammer of adrenaline. It may be flawed and not be the easiest or cheapest car to run and it will





be out-handled on track; however, flawless vehicles are rarely interesting for very long. Meanwhile, the GTA is always an event, whether driving it at 30 mph or 130 mph.



The 147 GTA has a mixture of sharp steering, a high-revving naturally aspirated engine with abundant mid-range torque, which means that it is an engaging car to drive.

The Busso V6 engine gives it a charm and personality that is missing in many modern hot hatches; no matter how fast they might lap a circuit. It is the kind of car you will step out of sweaty and giggling, mildly nervous that you might have been a little bit naughty. The 147 GTA is a big

dollop of fun that raises a great middle finger to those other boring cars. ♦

## SOME INTERNATIONAL EVENTS FOR 2022



*Photos above: (Left) Fiat 130 HP Grand Prix (1907) from the Mauto collection seen at Auto e Moto Epoca in Padua and (Right) classic cars displayed at the Concorso d'Eleganza, Villa d'Este, Lake Como.*

With international travel expected to gradually become more commonplace around the world this year, it might be a good time to remind you that, just over a couple of years ago, you could plan a year-long trip to see a calendar full of events where classic cars were exhibited, raced, and/or competitively displayed at many great locations across Europe, USA, and Australia. However, not all of these great events were listed in the British-oriented calendar for 2022 that appears below. It seems that the list does miss out on other grand concours, car auctions, vintage races, etc., that are held annually around the world; for example in Japan, South America and elsewhere, but not considered in this list.

How many of the classic car events listed below have you attended in past years? Which of those might interest you in 2022, or perhaps, more cautiously, for 2023 and beyond?



	Date	Event	Location
1	1 Jan 2022	Vintage Stony	Stony Stratford, Bucks, UK
2	16 Jan 2022	Bicester Heritage Scramble	Bicester, Oxfordshire, UK
3	20 – 23 Jan 2022	Cavallino Classic	Palm Beach, Florida USA
4	27 Jan – 2 Feb 2022	Rallye Monte Carlo Historic Classique	Southern Europe countries and Monte Carlo
5	30 Jan 2022	Mini Fair	Bingley Hall, Staffordshire, UK
6	26 Feb 2022	The Ice	Lake St Moritz, Switzerland
7	3 – 6 Mar 2022	Amelia Is. Concours d'Elegance	Amelia Island, Florida, USA
8	11 – 3 Mar 2022	Phillip Island Classic	Phillip Island, Victoria
9	16 – 20 Mar 2022	Retromobile	Paris France
10	23 – 27 Mar 2022	Tecno Classica Essen	Essen Germany
11	9 – 10 April 2022	Goodwood Members' Meeting	Goodwood, West Sussex, UK.
12	16 April 2022	Brooklands Easter Classic	Brooklands, Surrey, UK
13	21 – 23 April 2022	Salon Privé	Royal Hospital Chelsea, UK
14	30 Apr – 1 May 2022	Donnington Historic Festival	Donnington Pk, Leicester, UK
15	13 – 15 May 2022	Grand Prix de Monaco Historique	Monte Carlo, Monaco
16	14 – 15 May 2022	Beaulieu Spring Autojumble	Motor Museum, Beaulieu, Hampshire, UK
17	20 – 22 May 2022	Concorso d'Eleganza, Villa D'Este	Villa Erba, Cernobbio, Italy
18	15 – 16 June 2022	Saville Row Concours	Saville Row, London, UK.
19	15 – 18 June 2022	Mille Miglia	Brescia, Italy
20	18 – 19 June 2022	Interclassics Days of Elegance	Valkenburg, Netherlands
21	23 – 26 June 2022	Goodwood Festival of Speed	Goodwood, West Sussex, UK
22	28 – 30 Jun 2022	London Concours	Artillery Co., London UK
23	30 Jun – 2 Jul 2022	Le Mans Classic	Circuit de la Sarthe, France
24	8 – 10 Jul 2022	Poltu Quatu Classic	Poltu Quatu, Sardinia, Italy
25	16 – 17 Jul 2022	Classic Nostalgia Hill Climb	Worcestershire, UK
26	19 Aug 2022	The Quail	Quail Lodge, California, USA
27	21 Aug 2022	Pebble Beach Concours	Pebble Beach, CA, USA
28	26 – 28 Aug 2022	The Classic	Silverstone, Northants, UK
29	2 – 4 Sep 2022	Concours of Elegance	Hampton Court Palace, UK
30	8 – 11 Sep 2022	Interclassics Maastricht	Maastricht, Netherlands
31	16 – 18 Sep 2022	Goodwood Revival	Goodwood, West Sussex, UK
32	24 – 25 Sep 2022	Chantilly Arts & Elegance	Chantilly, France
33	5 – 9 Oct 2022	Zoute Grand Prix (Historique)	Knokke Heist, Netherlands
34	7 – 9 Oct 2022	MotorClassica	Exhibition bldg., Melbourne
35	15 – 16 Oct 2022	Historic Rally Festival	Weston Park Shropshire, UK
36	20 – 23 October 2022	Auto e Moto d'Epoca	Padua Italy
37	6 Nov 2022	London to Brighton Veteran run	Hyde Park London (Start pt.)
38	11 – 13 Nov 2022	Classic Motor Show	NEC Birmingham, UK
39	19 – 21 Nov 2022	Interclassics Brussels	Brussels Belgium



This list was edited down from a slightly longer calendar of events that appeared in the 8<sup>th</sup> January 2022 issue of the British magazine 'Classics & Sports Car'. (Hence the level of emphasis on events held in the UK during the coming year.)

*Editor's note: Personally, my favourite event to attend in Europe would be to view the classic cars racing across the ice of the frozen lake at St Moritz, Switzerland, together with some later warmer indoors viewing of the related concours. The two closely related events are held in the Swiss Alps in late February.*

*While on a skiing vacation at St Moritz back in the late 1980s, I was lucky to watch some amazing trotting horse races across that same frozen lake, where instead of the horses pulling sulkies, the horses pulled 'crazy-brave' jockeys on skis across the ice at high speed. At times, it could look like a demolition derby for single horsepower transportation.*

*I imagine that classic car races held on the ice could be equally (or even more) exciting.*

*Then there are the mountains, the great skiing – not to forget the apres ski – all of which are wonderful at beautiful St. Moritz. It is a very special (and expensive) Swiss Resort!* ♦

## V I D E O   F O R   Y O U   T O   R E V I E W

John Zanello has provided this link to an article and video about the current Alfa Romeo Giulia Quadrifoglio becoming a future Italian masterpiece and essential Alfa collector's car.


The link comes from the [www.news.com.au](http://www.news.com.au) internet site, dated 2<sup>nd</sup> January 2022.

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<https://www.news.com.au/technology/motoring/new-cars/alfa-romeo-giulia-quadrifoglio-review-italian-masterpiece/news-story/1d246024b226c10cacf0ba739868efb8>







## Preferred Partner Program

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




You can now take advantage of some incredible discounts across the Alfa Romeo® range.

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

**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.

## O U R T R A D E A C C O U N T A T B U R S O N S

To use this Cash Trade Account just 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.





## RECENT ALFA SALES OVERSEAS

As noted in the March 2022 on-line edition of Sports Car Market (SCM)

### CARLISLE AUCTIONS CARLISLE, PA



#T176-1991 ALFA ROMEO SPIDER convertible. S/N ZARBB32GXM6005889. Red/black vinyl/tan vinyl cloth. Odometer: 52,171 miles. 2.0-L fuel-injected I4, 5-speed. Nice red paint shows only a few touch-ups. Exterior brightwork and badges look fresh. Upgraded factory alloy Minilite wheels. Black vinyl convertible top looks in good shape. Well-detailed engine compartment. Interior shows minimal wear. Cond: 2-.

**NOT SOLD AT US\$34,000.** *The auction description said the speedometer was replaced at 95,168 miles, per CARFAX—which is what the odometer was showing when I inspected the car. Clearing up that confusion might have helped or hurt the value of this car, depending on what really happened. As it was, the high bid was short by about \$5k. ♦*

## 1968 GIULIA GTA 1300 JUNIOR

*A road and race legend is fairly bought, though its market trend is downwards*

**Edited from an article in the on-line edition of Sports Car Market (March 2022), by Massimo Delbò.**  
*(Classic-car writer and historian, Delbò is a member of the International Chief Judge Advisory Group.)*



**Chassis number: AR775816**

At the beginning of the 1960s, Alfa Romeo was enjoying a return to success in motorsport. Having retired from competition in the preceding decade to focus on industrial production, the famous marque from Milan reignited its competitive streak

with victories for the Giulia Sprint GTA and 1750 GTAm in the European Touring Car Championship, then reserved for cars modified from mass-production models.

In 1968, riding on its earlier successes, Alfa Romeo elected to participate in the class reserved for smaller-displacement engines. Thus, the Giulia GTA 1300 Junior was born.

At the heart of the new Alfa Romeo was a 1.3-litre, twin-cam, straight 4-cylinder engine — small enough to comply with its intended race class — based on the existing larger 1,600-cc powertrain, but with a shorter-stroke crankshaft. Of the 447 examples of the Giulia GTA 1300 Junior made between 1968 to 1975, almost every model was finished in the recognizable Alfa Rosso red livery with contrasting white elements. The car was an immediate hit with racing fans and created an enduring legacy as a competitive sports car that was cheaper to run than other contemporary models by Alfa Romeo.



This Alfa Romeo was imported into the U.K. in 2015 by prominent collector and historic racing driver Richard Frankel. Titled with the age-appropriate registration of “HHW 607G,” the car retains this number plate today. After its arrival in England, the new owner had the car inspected by the Alfa Romeo Owners Club, whose correspondence is noted in the history file, along with letters from Alfa Romeo Automobilitismo Storico.

During 2021, the Alfa was subject to a £25,000 (+) engine rebuild by John Danby Racing, Colchester, Essex. It also features glass windows rather than Plexiglas, flying-buttress seats and other features that differentiate it from a Corsa “track” model.

## SCM Analysis:

*This car, Lot 118, sold for US\$255,507 (£189,750), including buyer's premium, at RM Sotheby's London auction on 6<sup>th</sup> November 2021.*

*It is widely recognized that the coupés of the Series 105 Alfa Romeo are among the most enjoyable cars to drive. If you have had a bad day, a 15-minute drive on a twisty road in an Alfa GT definitely will put a smile back on your face. Then you have the pleasure of looking at it. Indeed, it was penned by design genius Giorgetto Giugiaro while working for Bertone, perhaps the most disruptive coachbuilder of the 1960s. The final result is an iconic shape, with perfectly proportioned volumes that have aged amazingly well. Alfa 105-series coupes were manufactured from 1965 to '77 in several series.*

## A road and race ace



*With regard to its collectible status, the GTA versions are by far the most desirable. Gran Turismo Alleggerita, or “lightweight,” models, were manufactured for racing, but in keeping with Alfa tradition, they were still usable on the open road. This was especially true of the Stradale specification, just slightly detuned and equipped with glass windows and more-comfortable seats.*

*GTA production started with the 1.6-litre engine, but soon Alfa added a 1.3-litre “Junior” version to compete in the smaller-capacity engine class. Amazingly, the 1.3 — with its twin Weber 45 DCOE carburetors, twin-plug ignition, reduced stroke and a dedicated block — is the one that ended up being more successful in racing. Thanks to the Peraluman 25 alloy body panels, a 20% weight saving is realized (some 200 kgs), so the limited power is not a big issue.*

*Only 447 GTA Juniors were manufactured, all equipped with revised suspensions and often sold to racing drivers. Except for the few units that were tuned up from new by Autodelta, most of the 1300 GTAs were sold in Stradale specification; a perfect starting point for further racing preparation by dozens of auto tuners — from the most prestigious names to the local village garage. The 1300 GTA had such an extended racing*





life that by the time it was finished, it was already time to go vintage racing, skipping the usual years of obsolescence.

## Original and authentic

Chassis number AR775816 was completed in July 1968 and then shipped to an Alfa Romeo dealership in Salerno, in the south of Italy, where it wasn't registered until December 1970. Unfortunately, nothing is known of what happened to the car in those early 29 months of its life, but this GTA's strong condition seems to rule out heavy action on the track.

While researching another GTA some years ago, I was lucky enough to clear up a similar knowledge gap by talking to the selling Alfa dealer. He reported the car as sitting unsold in his showroom for a long time. It was not an easy car to sell and it was mostly the GTA Junior that was used to promote the sale of more-humble versions. That could be the case here too, but it doesn't matter much, as the car's subsequent history is quite clear. The accompanying records are thick and include a £25k invoice for an engine rebuild in 2021. Our subject GTA is also recognized as authentic by both Alfa Romeo and the U.K.'s Alfa Romeo Owners Club. This is important to note, as plenty of re-creations have been built in more recent years.

Today, any GTA 1300 Stradale is quite rare. Few were manufactured and many were raced hard, resulting in endless upgrades and transformations from original spec. Bringing back a race-tuned Stradale to original road specification is difficult, with various parts being hard to find and expensive. It is evident that the uncommon sale of a well-preserved original Stradale deserves the market's attention.

## Fairly bought, but on the downslope



In the heady 2015–16 market, GTA Junior Stradale values were up to US\$350k–\$400k, but current market value is now around US\$230k–\$250k. Massimo Delbò believes that this is mostly because younger generations are looking at more contemporary models, whether from Alfa

Romeo, Audi, BMW or Porsche. As such, he considers this sale is a fair result. The seller received a market-correct price while the buyer brought home a wonderful specimen at a bargain compared to only a few years ago.

Regarding future valuation, Delbò believes that the ball is in current Alfa Romeo CEO Jean-Philippe Imparato's court. While Imparato's love for Alfa Romeo is abundant, as are his capabilities, he needs to succeed in truly resurrecting the brand. Thereafter, values may well skyrocket again for the 105-series GTA. If not, Delbò predicts further slow decline. ♦

## DETAILS

Years produced; 1968–75

Number produced: 447

Alternatives:

1971–75 BMW 2002 Tii, 1964–65 Porsche 356 C, 1963–77 Alpine A110

SCM Investment Grade: B



## COMPS

1965 Alfa Romeo Giulia GTA 1600 Corsa coupe  
 Lot 125, s/n AR613552 Condition: 3+  
 Sold at \$US312,208 Bonhams, Monte Carlo, MCO, 4/23/21

1969 Alfa Romeo Giulia GTA 1300 Corsa coupe  
 Lot 220, s/n AR775979  
 Sold at US\$236,500 RM Sotheby's, online, 8/13/20

1973 Alfa Romeo Giulia GTA 1300 Stradale coupe  
 Lot 148, s/n AR776142 Condition: 2  
 Sold at US\$300,517 RM Sotheby's, Paris, FRA, 2/6/19

SCM Median Value: US\$268,500 Tune-up cost: \$1,500

## LATEST CALENDAR UPDATE

EVENT	EVENT DATE	COORDINATOR	COMMENTS
<i>Fish &amp; Chips night beside Swan River South Perth foreshore</i>	<i>Tuesday 11<sup>th</sup> January '22</i>	<i>Sam Calabro</i>	<i>Meet beside the Swan in South Perth for fish&amp;chips while watching sunset.</i>
<b>Cub night dinner at Parkerville Tavern</b>	<b>Tuesday 1<sup>st</sup> February '22</b>	<b>John Reed</b>	<b>February club night is at the Parkerville Tavern at 7pm</b>
<i>50<sup>th</sup>-Anniversary-Show'n'Shine</i>	<i>Saturday 19<sup>th</sup> February '22</i>		<i>Event Deferred until a later date</i>
<b>AROCA WA 50<sup>th</sup> Anniversary Lunch</b>	<b>Sunday 20<sup>th</sup> February '22</b>	<b>John Reed / Andrew Murray</b>	<b>Gala lunch at Perugino Restaurant in West Perth. SOLD OUT EVENT!!</b>
<b>MARCH CLUB NIGHT at WA Light Car Club</b>	<b>Tuesday 1<sup>st</sup> March '22</b>	<b>Andrew Murray</b>	<b>Complementary pizza and drinks while talking about Alfa-related matters</b>
<b>CLUB RUN TO THE AVIATION MUSEUM IN BULL CREEK</b>	<b>APRIL (Date TBD)</b>	<b>TBD</b>	<b>Details will be announced in the new year.</b>
<b>ALFESTA 2022</b>	<b>Easter 2022</b>	<b>Martin Leaver</b>	<b>See brochure below for details</b>
<b>Port Macquarie NSW SHANNONS CLASSIC CAR DAY. At Ascot Racecourse</b>	<b>Sunday 1<sup>st</sup> May 2022</b>		<b>Details to follow.</b>
<b>TO BE ANNOUNCED</b>			
1st Tuesday events each month in '21/22 Other runs/EMRs	TBD, after Feb 2022 TBD	Club night events in development TBD	Let the committee know of new ideas for club nights that you may have. 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 FY2022.



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

**TIME:** 09:30 coffee, departs 10:00.

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

This informal monthly event continues as per normal during 2022.

## CLASSIC CARS & COFFEE

Next event is **Sunday 6<sup>th</sup> February, 2022** from **08:30 until 11:00**

It's about classic cars and the people who love them

Classic, Exotic and Prestige Cars Welcome

classiccarsandcoffee.com

Classic CARS & COFFEE

Sunday 6<sup>th</sup> Feb 2022  
08:30 - 11:00

University of Western Australia, Carpark 3, Ha

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

f i





## A R O C A W A F E B ' 2 2 C L U B N I G H T

Tuesday 1<sup>st</sup> February 2022

**Dinner at Parkerville Tavern, starting at 7PM**



Book to attend via **Trybooking**:

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

This free booking arrangement has been set up with Trybooking so that the club can advise the Tavern of the exact number of Alfa club guests to be expected on 1<sup>st</sup> February. Dinner for club member attendees will be a la carte at the Tavern.

Attendees will meet at the Tavern by 7PM. Note that the kitchen will close at 8PM.



After an Alfa 4C made its way down the Great Ocean Road in Victoria, it was seen by an occasional Alfa Occidentale reader while parked in Wye River.

This car's registration may seem confusing though. The 4C is registered with the plate '7V' which presumably means something to someone.



## AROCA WA 50<sup>TH</sup> ANNIVERSARY LUNCH AT PERUGINO

Sunday 20<sup>th</sup> February 2022 - midday.

Perugino Restaurant, 55 Outram Street, West Perth, 6005.



The location of AROCA WA's celebration of the club's 50<sup>th</sup> Anniversary is Perugino Restaurant, one of Perth's premier restaurants.

This great lunchtime event will be held on Sunday 20<sup>th</sup> February 2022; starting at midday.

On 19<sup>th</sup> February 1972, a first advertisement appeared in the West Australian requesting expressions of interest in joining AROCA in WA. It led to the club's founding that year by a small group of keen WA Alfisti. Interestingly, two years earlier, some of the same people had played key roles in establishing the first AROCA Division in Victoria.

To celebrate our 50<sup>th</sup> Anniversary, AROCA WA has organized a special lunch not to be missed by anyone in the Western Australian Alfa Romeo Owners Club.



Perugino Restaurant is preparing a 5-course Italian lunch for us, including some of the drinks; all at the special price of \$80 per person. The club also subsidized the lunch price for members and their partners with a \$20 a head discount for those who booked early. **NOTE THAT ALL TICKETS FOR THIS EVENT ARE NOW SOLD.**



An EFTPOS bar will be in operation throughout the lunch for additional drink order.

**AROCA WA's 50<sup>th</sup> Anniversary Lunch is on Sunday 20<sup>th</sup> February 2020  
at Perugino Restaurant, 55 Outram Street, West Perth, 6005.**

**Unfortunately, the Trybooking system is now closed as bookings have already  
reached capacity for the event.**

**However, should you wish to join a wait list for any booking cancellations  
that might occur, please contact club secretary, Greg Smith.**



PERUGINO





# 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)

**CONTACT ALFESTA VERY QUICKLY FOR THE LAST BOOKINGS AVAILABLE!**





## 2022 ALFESTA (& POST-TOUR) PLANS AT PORT MACQUARIE NSW

**Alfesta 2022 will be held from the 14<sup>th</sup> to 18<sup>th</sup> April 2022 at Port Macquarie, NSW.**

“Alfesta”, AROCA’s annual national meeting, is held over the Easter long weekend. After forty years, it has become a well-developed gathering of Alfa owners, enjoying a fun-filled four night, three day social event format. Alfesta allows them to meet like-minded Alfisti from across the country and to explore various attractions and by-roads near the Alfesta location.

AROCA NSW last hosted an Alfesta when the Canberra Chapter invited everyone to the Nation’s Capital in 2013. Before that, it was at Alfesta in Orange in 2009. A NSW return must be well overdue!

For 2022, you are invited to Port Macquarie, a town of about 50,000 on the NSW Mid-North Coast, and the Hastings River area. Alfesta will be held at the Waters Edge Boutique Hotel, right on the Hastings River, less than 1 km from the town centre. The hotel has 61 rooms. Currently, we have all the rooms reserved for Alfesta bookings until 30 November. After that, room bookings will be open to the general public, but if any remain available, you still will be able to book into the Alfesta hotel.

A month ago, 32 of the 61 rooms had been booked with 69 people already registered to attend the event. To book your place, take a visit the [Alfesta website](#). All Alfa Romeos are welcome; whether you have a 101 Spider, or a 147 diesel; Alfesta is still a great event. Over the years, some people have attended even when they have been unable to bring their own Alfa.

In addition to the 32 rooms already booked, approximately another twenty people have registered without yet booking a place or making a hotel room reservation. So, if you are thinking of attending over Easter 2022, please book soon, as it will help the organising committee, and it may mean you avoid the disappointment of missing out on a great event.

The event kicks off on Thursday 14<sup>th</sup> April, with registration, a gift pack, and meeting with new and old friends. Good Friday activities are still being finalised. Saturday starts with the usual Show’n’Shine in the Town Green, where your car cleaning skills will be tested, plus a wander around the shops, before exploring the Port Macquarie area during free time in the afternoon.

The Ray Sharp Observation Run is scheduled for Sunday morning including a scenic drive to the west and south of Port Macquarie. Along the way, there are optional questions to answer, while following the route. After lunch at Long Point Winery, there is more free time in the afternoon before the Alfesta gala dinner.

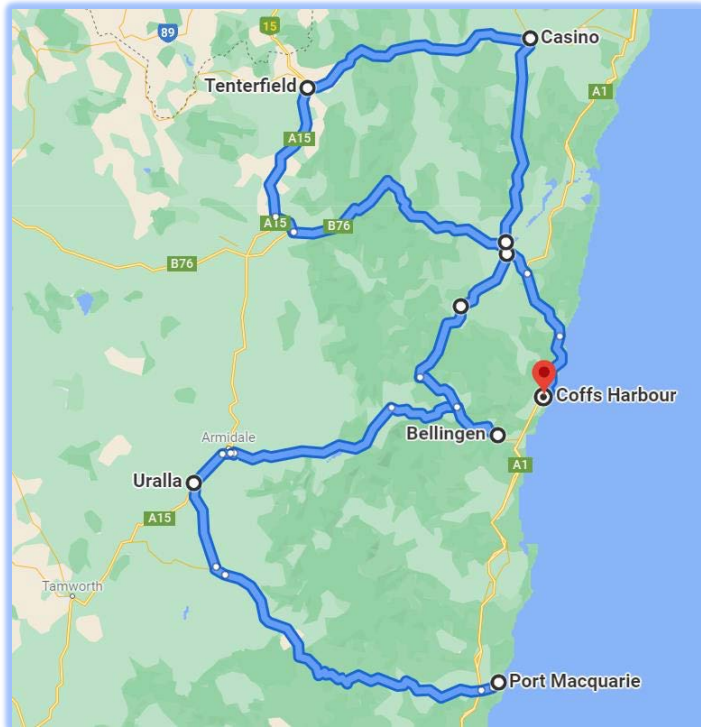
We farewell those not taking part on the post Alfesta Tour on Easter Monday morning.

### **Post Alfesta Tour**

If you are coming all the way to Alfesta in Port Macquarie, then there is a good chance quite a bit of it (at least should you be driving up from Sydney) will be on M1 dual carriageway. To counterbalance that, the Post-Alfesta Tour for 2022 has scheduled a few days driving on some of the best roads in the country.



The three day tour criss-crosses the Great Dividing Range, as you can see from the map below. You can drive these roads at your own pace. You don't even have to be an Alfesta participant to join the tour group on the full tour. Furthermore, you can drive as much of the tour route as you prefer.



The plan is for us to spend the first night at Bellingen and the second night at Tenterfield. As, via the direct route, Bellingen is only 90 minutes from Port Macquarie, there always is the option of spending your Easter Monday as a tourist day and then joining the tour group for dinner at the Federal Hotel in Bellingen, with a la carte menu choices.

The nature of this tour is that you can pick your own accommodation to suit your tastes, and also order what appeals to you most from the a la carte menus.

The tour route takes the Oxley Highway up to Armidale for lunch, and then the Waterfall Way back to Bellingen on the first day for a drive of around 400 km. The Oxley Highway was cut by landslides that were caused by heavy

rain in March 2021, but the road is now open again to through traffic, although work is still continuing and it may slow our progress a little.

The eastern half of the Oxley Highway is one of the more famous driving roads in the country. Peter Thoeming, in his Australian Motorcycle Atlas, says that this is his favourite road in the world.

After lunch we will head east to Bellingen on the Waterfall Way, which is also a great tourist route that heads through several national parks with lots of Waterfalls to look at. It really is a fun drive.



On Day 2, we head back up Waterfall Way to Dorrigo and then take the Tyringham and Armidale Roads to Grafton, before following the Gwydir Highway across the Gibraltar Range to get to Tenterfield for our overnight stop, which includes dinner at the Rosenhof, after a driving distance of 350 km.

The final day of the tour travels east across the Great Dividing Range once more, this time via the Bruxner Highway towards

Lismore. While driving in the north of NSW, Queenslanders might decide to depart for home around Woodenbong. For those who are later heading south, you can continue to Coffs Harbour, (which was one of the initial locations proposed for Alfesta 2022 before AROCA NSW decided on Port Macquarie).

*Martin Leaver, Alfesta 2022 Convenor* ◆



## “HALF - A - HUNDRED LANDSCAPES”



The final exhibit as a water-colourist by ECU Honorary Professor Glen Phillips will be held this month with his career-concluding ‘Landscapes of Australia, Italy and China’ on show at Gallery25, located at ECU’s Mt Lawley Campus. The exhibit will run from 11<sup>th</sup> to 21<sup>st</sup> January 2022.

*Painting by Glen entitled “Sunset, Lake Grace, WA”.*

Glen is well known in WA as a career academic and a teacher of Literature and Writing. He is a prolific poet with more than published 50 volumes.

Apparently Glen also has been a closet landscape painter for years too and, during Covid, he has produced many more works.

The retiring Dean of ECU’s School of Arts and Humanities, Professor Clive Barstow says: “Although better celebrated as a prize-winning poet, as a painter Glen reveals a striking affinity with the many and varied landscapes that he depicts in this, the first of his and the first of ECU’s 2022 Gallery exhibitions.”

Professor Barstow will open the exhibition in Gallery25, Building 10 at the ECU Campus, at 12.30pm on Wednesday January 19<sup>th</sup> 2022. He will also launch Glen’s latest book of poetry and paintings: *One Hundred Landscapes of Australia, Italy and China*.

Contacts for details regarding this Exhibition:

*‘Half a Hundred’ Gallery coordinator—Danielle Fusco, PH: 6304.6196 ([ECU\\_galleries@ecu.edu.au](mailto:ECU_galleries@ecu.edu.au))*

*Exhibition Curator —Associate Professor Lyndall Adams PH: 9370.6769 ([l.adams@ecu.edu.au](mailto:l.adams@ecu.edu.au))*

*Glen Phillips—artist, [glenlyp@bigpond.com](mailto:glenlyp@bigpond.com)*

### An Article Worth Reading?

This article, which was published in a recent issue of Classic and Sports Car magazine, describes an Alpine Trial conducted between three vintage military vehicles: A Willys MB Jeep, an Alfa Romeo 1900M AR51 (“Matta”) and a Fiat 1101 Campagnola. The Matta comes out pretty well!

See: <https://www.classicandsportscar.com/features/alpine-trial-willys-mb-jeep-vs-alfa-romeo-1900m-ar51-vs-fiat-1101-campagnola>





## AROCA WA TREASURER'S REPORT 20<sup>TH</sup> JANUARY 2022



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

#### Treasurer's Report as at 19th January 2022

Opening Balance b/f 16/12/2021 \$10,095.79

#### INCOME

##### Memberships

20/12/2021	L.Doherty		\$80.00	
13/12/2021	S.Millard	2 years	\$160.00	\$240.00
10/01/2022	Trybooking	Fish & Chip Night		\$700.00
	Trybooking	50th Anniversary Dinner		\$4,220.00
<b>Total Income</b>				<b>\$5,160.00</b>

#### PAYMENTS

17/12/2021	G.Smith	Reim Marzo 50th Tickets		\$121.00
	G.smith	Reim 59th Anniv Decals		\$1,025.85
	Motor Sport Aus	Membership		\$715.00
30/12/2021	Lords	Room Rental		\$37.20
10/01/2022	Trybooking	Fees		\$123.00
14/01/2022	S.Calabro	Reim Fish & Chip Night		\$700.00
<b>TOTAL PAYMENTS</b>				<b>\$2,722.05</b>

#### Net Movement

**\$2,437.95**

Closing Cash Book Balance		\$12,533.74
Closing Balance Westpac 19/01/2022		\$12,533.74
	Reconciliation Variance	\$0.00

#### INVESTMENT ACCOUNT

Opening Balance b/f 16/12/2021		\$14,181.16
Interest Received 31/12/2021		\$0.12
Closing Balance c/f 19/01/2022		\$14,181.28

TOTAL FUNDS AVAILABLE

**\$26,715.02**

EDDIE BERNARDI  
TREASURER  
19th January 2022





## 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](mailto:secretaryarocawa1@gmail.com)***



## DRIVING YOUR CONCESSIONALLY LICENSED ALFA (UPDATE)

Dear Members,

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

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

Please discard any old forms you may have saved.

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

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

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

Cheers

**Steve Sugden**

*Concessions Officer,*

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

*M: 0419490527*

*E: [concessions.rocwa@gmail.com](mailto:concessions.rocwa@gmail.com)*



## DRIVING YOUR CONCESSIONALLY LICENSED ALFA (UPDATE)

THIS APPROVAL FORM IS FOR CURRENT AROCA WA  
MEMBER-OWNED CONCESSIONALLY REGISTERED VEHICLES.

### Run Details

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

### Participating Members

First Name	Surname	AROCWA Member No.

### Participating Vehicles:

Vehicle Make/Model	Registration Number

*Note that it is a condition of Code 404 that you remain a financial car club member at all times.*

*Please be sure to have your current year membership card with you while travelling.*

*Please also 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. See....<https://www.alfaclubwa.com.au/newsletters/>

The issue and page number of each profile is shown below.

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>AROCA WA president, Andrew has owned many important Alfas and other classic cars. He is a walking encyclopaedia on all matters Alfa – especially if it concerns a 105.</i>
<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, the 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. He has owned many - including Alfas.</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	9	<i>Membership Secretary, David Hamlyn has many non-work interests including MotoGuzzis, Alfas, Electric Bikes, Kite Boarding, etc.</i>
<b>Eddie Bernardi</b>	55	18	<i>AROCA WA Club Treasurer, Eddie Bernardi, talks about his love for the black, 2.4 litre diesel Alfa 159 that he has owned since new.</i>
<b>Richard Peirce</b>	57	15	<i>AROCA WA member, Richard, owns Alfas, Mercedes and some British cars. Are there too many for him to drive them all?</i>
<b>Norm Craven-Kelly</b>	58 (& #6)	4	<i>On our 50<sup>th</sup> anniversary, the late "Il Presidente", a larger-than-life character and WA AROCA division founder is recalled once again.</i>
<b>Bruce Thomas</b>	58 (& #5)	9	<i>The profile of AROCA WA foundation and life member Bruce Thomas is similarly republished. Bruce's beautiful green 105 GT has been his since bought brand new in the UK over 50 years ago.</i>
<b>Someone you know ?</b>			<i>Alfa Occidentale is very keen to interview more WA Alfa Club members as we continue this series of profiles.</i>



*The Alfa 33 Stradale, designed by Franco Scaglione, caused even Enzo Ferrari once to say that the only thing wrong with this car was its badge!*