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ALFA OCCIDENTALE

Issue 6, May-June 2017



Dear Western Australian Alfisti,

This is the sixth edition of **ALFA OCCIDENTALE** – the electronic newsletter of the Alfa Romeo Owners Club (WA Division). Any contributions that you would like to see included in upcoming editions of this newsletter are most welcome. Please send these articles, photos, used car ads., etc., to the club, c/-secretaryarocawa1@gmail.com

2017 AROCA WA COMMITTEE

Andrew Murray	President	presidentarocawa1@gmail.com
Nick Rahimtulla	Vice-President	vicepresidentarocawa1@gmail.com
Ivan Olsen	Past President	pastpresidentarocawa1@gmail.com
Steve Sugden	Treasurer	treasurerarocawa1@gmail.com
Greg Smith	Secretary	secretaryarocawa1@gmail.com
Ian Glover	Member Secretary	memberarocawa1@gmail.com
John Reed	Comp. Secretary	competitionsecarocawa1@gmail.com
Domenic Zito	Club Shop	clubshoparocawa1@gmail.com
Rod Quinn	Gen. Cttee Mbr.	gerneralcommitteearocawa1@gmail.com
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Todd Quinn	Webmaster	webmasterarocawa1@gmail.com

CLUB NEWS AND UPCOMING EVENTS

Recently, the club was represented at the Shannon's Classic Car Show at Ascot Racecourse on Sunday April 23rd. Photos from this event are shown elsewhere in this newsletter edition.

One of our members, Greg Smith, attended Alfesta over Easter, which, this year, was held in Launceston, Tasmania. Greg writes about this event later in the newsletter.



This May, AROCA WA has planned several club events. Firstly, the monthly club night will be held on Tuesday May 9th – unusually, this is not the first Tuesday in the month, but that is an exception. This 9th May evening gathering of our members will again be at the Paddington Ale House, 141 Scarborough Beach Road, Mount Hawthorn. Please join us for an informal pub dinner and Alfa Romeo related discussions with fellow club members, starting at 7pm.

On Sunday 21st May, Richard Peirce will lead us for an expedition to GinGin on a "British Car Day Raid". We will stop for morning coffee enroute; later arriving in GinGin, just before lunch. We hope that you will join us to help lend some Italian vitality to this large British car show. Do



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note that the May 21st run to the British car show replaces the May informal run, usually scheduled for the 3rd Sunday in the month.

On Sunday 28th May, club members are invited to attend an Italian day at the Abruzzo Molise Italian Club in Wattle Grove. This is another large event that is being held under the auspices of the Italian Consul for Perth. Last year, it included a formal lunch gathering with about 300 attendees, plus a significant car show, Italian cooking, and other arts demonstrations. Alfa club members are invited to display their cars at this event. In 2016, a large array of Ferraris was on display, with only a few Alfas present. Hopefully, the event might be less overrun by Ferraris (at least relatively) this year.

Do note that the early June weekend in Albany for the “Round the Houses” event and the Albany hill climb is coming up quickly. It will be held over the weekend of June 3rd and 4th. Andrew Murray has organized a dinner for Albany meeting attendees, though bookings for that dinner did close late in April. Those planning to attend the Albany weekend, have hopefully already made their accommodation bookings and other arrangements. This very popular event tends to book out the Albany area each year.

Later in June, the club will hold its annual birthday dinner and awards presentation. This year, the event will be held on Saturday 24th June. The venue will be the “Acqua Viva” restaurant, located beside the Swan River, on the JoJo’s pier at the end of Broadway in Nedlands. A booking form for that event is included in this newsletter. As dinner seating will be limited, please don’t delay registering for the event – or, for that matter - paying the dinner fee by cheque, or preferably, by electronic transfer.

Please note that your AROCA WA membership renewal and new membership forms are also provided at the end of this newsletter. Those members with concessional cars by now should be aware that membership continuity has become a critical matter, given revised WA concessional licensing arrangements. Therefore, please do not forget to renew your club membership before this financial year ends!

The club also wants to remind you that it has now provided a capability for all members to register any intended trips in concessional vehicles, prior to driving to a declared location. This “Drive My Car” Alfa club database provides a monthly summary report back to the club committee. The database is also available for WA regulatory compliance purposes, when required. A copy of the form you should use to request approval for a “Drive My Car” trip is included as a separate attachment with this edition of Alfa Occidentale. Formal trip logging, but only when used by a **current financial member** of the club, who is driving a concessional-registered car, permits that club member to use the vehicle more frequently under the state’s revised concessional registration rules.

When using this “Drive My Car” trip facility, please note that the recognized responsible person undertaking these occasional runs is the individual car owner, not the club. While the club’s approval and data logging will provide you with compliant approval to drive, any issues thereafter are at the member’s (i.e., not at the club’s) risk. Furthermore, please recognise that proof of current financial membership is an essential requirement for any concessional license holder, while driving the concessional registered vehicle.





AROCA WA EVENTS CALENDAR 2016-17

May 2017 Update

Event	Event Date	Event Coordinator
Shannons Classic Car Show Ascot Racecourse 10:00 til 15:00	Sunday, April 23 rd 2017	Andrew Murray
May AROCA Club Night Paddington Ale House, 141 Scarborough Beach Road, Mount Hawthorn, 19:00	Tuesday, 9 th May 2017	
"British Car Day Raid" Club run to the British car day at Gin Gin. Lunch en route.	Sun 21 st May, 2017	Richard Peirce. We will depart from the Stirling Square plaza in Guildford soon after 08:30
INFORMAL ALFA RUN 3 rd Sunday informal run	Sunday, 21 st May 2017	The British Car Day Raid event replaces this informal run for May 2017
ITALIAN FESTIVAL Abruzzo Molise Italian Club, Wattle Grove, (under the auspices of the Italian consul in Perth)	Sunday, 28 th May 2017	AROCA WA seeks Italian cars for display at the Abruzzo Molise club on the day – details to follow.
Albany "Round-the-Houses" Dinner on the Saturday night for Alfa members in attendance (Dinner bookings now closed).	Sat 3 rd June Sunday 4 th June, 2017	Andrew Murray
INFORMAL ALFA RUN 3 rd Sunday informal run	Sunday, 18 th June 2017	See announcement on page below in this newsletter
Club Birthday Dinner Dinner & presentation night. At "Aqua Viva on the Swan", JoJo's pier, river end of Broadway, Nedlands.	Saturday, 24 th June, 2017	Nick Rahimtulla See dinner booking form and dinner payment details later in this newsletter.
Mid-Week Run South Mid-week run for the lucky idle rich or retirees.	Wednesday, 12 th July, 2017	John Reed
INFORMAL ALFA RUN 3 rd Sunday informal run	Sunday, 16 th July 2017	See announcement on page below in this newsletter
Wildflower Run A run through the wildflower country to a social lunch for AROCA WA members.	Saturday, 19 th August, 2017	Steve Sugden
INFORMAL ALFA RUN 3 rd Sunday informal run	Sunday, 20 th August 2017	See announcement on page below in this newsletter
AROC WA Annual General Meeting AGM and dinner, venue TBD.	Tuesday, 5 th September, 2017	Andrew Murray



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INFORMAL ALFA RUN <i>3rd Sunday informal run</i>	Sunday, 17 th September 2017	See announcement on page below in this newsletter
ITALIAN TRACK DAY	Sunday, 17 th September 2017	Details TBD
ANNUAL PASTA RUN AROCA WA is organizing this year's event	Sunday 8 th October, 2017	Details TBD
ROTARY ITALIAN CAR DAY <i>Gloucester Park</i>	Sunday 5 th November 2017	Andrew Murray Details TBD

Be sure to put these dates in your diary!

SHANNONS CLASSIC CAR SHOW

At Ascot Racecourse, Sunday 23rd April 2017





BRITISH CAR DAY RAID

AROCA WA club drive to GinGin to the annual British Car Day

Sunday, May 21st 2017. Meet at 08:30AM, Stirling Square, Guildford.



Blow out the cobwebs on a Sunday morning run via Bindoon to GinGin, where the WA Alfa Club will descend on the annual British Car Day, arriving just before lunch.

Food outlets are aplenty at the British Car Day, but, if you prefer, do bring your own picnic or barbecue.

There will be much to see and do. We again have been provided with allocated parking for this event. Please see the British Car Day brochure, shown on the next page, for event details.

Do note that this British Car Day Raid event will replace the usual *informal* run for May, which had been scheduled for this same date.

On Sunday 21st May 2017, the club will meet 08:30am at Stirling Square, Guildford for an early departure shortly thereafter.

Our driving route to GinGin will run via Bullsbrook and the Chittering Valley on into Bindoon for a morning tea break. We will then progress cross-country on to GinGin.

We look forward to seeing you on May 21st!

Contact: **Richard Peirce (0411 245 772).**

Please also check:

www.facebook.com/GinGin-British-Car-Day-152994854768082/





LIVELIGHTER
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SUNDAY 21 MAY 2017 10AM TO 4PM

FEATURING MUSIC FROM
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THE KALAMUNDA DISTRICT PIPE BAND
WORKING DEMONSTRATION OF MODEL SHIPS ON THE GRANVILLE SCENIC POOL
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DEVONSHIRE TEAS - HEALTHY FOOD OPTIONS OR PACK A PICNIC - KIDS ENTERTAINMENT

Robert Brodie-Hall 0439 752 280 or crc@gingin.net
www.mooreriverregion.com.au

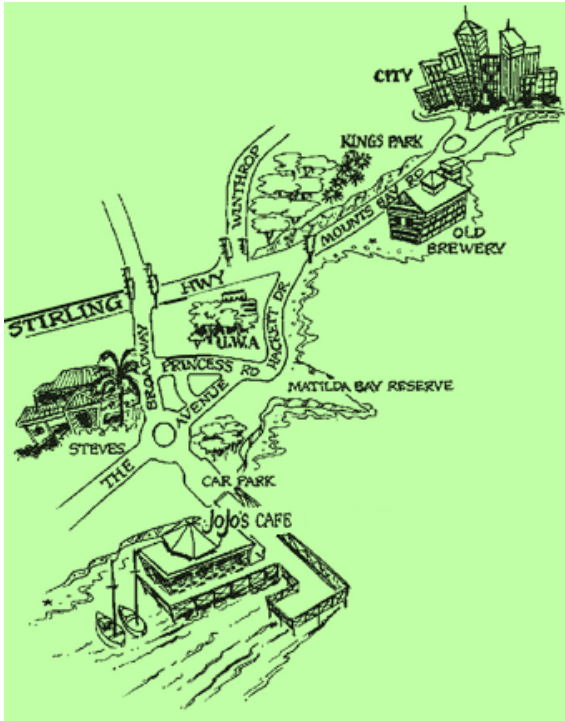
THIS EVENT IS PROUDLY SPONSORED BY

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AROCA WA CLUB BIRTHDAY DINNER



DATE: *Saturday 24th June 2017*

VENUE: Acqua Viva on the Swan

TIME: Pre-dinner drinks 18:30
Dinner Seating 19:00

PRICE: This dinner is priced at \$50.00 per person. This low price does include a \$20.00 per member subsidy, provided by the club.

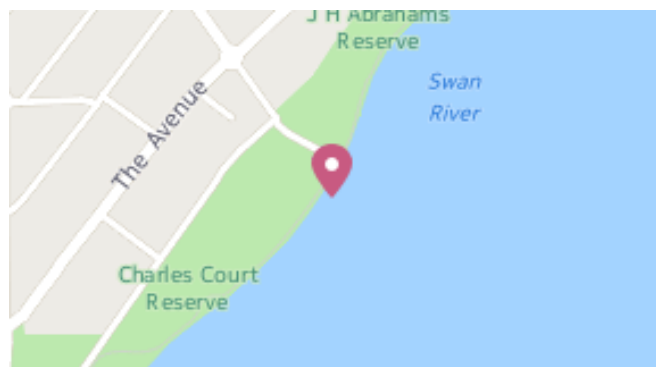
BAR: A full bar is available.
All drinks to the account of the individual attendee.

RESERVATION: Please confirm your reservation for the AROCA Birthday dinner on Saturday 24th June soon. Use the reservation form provided on the following page. You should note that, as an attendance maximum of 60 guests has been set for this function, your early reservation is advised.

VENUE LOCATION: *Acqua Viva on the Swan is situated on Jojo's Jetty, Swan River end of the Broadway, Nedlands, 6009.*

VENUE PHONE: (08) 9386 7711

INTERNET: www.acquaviva.com.au





BOOK FOR THE 2017 ALFA CLUB BIRTHDAY DINNER

NO OF ATTENDEES: _____

FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

MOBILE: _____ EMAIL: _____

AROCA WA MEMBER NUMBER: _____ CURRENT MEMBER: YES NO

DIETARY RESTRICTIONS YES NO

(Please specify) _____

The dinner price is \$50.00 per person, after applying an AROCA WA subsidy. You can pay by cheque, or electronically. Should you decide to pay by cheque, please make it payable to AROCA WA and post it to AROCA WA, c/- P.O. Box 8231, Perth BC, WA, 6849. Ideally, the club would prefer that you pay your registration for the event directly by electronic transfer into the club's bank account, using the following details: **AROCA WA. BSB: 736-054. Acc.: 070313.**



Note that if you choose to pay electronically, you should include your surname and the words "2017 Dinner" in the payment reference. Whichever way you decide to pay, it would be most appreciated if you could advise the club, via email, that you have paid – i.e., regardless of whether you have done so by electronic funds transfer, or by cheque.

Please also complete the form provided above on this page and post it to the club's mailing address, or, again preferably, please email it directly to Greg Smith, the Club Secretary of AROCA WA at AROCAWAsecretary1@gmail.com



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Whether you intend to travel down to the Albany Classic to drive in either the Mt. Clarence Hill Climb and/or the "Round-the-Houses" events, or just to be in Albany to watch events, you should have already made your accommodation booking – or be doing it very soon. Previous year attendees at the Albany Classic are all aware that accommodation becomes much harder to find closer to the date of this event.





CLUB COMPETITION CHAMPIONSHIP

Dear WA Alfisti,

The Alfa Club Competition Championship for 2017 is underway. The first event was held as a Saturday evening twilight sprint at Barbagallo raceway on February 18th.

Please find below a full calendar of club events in which, if you compete, you can earn points.

There will be 12 competition events held during 2017, including a couple of new ones. The Meelup Hill-climb returns as part of the CAMS Speed Series. Additionally, the Windfarm Hill-climb at Albany is included again this year. It will be held on the same weekend as the Albany Classic. (See publicity regarding that event elsewhere in this edition of Alfa Occidentale.)

Remember that qualifying for only 6 events will count for your AROCA WA club competition points score, so you don't need to do all of the listed events to be in with a shot at winning the trophy. For example, you should note that Rod Quinn only missed out on winning by one point last year, even though he only competed in 3 events!

I hope to see a few more cars out there in 2017. Please do come along and test your skills in club competition.

Ciao,

John Reed
Club Competition Secretary

Note that the links below are to the VSCC and CAMS Speed Series websites so you can download entry forms:

<http://www.vscwa.com.au>

<http://speedeventseries.net>



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Date		Event	Series/Organiser	Type	Venue
April	2nd	Northam Round-the-Houses	VSCC	Regularity	Northam
April	29th	Jacks Hill	CAMS Speed Series	Hill climb	Barbagallo
June	3rd	Windfarm Hill-climb	CAMS Speed Series	Hill climb	Albany
June	4th	Albany Round-the-Houses	VSCC	Regularity	Albany
July	2nd	John Hurney Sprint	CAMS Speed Series	Sprint	Barbagallo
August	13th	Targa West Sprint	Targa West	Sprint	Perth CBD
September	24th	Meelup Hill-Climb	CAMS Speed Series	Hillclimb	Meelup
October	15th	Collie Sprint	CAMS Speed Series	Sprint	Collie
November	5th	Jacks Hill	CAMS Speed Series	Hillclimb	Barbagallo
November	26th	Vintage Stampede	VSCC	Regularity	Barbagallo

ALFESTA 2017 – LAUNCESTON TASMANIA

This year, “Alfesta”, the national event of the Alfa Romeo Owners Club of Australia, was held in Tasmania over the Easter break. Around 60 vehicles and 100 AROCA members and partners from all Australian states participated, including Greg Smith and Penelope Mogridge, from the WA Alfa Club. They had driven from Perth to Melbourne during the 2016 Christmas period, leaving the car in Victoria until their overnight ferry ride to Devonport just before Easter.

Alfesta began with the mainland participants joining Tasmanian local members after an early ferry arrival in Devonport, on Good Friday morning. After breakfasting, hearing an outline of the weekend plan and picking up Alfesta souvenir bags, the group drove off along winding roads, towards world heritage listed Cradle Mountain national park. Some participants managed enough time for walks in the park while others enjoyed picnic lunches on a bright, but quite chilly day, with Cradle Mountain clearly visible in a cloudless sky. After lunch, more steep, winding roads were encountered on the scenic tour route, finally reaching the weekend accommodation for Alfesta in Launceston. Some of the mountainous roads were soon to be sections for the 2017 Targa Tasmania rally. These roads were well sign-posted, announcing that they would be closed, just a few days after all the Alfa club cars had motored through.

The Ray Sharp Memorial Observation Run was held on Easter Saturday. It included a coffee stop at Evandale Historic Village, a quick lap of Symmons Plains racing circuit, attempted answers to many quite difficult questions, ending with a picnic lunch at the picturesque Entally House (c. 1819). In the afternoon, it became time to wash cars in readiness for Sunday’s Show ‘n’ Shine, though some Alfisti did short-change their car wash routine for a drive along the Tamar River Valley. That evening, the Alfesta group left by bus to enjoy an exceptional dinner at the Josef Chromy winery, outside Launceston. Next morning, the Alfesta car display began early at the National Automotive Museum of Tasmania. While there was a significant display of Alfa vehicles, some Ferraris, an Aston Martin, a Fiat Topolino and a Porsche were also observed enjoying their regular Sunday morning car line-up; adjacent to the Alfa display. In the evening, a gala dinner and awards presentation was held at the Launceston casino.

As Monday’s Alfesta breakfast ended, numbers quickly reduced. Some headed to the ferry back to Melbourne; others began independent tours of the state. Next year’s Alfesta venue of central Sydney was announced. Quite a change from countryside Alfestas of recent years!

Congratulations go to the Tasmanian Alfesta organizers for an excellent, friendly event. The Tassie team made outstanding use of social media during the event, which attracted international attention from motoring enthusiasts.¹

While Tasmania has a very dark history, it is also a very attractive place to visit. There are numerous small towns with outstanding Georgian architecture; all worth wandering through to soak up the past. Meanwhile, the hilly roads of Tasmania do make for great driving experiences. South of Hobart, the three capes provide very dramatic ocean scenery. Nearby, there is Port Arthur with its compelling convict history. There are plenty of great short and long walks in the bush to undertake; some are easy enough, others quite difficult.

¹ See <https://www.facebook.com/groups/1587197158266188/>

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ALFESTA IN TASMANIA

AROCA's national meeting "Alfesta" was held in Tasmania during Easter 2017. An Alfa show 'n' shine was held at the National Automotive Museum in Launceston. Gary Peirce showed his 1965 GTC, which won the people's choice award at the show 'n' shine. Most participants had come by ferry across Bass Strait on the Spirit of Tasmania, Greg Smith is seen at Cradle Mountain (taking a break from car driving). Post Alfesta, some also went touring in Tasmania, including an exciting power boat ride into the Southern Ocean, rounding Cape Pillar.

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Two photos of AROCA National Coordinator, Victor Lee's SZ. It has just reached 25 years of age, and at last, is legally drivable on Australian roads while under club plates. The Alfesta mascot was a ragged Tassie Tiger (which appeared everywhere). Among many others, a couple of very nice older Alfas were at the Launceston show 'n' shine; as was a real "ring-in"; this beautifully prepared replica of a vintage Aston Martin was greatly admired when it arrived in the Launceston National Auto Museum car park.



RACING ALFAS AT THE 28TH PHILLIP ISLAND CLASSIC: 17-19 MARCH



From *Velocetoday.com*: "Australia's Victorian Historic Racing Register never fails to entice competitive racers and cars from around the world to join those from all over the country, at the Phillip Island Historics meeting that has both an international and local flavour. And the track has some of the best views you're ever likely to see at a race meeting anywhere in the world." Several WA Alfa club members travelled east to attend the Phillip Island event. Some drove competitively, including one notable WA club member who took to the track in an impressive "non-Alfa"; a long, open-topped, historic Bristol, painted in British Racing Green.

Photos above, also from *Velocetoday.com* (clockwise from top left): Karanfilovski Alfa Romeo, turn 2; Simmie Alfa Romeo, Julian Valmorbida 1967 Alfa Romeo Giulia, turn 4; Magolfin Alfa Romeo, Lukey Heights turn 10 entry; Axford Alfa Romeo Junior Zagato, turn 4 exit; Montgomery Alfa Romeo, turn 11 entry; McPherson Alfa Romeo GT Veloce 1750, turn 11 entry.

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AROCA WA'S NEW MONTHLY INFORMAL CLUB RUN PROGRAM

DATES: Every third Sunday of the month
TIME: 09:30am for coffee with a 10:00am tour departure
STARTING POINT: Boatshed café, South Perth. See: <https://goo.gl/maps/KVSxLuP4Atx>

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

PLAN:

The committee commenced an informal program of club runs last February. The idea was that all members, but especially those with concessionally-licensed vehicles would now have an additional monthly informal run opportunity when they could legally exercise their "limited license" vehicles on the 3rd Sunday of each month.



Meanwhile, all club members should note that the Alfa club's normal annual program of longer runs and lunches continues unchanged, alongside this new and very informal program.

These informal trips should depart soon after 10:00am on each date. The

intention is that the run can commence once participating members decide to depart from the starting point. Note that individuals or informal groups can do this as soon as they like after 10:00. The event may involve only an individual vehicle or club member drivers in small groups, who should feel free to decide upon an appropriate trip itinerary on the day.

CLUB RUN DATES: ~~Sunday, 21st May, 2017.~~ (Note that the May event has been replaced by the British Car day raid to GinGin)

Sunday, 18th June 2017.
Sunday, 16th July 2017.
Sunday, 20th August 2017.
Sunday, 17th September 2017.
Sunday, 16th October 2017.
Sunday, 20th November 2017.
Sunday, 17th December 2017.

Put these dates in your diary



A SAMPLING OF UPCOMING INTERSTATE AROCA ACTIVITIES

AROCA SA

7 May 2017	Peter Hall Memorial 6-hour Modern Regularity (Mallala Motorsport Park)	Mark Thomas (Competition secretary) 0423.792.150
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AROCA QLD

28 May 2017	Sports & Classic Car Festival, Old Cleveland Road, Belmont	John Anderson (President) 0416.171.773
4 July 2017	"Townsville 400", Townsville	John Anderson (President) 0416.171.773
27 August 2017	2017 Peak Crossing charity day, Peak Crossing	John Anderson (President) 0416.171.773

AROCA VIC

14 May 2017	AROCA Sprint Round 3. Sandown Raceway, Clayton	Greg Briggs (President) 0409.790.182
3-4 June 2017	Grampians Weekend Tour, Halls Gap	goldfieldschapter@alfaclubvic.org.au; 0407.680.384.

AROCA NSW

27 – 28 May 2017	Race Championship, Sydney Motorsport Park - GP, Eastern Creek	Alfio Musumeci, 0405-000-500
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Check interstate AROCA Division links & websites for more events & event details.

Check these AROCA links for additional information and other upcoming events:

AROCA: <http://www.alfaclub.org.au>

NSW AROCA: <http://www.alfaclubnsw.org.au>

AROCA QLD: <http://www.arocaqld.com>

AROCA SA: <http://alfaclubsa.org.au>

AROCA VIC: <http://www.alfaclubvic.org.au>

AROCA WA: <http://www.alfaclubwa.com.au>



BRUCE THOMAS AROCA WA FOUNDATION MEMBER

This is the second in a series of profiles of AROCA WA members. This occasional series seeks to gradually document the long history of the Alfa Club in WA (Australia's second oldest AROCA club division) and the experiences of its long-standing members.

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 Romeo 1600 GTAs. (See adjacent photo from 1966). This led Bruce to think that he might like an Alfa Romeo himself one day.

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 a surety) was required before driving it through various countries along their planned route. 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). (A photo of the Multipla in India appears above.)

Bruce maintains a Flickr website² which 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, and 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 is currently being prepared for release 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. He considered a Porsche 912 initially, 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 his 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, 47 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.

² See <https://www.flickr.com/photos/96982658@N05/>



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 sent 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 US-originated, the car also had electronic ignition, so tuning consisted of only very occasional plug changes. Finally, Bruce sold the Spider, as 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 moving to Melbourne, Bruce had 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 still 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 2nd 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.

(Adjacent photo shows 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 who were present from Sydney, were 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 non-stop 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 well over 40 years now. It was only a very small club in the early 1970s with Norm Craven-Kelly serving as its president for many years. During this time, Bruce served, at different times, as the treasurer, secretary and magazine editor, before he moved overseas in 1982. Initially the club was principally a socially oriented one, but later, in line with members' interests, it became more competition-oriented. Today, Bruce's impression is that



the WA club has a well-balanced and broad array of events on its calendar, and particularly so this year. 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 only began to be sold in Australia in 1965, with the Lightburn company in South Australia being the first Australian agent for the company. 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 attributes that are more similar to various other European luxury brands; although with the 4C is an obvious exception. The 105 series cars were very quick for their day (and there was nothing faster with a 1.6L engine, except for the highly specialised Lotus Elan). The 105s even competed in the Bathurst 500 endurance events, and the 1600 GTVs came close to winning in 1967.

Alfa sedans of that time were true sports sedans which all handled very well. However, after the Alfetta was released, which was a car intentionally designed to appeal to a broader audience (so that the car maker could achieve a higher sales volume), the Alfa brand began to change. Today's Alfas (with the notable exception of the new Giulia Quadrifoglio) are not so leading edge. 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, however, there are many very good cars available. Bruce believes that if Alfa Romeo wishes to succeed in a very competitive marketplace, they will have to stand out again by offering something unique compared with competitors, as they 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 drive. The Thomas family has already owned it for 10 years. It is basically 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, they were taken over by Fiat and the cars became less distinctive. However, the new Giulia is a sign that Alfa Romeo is seeking to re-establish its reputation as a performance brand. Bruce has for many years 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 be able to move the company in that direction.

Throughout its 47-year life, Bruce has maintained his 1300 GT Junior himself, except for the more serious mechanical work, since it left warranty. He notes that when he bought this 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 and it is still a delight to drive. Bruce intends to drive it well beyond the point of 50 years of ownership, which will occur in January 2020.



NEW ALFA ROMEO MUSEUM IN ARESE

Timeline

Every vehicle represents an era and the passion and technology that it represents. The Alfa Romeo is always at the forefront.

Where history and future meet

The Museum is the heart of the Alfa Romeo brand, where history and future meet. It is a place where the past and the future meet, where the history of the brand is preserved and the future is being created.

Speed

Alfa Romeo is the spirit of speed. Through the museum, you can experience the passion and technology that has made Alfa Romeo a legend in the world of motorsport.

Beyond the Museum

- Documentation centre** - An archive of historical images and documents.
- Sports Field** - Where legends come back to the track.
- Store** - Buy Alfa Romeo merchandise.
- Rental Show room** - Your Alfa Romeo in the heart of Alfa Romeo.
- Alfa Romeo cafe** - Get a restaurant and much more.

Over a century of history

The Alfa Romeo Museum tells the legendary story of the brand, its concept and its evolution. It is a place where the past and the future meet, where the history of the brand is preserved and the future is being created.

LA MACCHINA DEL TEMPO

LOCATION
Via 750 Arese, 20020 Arese (MI) Italy
Tel: +39 02 444 7222
www.alfaromeo.com

OPENING TIMES
Open from 10:00 to 18:00 (last entry 17:30)
Closed on Tuesdays

Transportation
From Milan: Linate Airport (5 km) - 10 minutes by car or train
From Bergamo: Orio al Serio Airport (35 km) - 45 minutes by car or train
From Arese: Arese Station (10 minutes by car or train)

Accessibility
The Museum is accessible for all visitors.
For more information, please contact the Museum.

LA MACCHINA DEL TEMPO

ALFA ROMEO MUSEUM

Arese | Milano | Italy





GLEN PHILIPS - CAR COLLECTOR

The attached 4 photo collages follow on from last month's interview with life member, Glen Philips.



ALFA OCCIDENTALE

Issue 6, May-June 2017





FROM THE ARCHIVES

Mystery of the striking Spider

A 1966 Alfa Romeo Duetto Spider is puzzling the experts down in Western Australia, where owner Andrew Murray of Perth has been trying to find out its history.

Alfa Romeo tells him it was built in 1966 but not sold by them until 1968, when it is recorded as being bought by a C Carlo Bianchi. Nothing is known of the car until it went to Australia in 1972, where it was sold to Frank Berry (formerly a TVR designer).

He owned it for 20 years, laying it up after only five years of regular use. The



Snappy Spider: any reader recognise this unique Alfa Duetto!

chassis no. 710002, shows it was only the second car built, so was it retained by the factory as a show car – hence the fact that it was not sold until 1968? Incidentally, it was right-hand drive from new.

The mechanics would appear to be standard except for an Auto Delta GT twin-plug head. The body has been uniquely modified by the addition of a detachable targa top, with rear and side

windows incorporated in the structure. All Andrew Murray knows is that it was like this when it arrived in Australia, though he does not think it was a factory modification.

The upholstery is striking – white leather seats have inserts in natural hide, furry side up! Over the years the car has been white, silver and now recently repainted red. Surely someone must recognise this most arresting car?





GOT ONE OF THESE?

Alfa Romeo 1900 Coupe by Carrozzeria touring, vintage 1951.



This car will be auctioned by RM Sotheby's at its Villa Erba event, on 27th May, 2017. The estimated sale price is in the range €275,000 to €325,000.

This vehicle is one of about 650 desirable first-series 1900Cs built. It is a rare right-hand-drive example, originally delivered new to the United Kingdom. The car was comprehensively restored about 10 years ago and is Mille Miglia eligible. With 1900 production divided across four series, between 1951 and 1954, the 1900C Coupe by Carrozzeria Touring was the most popular coach-built version of Alfa Romeo's successful 1900 model.

In common with many marques, first-series cars, of which this is an example, are considered to be the purest and most desirable, and are unencumbered by compromises inherent in later chassis.

The first recorded owner of chassis number 01173 was E.C. Theedam Ltd. of Dudley, near Birmingham. In April 1958, the car was sold on to Harry Evans of Wednesfield, Staffordshire, who, in turn, sold it to Frederick Murton of London in the following July. Mr Murton kept the vehicle until 1970, when it was acquired by Paul Atkinson of Derby. By 1983, ownership had changed again to Paul Sansbury, although, over time, the car's condition deteriorated. Notably at some stage, the roof was severely damaged.

In 1984, 01173 was repatriated to Italy, where it joined the collection of Sig. Roberto Bubani, prior to its sale to Sig. Roberto Vesco in Brescia, from whom the current vendor purchased the car in 2010.

This car was comprehensively restored around 10 years ago, with due attention paid to its bodywork, mechanicals, and interior. Interestingly, whilst many 1900Cs had been converted to floor-mounted gearshifts, 01173 retains its distinctive and original column shift. Furthermore, the original Carrozzeria Touring body tag is retained underneath the bonnet.

The car is beautifully presented in Dark Green with two-tone tan interior. It sits on its correct Borrani wire wheels and is accompanied by both its original manufacturer's manual and UK registration documentation.

This 1900C represents a rare opportunity to acquire a stylish and interesting example of one of Touring's most timeless designs. The car can be viewed at the RM website www.rmsothebys.com.





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

ABN 75 478 073 135

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

www.alfaclubwa.com.au

AROCA WA'S DRIVE FOR INCREASED CLUB MEMBERSHIP

The Alfa Club is keen to increase the number of active members in the club among Western Australian Alfisti.

Please consider becoming a member of the club so that you can fully participate in AROCA WA's full range of social, touring and competition-based activities.

Whether you wish to become a new member, or you if have yet to pay your AROCA WA Subscription for the current financial year, please complete the information request on the next page and pay your subscription amount to the club, following one of the alternative methods outlined below.

The annual fee is \$80.00.

You can either pay this by cheque, payable to AROCA WA.

Send it to AROCA WA, c/- P.O. Box 8231, Perth BC, WA, 6849.

Or you can pay directly by electronic transfer into the club's bank account using the following details:

AROCA WA. BSB: 736-054. Acc.: 070313.

(Note that if you are paying electronically, please include your name in the payment reference and advise the club via email.)

Full Membership \$80 (1st July 2016 - 30th June 2017)

Associate Membership \$80 (1st July 2016 - 30th June 2017)

Note also that the club committee has agreed that the same fee level will apply for the next financial year – 2017-18.





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NEW MEMBERSHIP APPLICATION TO JOIN AROCA WA
(OR FOR ANNUAL MEMBERSHIP RENEWAL)

FIRST NAME(S): _____

SURNAME: _____

PARTNER'S NAME: _____

STREET ADDRESS: _____

SUBURB: _____

STATE: _____ POSTCODE: _____

DAYTIME PHONE: _____ EVENING PHONE: _____

MOBILE: _____ EMAIL: _____

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

MEMBER NUMBER: _____

CURRENT MEMBER: YES NO PAST MEMBER: YES NO

LAST YEAR AS AN AROCA WA MEMBER: _____

ALFA ROMEO (AND OTHER VEHICLES) OWNED:

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

Please complete the above and email it to Ian Glover, the Membership Secretary of AROCA WA at ian.glover@corrotek.com.au

Please also note that data for concession plate holders must be provided annually by the club due to Western Australian state regulatory requirements.

