



AROCA WA - CLASSIC RALLY 1997

How many of these club stalwarts can you recognise 20 years later?

(Thanks to Glen Phillips for this historic photograph)

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ALFA OCCIDENTALE

Issue 7, July 2017



Dear Western Australian Alfisti,

This is the seventh 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
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Ian Glover	Member Secretary	membernlicarocawa1@gmail.com
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CLUB NEWS AND UPCOMING EVENTS

Thirteen people attended the Albany dinner during the Albany Classic weekend, held over the early June long weekend. It was noted that two Alfas ran in Albany on June 4th, with Rod Quinn being the only club member to race. Another Alfa did race at Albany, but was not driven by a club member.





The club held its “Annual Birthday Dinner”, celebrating the date of the formation of ALFA in 1910, on Saturday June 24 at the Acqua Viva restaurant on the Swan. Around 60 members and their guests attended a very enjoyable night. A report on the evening appears below, together with photos from the event.

Unfortunately, at the start of the new financial year, not everyone has renewed their membership subscriptions as yet for 2017-18. As of June 30th 2017, this non-renewals list included two concessional license holders, who technically, from July 1st on, now own unregistered vehicles, given current WA state vehicle licensing requirements. However, we do hope that all AROCA WA members will renew their memberships very soon. At the end of this newsletter, again, you will find a form that you can complete to update your membership details when you pay your subscription.

The July general meeting of the Club is being held at Pizzeria Amore Mio located at 279 Guildford Road in Maylands on Tuesday July 4th. Several members have tried the pizzas there and say that they are excellent. Unfortunately, given the booking requirements at the restaurant, the attendance list is already closed for this event.

Please note that AROCA WA will run the club’s “Show ‘n’ Shine” competition at the Italian Track Day which will be held at the Barbagallo Raceway on Sunday 17th September. The Show ‘n’ Shine winners’ will be announced and trophies awarded at the club’s annual Christmas event this coming December.

A series of upcoming events are planned that all AROCA WA members should note:

- The Wildflower Run will be held on Saturday 19th August
- The Italian Track Day is on Sunday 17th September
- The Annual Pasta Run is tentatively set down for Sunday 8th October. (It is the AROCA WA club’s turn to coordinate and Rod Quinn will set up the program for this day.) However, note that the date for the event may need to be changed due to competing Ferrari club celebrations on the 8th October weekend.
- The Rotary Italian Car Day will be held at Gloucester Park again this year on Sunday 5th November.

The club hopes to see you at as many of these events as possible.

The club also reminds you of the new capability for all members to register any intended trips in concessional licensed vehicles, prior to driving to a declared location. The “Drive My Car” Alfa club database provides a monthly summary report back to the club committee. It is also available for WA regulatory compliance purposes, should that be required. A copy of the form you should use to request approval for a “Drive My Car” trip is included as a separate attachment to Alfa Occidentale. Formal trip logging, but only when used by a **current financial member** of the club, 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 2017-18

July 2017 Update

Event	Event Date	Event Coordinator
Albany "Round-the-Houses" <i>Dinner on the Saturday night for Alfa members in attendance (Dinner bookings now closed).</i>	Sat 3 rd June Sunday 4 th June, 2017	Andrew Murray
Club Birthday Dinner <i>Dinner & presentation night. At "Aqua Viva on the Swan", JoJo's pier, river end of Broadway, Nedlands.</i>	Saturday, 24 th June, 2017	Nick Rahimtulla <i>See dinner booking form and dinner payment details later in this newsletter.</i>
AROCA JULY CLUB NIGHT Pizzeria Amore Mio , 279 Guildford Road, Maylands From 7.00pm on. BYO . Best pizzas in Perth.	Tuesday, 4 th July, 2017	RSVP required to andrew@planetcreative.com.au by Tuesday 27 June <i>As venue capacity is limited, only the first 30 people can be accepted.</i>
MID-WEEK RUN SOUTH <i>Mid-week run for the lucky idle rich or retirees.</i>	Wednesday, 12 th July, 2017	John Reed
INFORMAL ALFA RUN <i>3rd Sunday informal run</i>	Sunday, 16 th July 2017	See announcement on page below in this newsletter
WILDFLOWER RUN <i>A run through the wildflower country to a social lunch for AROCA WA members.</i>	Saturday, 19 th August, 2017	Steve Sugden
INFORMAL ALFA RUN <i>3rd Sunday informal run</i>	Sunday, 20 th August 2017	See announcement on page below in this newsletter
AROCA WA ANNUAL GENERAL MEETING <i>AGM and dinner, venue TBD.</i>	Tuesday, 5 th September, 2017	Andrew Murray
INFORMAL ALFA RUN <i>3rd Sunday informal run</i>	Sunday, 17 th September 2017	See announcement on page below in this newsletter
ITALIAN FESTIVAL TRACK DAY <i>Barbagallo Raceway, Wanneroo</i>	Sunday, 20 th September 2017	Details – see announcement below.
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!





AROCA WA CLUB BIRTHDAY DINNER

Held at Acqua Viva on the Swan Restaurant in Nedlands on Saturday 24th June, 2017.



The club held its annual birthday dinner on Saturday June 24th to celebrate the anniversary of the foundation of ALFA in 1910. At this event, as usual, annual awards were presented and attendees enjoyed the very pleasant Acqua Viva on the Swan restaurant positioned out on a pier over the Swan River in Nedlands.

Club president, Andrew Murray, presented the club championship plate to long time club member, John Schoen, John is the holder of life membership no.5.



Andrew also presented the "Spirit of the Club" award to club secretary, Greg Smith, much to his surprise.



In addition, the presentation of a life membership award was made to one of the founding members of AROCA WA, Bruce Thomas, who was recently profiled in the 6th edition of Alfa Occidentale in June.

Readers of the last edition of the magazine will recall that Bruce has been the proud owner of a 105 GT Junior since he bought it new in Europe in 1970. Bruce's dark green Alfa, now 47 years old, is in great condition and is often seen at the WA Alfa Club's events.

The WA Alfa club's birthday evening was greatly enjoyed by about 60 members and guests. Well-known restaurateur, Umberto Tinelli, the owner of "Acqua Viva on the Swan", and our host for the club's birthday dinner, has been in the Perth restaurant business since 1985. Everyone enjoyed Umberto's great attention to the details of the club's dinner, as well as his occasional witty comments.



Umberto Tinelli





Photos of attendees at the Alfa Birthday event



ITALIAN FESTIVAL TRACK DAY

At Sunday 20th September 2017, Barbagallo Raceway, Wanneroo

Autodelta
International European Automobile Show

Italian Festival Track Day
Sunday 20th September
Barbagallo Race Track • 9am till 5pm

Ferrari
Alfa Romeo
Fiat
Lamborghini
Maserati
Lancia
Ducati

See and Hear them
on the Track or
Parked on Display!

Italian Food,
Drinks & Coffee

Entry \$5
Children Free

Track Cars 7am Scrutineering
Display Vehicles 8.30am

CONTACT:
T: 9444 1809 • F: 9201 2619 • M: 0418 956 085
E: aacclari@bigpond.net.au

This event at Barbagallo Raceway is a track day for Italian vehicles, including Ferrari, Alfa Romeo, Fiat, Lamborghini, Maserati, Lancia and Ducati. Cars will be both on display and racing. Italian Food, Music & Entertainment are available all day. Entry is by donation to support the charitable activities of Northbridge Rotary Club. Track Car scrutineering commences at 7.00am. Display Vehicles should arrive at 8.30am.

For more information regarding your participation, contact:

Frank Ferrari: 0419 421 087;
Sam Casella: 0401 606 541; or,
Andrew Murray: 0412 108 011.



CLUB COMPETITION CHAMPIONSHIP

Dear WA Alfisti,

The Alfa Club Competition Championship for 2017 is underway and a calendar of club events in which, if you compete, you can earn points appears below.

Twelve competition events are to be 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 this year and will be held on the same weekend as the Albany Classic.

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 the listed events in 2017 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 competed in only 3 events!

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

Ciao,

John Reed
Club Competition Secretary

Note the links below to the VSCC and CAMS Speed Series websites where event entry forms can be downloaded:

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

<http://speedeventseries.net>



ALFA OCCIDENTALE

Issue 6, May-June 2017



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



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ALFA MOTOR SPORT IN WA

Rod Quinn racing his 105: Top left, only three wheels are grounded around the bend at the 2016 Albany Classic "Round the Houses" event.

Bottom left and middle, at Albany again over the June long weekend at the 2017 Albany Classic.

Right image and top middle, at Barbagallo Raceway events in Wanneroo, in 2016.



AROCA WA MONTHLY INFORMAL RUN

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.

INFORMAL CLUB RUN DATES:

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

29 July, 2017	Annual Presentation Dinner, (Grange Golf Club, White Sands Drive, Grange)	Adam Savis / /Lucy Crafter
12 August, 2017	Saturday night cruise and dinner	Adam Savis
29 October, 2017	Auto Italia, Adelaide 2017, (Cambelltown City Soccer Club , Newton)	Viano Jaksa / Adam Savis

AROCA QLD

9 July, 2017	"Townsville 400", Townsville	John Anderson, 0416.171.773
27 August, 2017	2017 Peak Crossing charity day, Peak Crossing	John Anderson, 0416.171.773
13-14 September, 2017	Stanthorpe, weekend away, Stanthorpe.	John Anderson, 0416.171.773

AROCA VIC

11 August, 2017	Workshop visit, Marinello Pursang, Brunswick	Bruno Colautti, 03.9386.9650
26-27 August, 2017	Cuore Sportivo Tour, Beechworth Victoria	Ari Semertzidis, 0407.714.418
24 September, 2017	Sunday drive to South Gippsland	tbd
14-15, October, 2017	Motoclassica, Royal Exhibition Building, Carlton	See announcement in next newsletter
3 December, 2017	Spettacolo. Concorso, Wesley College, St Kilda Road, Melbourne	Check with AROCA Vic for details.

AROCA NSW

29-30 July, 2017	Jenolan Caves & Caves House Yulefest (Christmas in July dinner)	Book directly with Caves House, Jenolan Caves
15-18 September, 2017	Alpine Alfisti Spring Tour	Trip organized by the Alpine Alfisti of Australia Inc.
4-5 November, 2017	Classic Rally Club's Alpine Classic	Details to come
Easter 2018	Alfesta AROCA national event, Rydges Hotel, North Sydney	Details to be announced. Also check "Alfesta2018" on Facebook.

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>





N O R M C R A V E N - K E L L Y

FOUNDER OF AROCA WA & LONG-TIME CLUB PRESIDENT

Bruce Thomas's personal recollection of the late "Il Presidente"

The third in a series profiling significant current and past AROCA WA members. These articles seek to further document the history of the WA Alfa Club (Australia's second oldest AROCA division) and the experiences of its long-standing members.

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

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, as there was still a 250 mile stretch which extended from Penong (SA) to Eucla (WA). This long section of rough gravel could be a car-breaker, as a yard full of abandoned vehicles at Ivy Tanks once testified.



Giulia Super on Great Ocean Road, 1974.



Giulietta Sprint, Mooliabeenie, 1976.

Early in 1972, Norm decided to advertise in the *West Australian*, seeking people who might be interested in forming another Alfa Romeo Owners' Club in Western Australia. There was only a small response, predictably perhaps, as Alfa Romeos were not common vehicles in Perth: they had only been available in Australia since 1965. Anyhow, a committee was formed to pursue the establishment of the club, with Norm becoming the first President of the Alfa Romeo Owners Club of Australia (Western Australia Division). Naturally, Norm became member no. 1, while the author, who was one of those responding 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. He is 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 registering 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. To my surprise, Norm offered to come with me on the 5,500 miles round-trip. This first trip began a partnership, as we travelled together across the country several more times, often in one or other 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 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 Plain was driven at night, when the dust hazard was minimised. That trip to Brisbane took about 50 hours to complete. 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, but we continued nonetheless, 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.



Left: Alfa Romeo 6 at Alfesta in Fremantle, 1993.



Right: Giulia Super Polizia, Alfesta at Echuca, 1996.

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

Norm was a keen squash player for many years, and he would look out for a squash court in any of the towns that we stayed at overnight on our long drives. In later years, he transferred his skill with the racquet to the more refined sport of tennis as 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 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 subsequently found the South Australian Division of the club in 1976, after his company had transferred him to Adelaide.

Our return journey to Perth was not without incident. In Adelaide, we tore off most of the exhaust system when Norm decided to take a short cut across a median strip. However, we drove on with an open exhaust. On the Nullarbor, the rough conditions 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 there. Petrol on the Nullarbor, on the other hand, was notoriously expensive.

When I went to the boot to find a fresh can of petrol, I found there was none left. The previous driver had not told me that he had used the last can. We could have filled up earlier at the Cocklebidy roadhouse. It was just dawn and there were 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, which, thankfully, was only a couple of miles further down the highway. We had been very unlucky. After the petrol tank refill, we continued to Perth without further problems, except that, for 24 hours after our arrival, my ears kept ringing from the hammering of the open exhaust.



The AROCA national event, Alfesta, developed out of a 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 then in the process of forming another division of AROCA there.

The term 'Alfesta' was apparently coined by the late Bob Gardiner, then-president of the Victorian Division, who was later killed racing his Alfa Romeo at Sandown. In the mid-1970s, Alfa Romeo clubs in the USA had an annual national gathering that they called the 'Alfa Festa'; so that may have been the inspiration behind 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 the Victorian Division of AROCA, was awarded Life Membership of that club division at a lavish celebration of its 21st birthday, held in Melbourne.

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. We also celebrated the 21st birthday of the WA Division at this event. Alfesta returned to Western Australia in 2000, this time with the late Eric and Liz Langdon leading the organising committee.

Norm also owned at least three 1750 Berlins. He was not really a sports car fan. However, on one occasion, he purchased cheaply an accident damaged 1600 GTV, together with the remains of a 1750 GTV which had been stolen and had a fire set in its cabin. Norm proceeded to build one car out of the best parts of the two. So, should you come across a 1750 GTV with the cabin fittings, including dashboard, of a 1600 GTV, plus a 1600 engine, that is most likely that this is the car Norm built! Norm then suggested that we might drive it around Australia, but I balked at this. In those days, there were long stretches of gravel road in the north-west, which I had already seen in the course of my work. I suggested to him that something like 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, so Norm traded in his Alfetta sedan for the GT version. As 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 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 diet of Holden or Ford.

In 1976, at Alfesta in Tanunda (SA), I heard of a 101 Series Giulietta Sprint that was for sale in Melbourne. However, I finally decided not to pursue it due to a lack of garage space. 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 it was sold, partially rebuilt, to WA club member, Rod Quinn, who then finished the project.

Norm also acquired two other 101 Series Alfas, a Giulietta Spider and a Giulia Spider, both of which were basket cases. The more complete one, the Giulietta, has since been beautifully restored by Bruce Wood in Adelaide. This 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 someone to do something he could do himself. He always did his own mechanical work and at one time took 6 months long service leave to build his home in Applecross. Later Norm even began crafting his own line of gold jewellery, generally with an Alfa Romeo theme, of course.



Norm served as President of the WA Division of AROCA for many years. He was very protective of his beloved Alfa Club. In later years, when Norm thought it might be heading towards the wrong direction, he would not hesitate to speak out. Norm was the club patriarch, sometimes referred to as 'Il Presidente', but just as often he was simply 'Uncle Norm'.

While Norm worked for Humes Limited, the club's meetings were held at his company's office building in Salvado Road, Wembley. However, when the company was taken over, Norm elected to take early retirement. Thereafter, as he needed to keep busy, he decided to establish a small business, Allmake Brakes and Parts, which he situated in Victoria Park. Initially, he sold brake parts, but later he added light industrial equipment and, ultimately, he included spare parts for classic Alfa Romeos.



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



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

Norm became the Australian agent for Re-Originals, the Texas-based company specialising 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 one of the entrants in the Mille Miglia re-enactment and then 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 Alfas, including a lot of parts described as 'new, old stock'.

During the 1990s, Norm returned to his first love, 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 his 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 has since been 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 automatic gearbox, which was intended to compete in Europe with similar models from Mercedes-Benz and BMW. Norm's car was a right-hand drive model which apparently was brought into Australia from Singapore and 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.

Norm had various health problems in his later years. He underwent a serious heart operation, from which he seemed to recover well. Later, he developed Parkinson's disease, which progressively affected him, so that his attendance at club events declined. Norm finally succumbed to a major infection he contracted during a stay in hospital and he passed away in 2009. He is remembered through the annual "Spirit of the Club" trophy, which he donated, and on the club's honour board which records his many years as "Il Presidente".

Bruce Thomas



DISCOVERING RACE CARS IN ITALY AT RICCIONE & GABBICE MONTE

Edited article extracted from the June 2017 issue of "VeloceToday.com"

Original story and photos by Graham Gauld.



The remarkable 8C Bi-Motore engine with its separate Fiat 1100cc engines and special coupling.

The first surprise was a true find. It immediately attracted attention in the display; a unique Zagato-bodied single-seater with a straight-eight engine of very odd design. The Monaci 8C Bi-Motore Zagato, built by Ciro Monaci, was fitted with two Fiat 1100cc engines, mounted nose to tail and driven by Monaci's own design of a coupling which he apparently patented. His original prototype was built towards the end of the 1940s, but it crashed.



Monaci 8C Bi-Motore Zagato. Making good use of a common engine.

Still, Monaci realized it had potential as a Formula 2 car. He went to GILCO, who had made chassis for Ferrari, and had them build a new chassis into which he put his unique engine. He ran it at some smaller events, but in 1952, entered the car for the 5th Gran Premio Dell'Autodromo di Monza on June 8 with the well-known Maserati driver Giovanni Rocco at the wheel. It qualified on the second to last row of the grid, but ahead of seven of the other entries that included two Ferraris.



Gently sloping tail of the Monaci Zagato.



This historic race is often mentioned because Maserati was keen to have Juan Fangio pilot its latest car, even though he was racing the previous day in the Ulster Trophy at Dundrod, Northern Ireland. However, Fangio caught a flight to Paris from Belfast, rented a car and drove overnight from Paris to Monza, arriving exhausted, just before the start of the race. As he had not practiced, the organizers asked all the competitors whether they objected to Fangio starting at the back of the grid, to which all agreed.

What happened next proved to be a disaster which almost cost Fangio his life. On his first lap, he passed six cars, while, on the second lap, he had passed another nine before he misjudged the Lesmo curves and had a massive accident. He vowed never again to tire himself before a race.

Rocco didn't do too badly in the race, but, eventually, he retired after ten laps. Of course, the performance of Rocco in the race has since been totally forgotten! What was surprising was that the car ran and handled so well. A local report claimed that Rocco was cornering as fast as the leading Ferraris. The style of the Zagato body was such that cycle wings could be added and it could be run as a sports car. Now, sixty-five years later, here it was, looking immaculate and still running.



Tazio Taraschi with the Taraschi Formula Junior with the mighty Cooper-BRM and the Cooper-Bristol behind.

That same weekend, another meeting was organized by Gabriele Fabbri; this time at Gabbice Monte with six or seven locals bringing their cars along to an impromptu hill climb. You could not ask for a more diverse mix.

For a start, there was the single seater Taraschi Formula Junior car carrying a Giaur chassis plate.

Luckily, Tazio Taraschi was on hand, laughing and explaining, "I think my father Bernardo and I are the only racing car manufacturers who changed their name three times. From 1948 to about 1950, we built cars as Uranias, then we used the name Giaur, before finally, using our family name, Taraschi."

Tazio explained that his father was a great friend of Nuvolari, which is why he is named Tazio.

It was a great surprise to see a local driver with an extremely rare Cooper-BRM V12. This was one of two T86B cars built for the 1968 Formula 1 season (after Brian Redman's crash at Spa, a third car was built).



The mighty Cooper-BRM T86B fitted with a BRM V12 engine.



This car, and the first chassis, had been auctioned by Cooper when they exited from Formula 1. The car seen in Italy was bought at the auction by UK Hill Climb driver, Martin Brain, who was later killed at Silverstone when racing the car. Today it is in immaculate condition. There is nothing like the sound of a V12 in action.

The other Cooper was a Cooper-Bristol which, too, was immaculate. It is now owned by Giorgio Marchi who will be racing it at Silverstone in July this year. This car was raced by Englishman John Barber, in period costume.



The Alfa Romeo 6C 1750, ex-Zehender.

However, the star car at Gabbice Monte was a very original Alfa Romeo 6C1750. This car has a remarkable history. It was sold new to Luigi Chinetti on 28th March, 1929 and then taken by him directly to France where he immediately sold this supercharged car to the well-known racing driver, Goffredo Zehender, who was then living in Paris. Clearly this was pre-planned, as Zehender entered the car into a race at Juan-Les-Pins a few days later. He finished 6th, but in May, he won the Frontieres Grand Prix with it and later it also ran in the Monaco Grand Prix.

Some years ago, the vehicle was rediscovered by Allesandro and Marcel Roks. Its Italian owner brought this 6C to the Gabbici meeting, where it proved (again) that there is something special about Alfas: the 6C was driven faster up the impromptu hill climb than was the Cooper-BRM V12!



GOT ONE OF THESE?

1950 Alfa Romeo 6C 2500 Sport 'Freccia d'Oro' EUR 225 000 (listed price)



For Alfa Romeo, the 6C 2500 was the swansong of its era. At its debut in 1939, as the third series of Vittorio Jano's legendary in-line six-cylinder Alfas, the engineers involved could never have imagined that it would signal the end of hand-built Alfa Romeos.

Due to engine upgrades and a vastly improved fuel delivery system, the 6C 2500 was the first road-going Alfa Romeo capable of 160 km/h.

It benefited from four-wheel independent suspension, with parallel trailing arms and coil springs in the front and swing axles with torsion bars at the rear. The 6C 2500 was immediately met with praise and success from its hand-selected upscale clientele. In 1939, Alfa Romeo was still in the business of providing rolling chassis to custom coachbuilders, even as the onset of war loomed.

The war in Europe limited production of the 6C 2500 to only a few hundred examples during the years of conflict. However, at the end of the war, the 6C 2500 offered Alfa Romeo the opportunity to re-launch its manufacturing by returning to its advanced pre-war design. The first project created after war's end was the factory-offered 6C 2500 Freccia d'Oro, which, essentially, had the same running gear as the pre-war 6C 2500s.

As Alfa's post-war cars followed pre-war practices, so did the coachwork of Turin's PininFarina, although the art deco obsession had faded somewhat. Thus, post-war bodies omitted much of the bright-work, allowing the handsome lines to make their own statement.

The 6C 2500 Freccia d'Oro was the first postwar Alfa Romeo and 680 examples were built until 1951, with bodies by Alfa. The advertised car was a Berlina body-style with 5-6 seats based on the 2500 Sport. This car was originally delivered to G. Mantovani in Rovigo, Italy. He owned the car for three years before selling it to R. Buongiorno. The car comes with a lot of original documents.

The Alfa Romeo 6C 2500 Sport 1950 'Freccia d'Oro' has a Super Sport specification. Coachwork is by Carrozzeria Alfa Romeo. It has a matching number engine and Italian delivered car with excellent provenance and it is in great condition with fantastic details. Recent major service has been with attention to brakes, tyres etc. The car has Italian papers and it is Mille Miglia eligible!

The car can be seen at Very Superior Old Cars (VSOC).

Contact person: Alex von Mózer, Madame Curiestraat 8, Sassenheim, Netherlands, 2171 TW.



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

ABN 75 478 073 135

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

www.alfclubwa.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 # (if applicable)

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.

